Public Document Pack

To: All Members of the Council

Town House,
ABERDEEN, 22 June 2022

COUNCIL

The Members of the **COUNCIL** are requested to meet in Council Chamber - Town House on **WEDNESDAY, 29 JUNE 2022 at 10.30am.** This is a hybrid meeting, therefore Members may also take part remotely.

FRASER BELL
CHIEF OFFICER - GOVERNANCE

B U S I N E S S

ADMISSION OF BURGESSES

1.1 Admission of Burgesses

DETERMINATION OF URGENT BUSINESS

2.1 No urgent business at this time

DETERMINATION OF EXEMPT BUSINESS

3.1 Determination of exempt business

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

4.1 Members are requested to declare any interests or connections

DEPUTATIONS

5.1 There are no deputation requests at this time

MINUTES OF PREVIOUS MEETINGS OF COUNCIL

6.1 Minute of Meeting of Aberdeen City Council of 28 February 2022 - for approval (Pages 7 - 28)

6.2 Minute of Meeting of Aberdeen City Council of 7 March 2022 - for approval (Pages 29 - 48)

6.3 Minute of Meeting of Aberdeen City Council of 18 May 2022 - for approval (Pages 49 - 66)

REFERRALS FROM COMMITTEES

7.1 Urgent Notice of Motion by Councillor Houghton - referred by City Growth and Resources Committee of 21 June 2022 (Pages 67 - 68)

BUSINESS PLANNER AND OTHER MINUTES

8.1 Council Business Planner (Pages 69 - 76)

GENERAL BUSINESS

9.1 Appointments to Outside Bodies and Appointment of Conveners and Vice Conveners - COM/22/129 (Pages 77 - 86)

9.2 Standards Commission for Scotland - Written Decision - Councillor Hutchison - COM/22/143 (Pages 87 - 96)

9.3 Treasury Management Strategy - Year-End Review - RES/22/109 (Pages 97 - 100)

9.4 City Centre Masterplan Update - RES/22/137 (Pages 101 - 450)

9.5 Beachfront Masterplan Update - COM/22/138 (Pages 451 - 718)

9.6 Aberdeen Fuel Poverty Fund - CUS/22/130 (Pages 719 - 728)

9.7 Preventing Homelessness - Memorandum of Understanding between Aberdeen City Council and the Department of Work and Pensions - CUS/22/144 (Pages 729 - 738)

9.8 Piper Alpha Memorial - OPE/22/139 (Pages 739 - 744)

9.9 International Travel 2022/23 - COM/22/123 (Pages 745 - 756)

NOTICES OF MOTION

10.1 Councillor Alphonse

That Council -

1. Notes the B999/ Shielhill Road junction improvements project is to be part-funded by developer contributions, provided by the developers of the ongoing north Dubford housing development.
2. Agree the B999/ Shielhill Road junction improvements project is a priority investment within the Council's Capital Programme.
3. Instruct the Chief Officer - Capital to review the project's current planned timeline and identify options to accelerate its delivery.
4. Instruct the Chief Officer - Capital to report these options to Council in August, identifying any impacts these may have on the wider Capital Programme.

10.2 Councillors Cooke and Greig

That Council instructs the Chief Officer - Operations and Protective Services, to take the necessary steps to amend the current advisory 20mph speed limit on Angusfield Avenue, between its junctions with Queen's Road and King's Gate, to a mandatory 20mph speed limit.

10.3 Councillors Cooke and Houghton

That this Council:

(i) renews its commitment to the Armed Forces Covenant, which is based on the premise that those who serve or have served, and their families deserve respect, support and fair treatment. In particular, it states that: "Those who serve in the Armed Forces, whether regular or Reserve, those who have served in the past, and their families, should face no disadvantage compared to other citizens in the provision of public and commercial services. Special consideration is appropriate in some cases, especially for those who have given most such as the injured and the bereaved.";

(ii) notes the Gold accreditation for the Council's Armed Forces Covenant through the Defence and Employer Recognition Scheme (ERS);

(iii) is proud to be Armed Forces friendly and recognises the enormous contribution and sacrifices that members of the Armed Forces and their families make every day for the safety and security of our country;

(iv) values the service of all British Armed Forces personnel, past and present, including those from Commonwealth Nations;

(v) agrees to re-establish an Advisory Working Group, with its purpose being to ensure the commitments contained in the Armed Forces Covenant continue to be met, to appoint five Councillors (three partnership/two opposition) to the Advisory Working Group and invite the Chief Officer - Early Intervention and Community Empowerment to appoint three officers from education services, housing services and social work services to join the Advisory Working Group;

(vi) requests the Chief Officer - Early Intervention and Community Empowerment to report to the relevant committee setting out what the Council is doing to support our serving and veteran community across the full range of services we provide and strengthen partnerships with the Armed Forces Community; and

(vii) prepares for the new duty to give due regard to the Armed Forces Covenant in policy development and decision making.

10.4 Councillor Hutchison

That the Council -

(a) notes the role of the council in protecting tenants in the private rented housing sector through licensing, registration and enforcement;

(b) agrees that everyone living in the rented sector should be able to have an expectation of safe, secure and good-quality housing, and that this is undermined where landlords fail to meet their legal obligations;

(c) instructs the Chief Officer - Early Intervention and Community Empowerment to report to a future committee on the operation of the private landlord registration and HMO licensing schemes, and short term lets legislation preparedness in Aberdeen. This should include the action taken when complaints are received about unlicensed landlords, and options to ensure that the public are aware of how to raise complaints.

10.5 Councillor Malik

That Council -

Congratulates Lower Deeside resident Sir Jimmy Milne CBE, DL, DHC Hon, FRIAS on his recent honour of a Knight Bachelor in the Queen's Platinum Jubilee Birthday Honours 2022 for services to business and charity.

Notes the success of the Balmoral Group under the leadership of Sir Jimmy Milne.

Agrees that Sir Jimmy Milne's charity work as joint founder and chairman of Friends of ANCHOR, a charity established in 1997 which supports Aberdeen's cancer and haematology care unit, as well as financing many ground-breaking research programmes makes Sir Jimmy Milne a worthy recipient of this honour.

Further notes that since 1997 the Balmoral Group has funded all the fundraising team and administrative costs of Friends of ANCHOR. The charity, being in its 25th year, is on course to reach a record project target of £2m that will help make the difference in Aberdeen's new cancer care centre due to open in 2023.

10.6 Councillors Nicoll and Yuill (Pages 757 - 758)

That Council notes the Policy Statement considered at its meeting on 18 May 2022, and instructs the Chief Officer - Governance to bring forward proposals to the meeting of Full Council on 24 August 2022 with recommended changes to the Scheme of Governance **[Full details are contained within the attachment within the agenda at page 757]**

EXEMPT/CONFIDENTIAL BUSINESS

11.1 City Centre Masterplan Update - exempt appendix (Pages 759 - 760)

11.2 Beachfront Masterplan Update - exempt appendix (Pages 761 - 762)

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Martyn Orchard, tel 01224 523097 or morchard@aberdeencity.gov.uk

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ABERDEEN CITY COUNCIL

Town House,
ABERDEEN, 28 February 2022

MINUTES OF MEETING OF ABERDEEN CITY COUNCIL

Sederunt:

Lord Provost Barney Crockett, Chairperson;
Depute Provost Jennifer Stewart; and

COUNCILLORS

GILLIAN AL-SAMARAI
YVONNE ALLAN
CHRISTIAN ALLARD
ALISON ALPHONSE
PHILIP BELL
MARIE BOULTON
DAVID CAMERON
JOHN COOKE
NEIL COPLAND
WILLIAM CORMIE
SARAH CROSS
STEVEN DELANEY
ALAN DONNELLY
JACQUELINE DUNBAR MSP
LESLEY DUNBAR
SARAH DUNCAN
GORDON GRAHAM
ROSS GRANT
MARTIN GREIG
DELL HENRICKSON
RYAN HOUGHTON
MICHAEL HUTCHISON
CLAIRE IMRIE
FREDDIE JOHN
JENNIFER LAING
DOUGLAS LUMSDEN MSP
SANDRA MACDONALD
NEIL MacGREGOR
AVRIL MacKENZIE
ALEXANDER McLELLAN
CIARÁN McRAE
M. TAUQEER MALIK
THOMAS MASON
JESSICA MENNIE
ALEX NICOLL
AUDREY NICOLL MSP
JAMES NOBLE
MIRANDA RADLEY
JOHN REYNOLDS
PHILIP SELLAR
GORDON TOWNSON
JOHN WHEELER
and
IAN YUILL

Lord Provost Barney Crockett, in the Chair.

The agenda and reports associated with this minute can be found at 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 URGENT BUSINESS

1. The Lord Provost advised that he would shortly be circulating a notice of motion in his own name as a matter of urgency in terms of Section 50(4)(b) of the Local Government (Scotland) Act 1973.

The Council resolved:-
to note the position.

DETERMINATION OF EXEMPT BUSINESS

2. The Council was requested to determine that the following items of business, which contained exempt information as described in Schedule 7(A) of the Local Government (Scotland) Act 1973, be taken in private:-

11.1 City Centre Masterplan Update - exempt appendices
11.2 Beach Masterplan Progress Report - exempt appendix

The Council 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 items 11.1 and 11.2 so as to avoid disclosure of exempt information of the classes described in paragraphs 6 and 8 of Schedule 7A of the Act.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3. Councillor Cooke advised that he had a connection in relation to agenda item 9.7 (Beach Masterplan Progress Report) as a Director of Sport Aberdeen, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting for that item.

Councillor Yuill advised that he had a connection in relation to agenda item 9.6 (City Centre Masterplan Update) as a member of the Robert Gordon's College Board of Governors, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting for that item.

Councillor Reynolds advised that he had a connection in relation to agenda item 9.7 as a member of the Board of Transition Extreme, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting for that item.

The Depute Provost advised that she had a connection in relation to agenda item 9.6 as a member of the Robert Gordon's College Board of Governors, however having applied the objective test she did not consider that she had an interest and would not be withdrawing from the meeting for that item.

URGENT NOTICE OF MOTION BY THE LORD PROVOST

4. The Council had before it the following urgent notice of motion by the Lord Provost in the following terms:-

> "Agrees this Council confers unqualified support for Ukrainian Independence and its sovereign integrity, stands shoulder to shoulder in solidarity with the people of Ukraine.
>
> Agrees Russia invasion of Ukraine was an unprovoked and unjustified attack on Ukraine and our thoughts and prayers are with the Ukrainian people right across the world at this time.
>
> Agrees that the Ukrainian Flag should fly from the Town House and similarly Marischal College should light up in the Ukrainian colours for the next 7 days to show our solidarity with the people of Ukraine.
>
> Agrees that I, as Lord Provost should write on behalf of the people of Aberdeen to the Russian Ambassador in London condemning the actions of his government for its unprovoked and unjustified attack on Ukraine."

The Council resolved:-
to approve the urgent notice of motion.

DEPUTATIONS

5. The Council was advised that a deputation request had been received in relation to the City Centre Masterplan Update report which was competent in terms of Standing Orders, however it would not be proceeding as outlined below.

The Council resolved:-
(i) to note that a deputation request had been received from Mr Hussein Patwa in relation to the City Centre Masterplan Update report, however Mr Patwa was unable to make his deputation and therefore a written submission had been circulated; and
(ii) to thank Mr Patwa for his submission and to wish him well.

MINUTE OF MEETING OF ABERDEEN CITY COUNCIL OF 13 DECEMBER 2021

6. The Council had before it the minute of meeting of Aberdeen City Council of 13 December 2021.

The Council resolved:-
to approve the minute.

MINUTE OF SPECIAL MEETING OF ABERDEEN CITY COUNCIL OF 12 JANUARY 2022

7. The Council had before it the minute of the special meeting of Aberdeen City Council of 12 January 2022.

The Council resolved:-
to approve the minute.

MINUTE OF SPECIAL MEETING OF ABERDEEN CITY COUNCIL OF 10 FEBRUARY 2022

8. The Council had before it the minute of the special meeting of Aberdeen City Council of 10 February 2022.

The Council resolved:-
to approve the minute.

GUILDRY FUNDS - REVIEW OF ALLOWANCES - MINUTE OF MEETING OF GUILDRY AND MORTIFICATION FUNDS COMMITTEE OF 20 DECEMBER 2021

9. With reference to Article 3 of the minute of meeting of the Guildry and Mortification Funds Committee of 20 December 2021, the Council had before it, by way of remit, a recommendation that the allowances paid from the Guildry fund to Burgesses of Guild, widows and widowers of Burgesses and children of Burgesses be increased by 5% to be backdated from 1 May 2021.

The Council resolved:-
to approve the 5% increase in annual allowances to be backdated from 1 May 2021.

COUNCIL BUSINESS PLANNER

10. The Council had before it the business planner as prepared by the Chief Officer - Governance.

The Council resolved:-
to note the business planner.

SCHEME OF GOVERNANCE REVIEW - 2022 - COM/22/034

11. The Council had before it a report by the Chief Officer - Governance which met the Council's instruction to report on the operation of the Scheme of Governance on an annual basis and made recommendations for improvement.

The report recommended:-
that the Council -

(a) approve Appendix C, the Introduction to the Scheme of Governance, with effect from 1 April 2022;
(b) approve Appendix D, Committee Terms of Reference, with effect from 1 April 2022;
(c) approve Appendix E, Powers Delegated to Officers with effect from 1 April 2022, and delegate authority to the Chief Officer - Governance to make any further changes to Appendix 1 of that document necessary to reflect the Powers Delegated to Officers;
(d) approve Appendix F, Standing Orders for Council, Committee and Sub Committee Meetings, with effect from 1 April 2022;
(e) approve Appendix G, Financial Regulations, with effect from 1 April 2022;
(f) approve Appendix H, Procurement Regulations, with effect from 1 April 2022;
(g) approve Appendix I, Member - Officer Relations Protocol, with effect from 1 April 2022;
(h) approve Appendix J, the Local Code of Corporate Governance, with effect from 1 April 2022;
(i) note the draft minute of the Governance Reference Group of 20 January 2022, and that an updated committee report template would be implemented with effect from 1 April 2022; and
(j) note the update with regard to the review of outside bodies and that no further changes were required at this stage.

Councillor Houghton moved, seconded by Councillor Malik:-

That the Council approve the recommendations contained within the report, subject to the following:

Appendix D - Powers Delegated to Officers:-

- To not accept the amendments to Chief Officer - Governance power 21 in relation to emergencies; and
- To not accept the proposed new power 12 for the Chief Officer - City Growth with regard to event capacities and pandemic related legislation.

Appendix F - Standing Orders:-

- In relation to Standing Order 34.1 to delete the words “unless thereafter the Convener determines otherwise”; and
- In relation to Standing Order 12.2, to delete the word “must” and replace it with “should”.

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

That the Council defer consideration of the report to the Council meeting scheduled for 29 June 2022 to allow the new Council to consider the matter, and agree that the existing Scheme of Governance remain in place meantime.

On a division, there voted:-

For the motion (23) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Boulton, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

For the amendment (22) - Councillors Al-Samarai, Allard, Alphonse, Cameron, Cooke, Copland, Cormie, Delaney, Jackie Dunbar MSP, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Townson and Yuill.

The Council resolved:-
to adopt the motion.

STANDARDS COMMISSION FOR SCOTLAND - WRITTEN DECISION - COUNCILLOR ALPHONSE - COM/22/050

12. The Council had before it a report by the Chief Officer - Governance which presented the written decision made by the Standards Commission for Scotland following a hearing held on 13 December 2021.

The report recommended:-
that the Council -
(a) consider the content of the written decision; and
(b) note that the Standards Commission for Scotland held that there had been no breach of the Code of Conduct by Councillor Alphonse.

The Council resolved:-
(i) to note the content of the written decision; and
(ii) to note that the Standards Commission for Scotland held that there had been no breach of the Code of Conduct by Councillor Alphonse.

TREASURY MANAGEMENT POLICY - RES/22/033

13. The Council had before it a report by the Chief Officer - Finance which outlined the Council's Treasury Management Policy for 2022/23 to 2024/25 for approval.

The report recommended:-
that the Council approve the Council's Treasury Management Policy for 2022/23 to 2024/25 as detailed at Appendix 1, which included the Treasury Management Policy Statement, Borrowing Policy, Investment Policy and Counterparty list.

The Council resolved:-
to approve the recommendation.

CLIMATE CHANGE - CITYWIDE STRATEGY AND COUNCIL CARBON BUDGET - COM/22/054

14. The Council had before it a report by the Director of Commissioning which sought approval of the citywide approach to addressing climate change, as articulated through a *Net Zero Aberdeen Routemap* which set a net zero target for Aberdeen City by 2045 across six themes and the refreshed *Aberdeen Adapts*, which provided a climate adaptation framework for Aberdeen.

The report recommended:-
that the Council -

Citywide - Net Zero & Aberdeen Adapts

(a) note that two significant local drivers behind Net Zero Aberdeen and Aberdeen Adapts are the Economic Policy Panel's recommendations and Moodie's credit rating, the recent assessment of which noted that for overall environmental risk, Aberdeen scored neutral to low (E-2), reflecting low exposure across all categories, but a moderately negative exposure to carbon transition risks given the significant dependence of the city on the oil and gas sector, an issue which this route map now sets out to address;

(b) note the recommendation of the City Net Zero Leadership Board that Council should approve the Net Zero Aberdeen Routemap, including the six place-based strategies;

(c) approve the Net Zero Aberdeen Routemap and associated place-based strategies in line with the Net Zero Vision to achieve the goal of a Net Zero Aberdeen by 2045 (Appendices 1 & 1A to 1F);

(d) approve the updated Aberdeen Adapts Framework (Appendix 2);

(e) note the severity of Storms Frank, Arwen, Malik and Corrie, their major impacts on the City and Northeast infrastructure, economy and communities and the list of first and second civil contingency responders to these events (Appendix 3 within Aberdeen Adapts Framework);

(f) note the objectives already set out in Aberdeen Adapts and the Local Outcome Improvement Plan to focus on and advance community resilience planning and outcomes;

(g) instruct the Chief Officer - Governance to ensure the cluster capitalises on recent learning and the strong desire to further develop community resilience by working alongside communities to develop and embed community resilience plans in line with the above objectives;

(h) instruct the Chief Officer - Strategic Place Planning to report back to the City Growth and Resources Committee on an annual basis on progress towards the objectives of both Net Zero Aberdeen Routemap and Aberdeen Adapts and to revise them at least every five years, and sooner as may be necessary;

(i) instruct the Chief Officer - Strategic Place Planning to engage with communities, business and third sector partners to develop and implement an engagement plan to support delivery of the objectives of the Routemap and Adaptation Framework, including:

  (a) The co-creation with Net Zero partners of a Net Zero Aberdeen microsite as a digital platform through which to promote the Routemap, Aberdeen Adapts and associated information, projects, etc. of the Council and partners (initial design concept provided in Appendix 3);

  (b) The development and promotion of a "Climate and Net Zero Aberdeen Pledge" (initial pledge concept outlined in Appendix 4) and agree that the Lord Provost sign the pledge on the Council's behalf;

(j) instruct the Chief Officers - Governance and Strategic Place Planning to work with the members of Aberdeen's Net Zero Leadership Board, Delivery Unit, the Local Resilience Partnership and other groups as appropriate to develop city climate change governance structure/s appropriate for meeting the aims of the Route-Map and Aberdeen Adapts Framework, and report back to a future

Council meeting, no later than the next annual update on the Routemap and Adaptation Framework;

(k) instruct the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023;

(l) with regard to a city Local Heat and Energy Efficiency Strategy (LHEES)
   (a) note the statutory duty placed on councils to develop an area based Local Heat and Energy Efficiency Strategy (LHEES) and that the attached strategies work to meet those requirements in the context of the Scottish Government ongoing development of guidance;
   (b) instruct the Chief Officer - Strategic Place Planning to keep the place-based strategies under review as further clarity is provided by Scottish Government;

Council - Actions towards Net Zero

(m) instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023;

(n) instruct the Director of Commissioning to ensure alignment between the Council's Commissioning Intentions for 2022/23 and the aims of Net Zero Aberdeen and Aberdeen Adapts;

(o) note the decision at the City Growth and Resources Committee on 3 February 2022 in relation to the development of the Aberdeen Hydrogen Hub (AHH) and its importance in the journey to decarbonising the energy sector as we move to net zero;

(p) note that as with the recently Proposed Local Development Plan, officers have supported the Delivery Unit in developing the strategies in the context of the United Nations Sustainable Development Goals and a health in all policies approach;

(q) note the update on the Memorandum of Understanding with bp, being presented to Council, and the important role the recommendations in that in that report may have on Net Zero Aberdeen across all theme strategies;

Council - Climate Change Plan Carbon Budget

(r) approve the approach to carbon budgeting for the Council Climate Change Plan, as set out in Appendix 5 and instruct the Chief Operating Officer to progress a phased roll out of the carbon budget, including integration of carbon reduction in Service Re-design;

(s) instruct the Director of Commissioning (for Place) and the Chief Operating Officer (for Council) to identify and instruct relevant senior managers to undertake Carbon Literacy training, and instruct the Chief Officer - Governance

to include Carbon Literacy training within the induction programme for Elected Members, initially through the existing externally funded places under the Scottish Cities Alliance Net Zero Peer to Peer Network and thereafter as other opportunities arise, all towards driving up capabilities for better informed high level decision making for climate change, including net zero and energy transition;

Data

(t) instruct the Chief Officer - Strategic Place Planning to continue to engage with the Council's current technology partner Microsoft and bp, its Joint Venture Partner, as well as relevant Chief Officers, on a process for managing and modelling climate data as well as filling existing data gaps and report back on progress as part of the annual update report to Council; and

COP 26

(u) note the work undertaken in advance and during COP26 as set out in Appendix 6, publicising the work of the Council in its own journey to Net Zero.

The Council resolved:-
to approve the recommendations.

ACC-BP MEMORANDUM OF UNDERSTANDING - PROGRESS REPORT - COM/22/051

15. The Council had before it a report by the Chief Officer - City Growth which provided an update on progress supporting the Memorandum of Understanding (MoU) between the Council and bp.

The report recommended:-
that the Council -

(a) note the progress made since the MoU was launched in September 2020; and
(b) agree the priorities for the next year of the MoU as outlined in Section 3.27 of the report.

The Council resolved:-
to approve the recommendations.

CITY CENTRE MASTERPLAN UPDATE - RES/22/057

16. With reference to Article 4 of the minute of meeting of the City Growth and Resources Committee of 12 November 2021, the Council had before it a report by the Director of Resources which presented an update on a number of projects to be delivered through the City Centre Masterplan (CCMP) review and made recommendations on next steps to continue to support economic and place-based recovery within the city.

The report recommended:-
that the Council -

Union Street Building Condition

(a) note the content of the Building Condition Survey (Appendix A) and agree the identified priorities (Roof, Rainwater Goods, Shopfronts, Stonework), with Zone B (Market Street-Bridge Street) to be prioritised;

(b) instruct the Chief Officer - Corporate Landlord to prepare:
   a) a plan for implementation of improvement works to buildings in Council ownership,
   b) a plan for implementation of works to buildings outwith Council ownership, to allow engagement with property owners,

   with Zone B (Market Street-Bridge Street) to be prioritised in both circumstances and report progress in June 2022;

(c) instruct the Chief Officer - Strategic Place Planning to:
   a) prepare a detailed specification for appropriate façade stone cleaning,
   b) investigate means to simplify procedures for statutory consents,

   and report progress to Full Council in June 2022;

(d) instruct the Chief Officer - Commercial and Procurement to develop a procurement and funding plan for building repair work as identified in Appendix A, including investigating a 'One-stop' service to cover professional services required to implement improvement works and report the results to Full Council by August 2022;

(e) note Appendices F and G and instruct the Chief Officer - City Growth to advance the works to identify the full range of intervention measures to repopulate vacant units in Union Street to Full Business case including further assessment of potential non-retail uses and report outcomes in December 2022;

Belmont Street Café Culture

(f) note the stakeholder engagement that has been undertaken, the preferred Option 3 identified, and approve the full business case as detailed in Appendix B;

(g) instruct the Director of Resources to develop and implement a detailed design for Option 3 identified in the Business Case including operational plans in consultation with Belmont Quarter stakeholders and key stakeholders (including Disability Equity Partnership);

(h) instruct the Chief Officer - Operations and Protective Services to progress with the necessary Traffic Regulation Orders and implement as part of the operational plan and associated delivery measures in the context of the wider traffic management plan;

(i) note the ongoing engagement with the Disability Equity Partnership and at their request the following interim measures are being progressed:
   a) Introduction of accessible parking spaces in Back Wynd on a trial basis at the earliest opportunity the impact of which will be monitored,
   b) Introduction of temporary accessibility ramps to the south side of Union Street Central located opposite dropped kerb locations existing on the north side of the street;

Market to Guild Street Streetscape

(j) note the design concept masterplan for public realm improvements for the Market Street to Guild Street area as detailed in Appendix D;

(k) instruct the Director of Resources to develop detailed design for Phase 1 implementation of those improvements in consultation with key stakeholders and report results to Full Council in August 2022;
(l) instruct the Chief Officer - Operations and Protective Services to progress with the necessary Traffic Regulation Orders to implement in the context of the Phase 1 delivery and the wider traffic management plan;
(m) instruct the Chief Officer - Operations and Protective Services and Chief Officer - City Growth to identify opportunities to improve the amenity of the wider Market to Guild Street area in conjunction with the anticipated Phase 1 delivery;
(n) note the City Growth and Resources Committee instruction to develop a Full Business Case for Union Street East and Castlegate by end 2022 and ensure that business case is developed in tandem with the emerging business case for the Beach Boulevard;

George Street

(o) note the ongoing engagement exercise on the future of the George Street area;

City Centre Masterplan Recalibration incorporating the Beach

(p) instruct the Chief Officer - Strategic Place Planning to recalibrate the City Centre Masterplan to incorporate the Beach and George Street masterplanning exercises and report the results to Full Council in August 2022; and

Joint Integrated Mortuary

(q) note the £18 million capital cost contribution from Scottish Government on behalf of the Health and Justice Directorates and refer simpliciter to the Council's budget meeting on 7 March 2022.

Councillor Laing moved, seconded by Councillor Lumsden MSP:-

That the Council -

(1) approve the recommendations contained within the report subject to amending recommendation (q) (Joint Integrated Mortuary) to read:-

- agrees that the £18 million capital cost contribution from the Scottish Government on behalf of the Health and Justice Directorates was achieved by the Council's lobbying of Scottish Government and refer simpliciter to the Council's budget meeting on 7 March 2022;

(2) agree the vision presented to Council today via the flythrough is the vision that this Council must deliver for its citizens if it is serious about supporting economic and place-based recovery within the city;
(3) note the comments from Commercial agents throughout the city that they would have more confidence in securing good quality operators for vacant units on a pedestrianised Union Street Central than they would if it was to return to 4 lanes of traffic;
(4) note Scottish Water are expected to be doing major works at Guild Street in the summer of 2022 and therefore agrees to temporarily re-open Union Street Central after the completion of the demolition work at Aberdeen Market thus allowing buses, taxis, private hire vehicles and pedal cycles only to go through this space;
(5) instruct the Chief Officer - Operation and Protective Services to ensure all the works required in respect of bus priority interventions as part of the City Centre

Masterplan be done at the same time as the Scottish Water Guild Street works are undertaken where practically possible;

(6) agree to close Union Street Central to all traffic immediately following the completion of works at Guild Street in order to fulfil the vision of the flythrough which supports pedestrianisation as a way of supporting economic and place-based recovery for our city.

(7) note the Scottish Government's long-term vision for active travel in Scotland which has at its heart a strong emphasis on sustainable and people centred areas;

(8) agree with the Scottish Government that city centres should be people focussed with easy pedestrian and cycle access which meets air quality and noise limit targets; and

(9) agree the vision for Union Street Central matches the ambitions of the Scottish government's active travel plans for Scotland.

Councillor Boulton moved as an amendment, seconded by Councillor McLellan:-

That the Council -

Union Street Building Condition

(i) welcome the content of the Building Condition Survey (Appendix A) and agree the identified priorities (roof, rainwater goods, shopfronts, stonework) with zone B (Market Street - Bridget Street) to be prioritised;

(ii) instruct the Chief Officer - Corporate Landlord to prepare:

(a) a plan for implementation of improvement works to buildings in Council ownership; and

(b) a plan for implementation of works to buildings outwith Council ownership, to allow engagement with property owners

with Zone B (Market Street - Bridge Street) to be prioritised in both circumstances and report progress in June 2022;

(iii) instruct the Chief Officer - Strategic Place Planning to:

(a) prepare a detailed specification for appropriate façade stone cleaning; and

(b) investigate means to simplify procedures for statutory consents

and report progress to Full Council in June 2022;

(iv) instruct the Chief Officer - Commercial and Procurement to develop a procurement and funding plan for building repair work as identified in Appendix A, including investigating a one stop service to cover professional services required to implement improvement works and report the results to Full Council by August 2022;

(v) note appendices F and G and instruct the Chief Officer - City Growth to advance the works to identify the full range of intervention measures to repopulate vacant units in Union Street to full business case including further assessment of potential non-retail uses and report outcomes in December 2022;

Belmont Street Café Culture

(vi) note the stakeholder engagement that had been undertaken, the preferred option 3 identified, and approve the full business case as detailed in appendix B;

(vii) instruct the Director of Resources to develop and implement a detailed design for option 3 identified in the business case including the re-introduction of a taxi rank on Back Wynd and include operational plans in consultation with the

Belmont Quarter stakeholders and key stakeholders including the Disability Equity Partnership;

(viii) instruct the Chief Officer - Operations and Protective Services to progress with the necessary traffic regulation orders and implement as part of the operational plan and associated delivery measures in the context of the wider traffic management plan;

(ix) note the ongoing engagement with the Disability Equity Partnership and at their request the following interim measures are being progressed:
   (a) introduction of accessible parking spaces in Back Wynd only on a trial basis at the earliest opportunity the impact of which will be monitored;
   (b) introduction of temporary accessible ramps to the south side of Union Street Central located opposite dropped kerb locations existing on the north side of the street, prior to the decision on the possible reopening of Union Street Central to service buses, taxis and private hire cars; and
   (c) to instruct the Chief Officer - Corporate Landlord to bring back a street occupation policy by the end of 2022;

Market to Guild Street Streetscape

(x) note the design concept masterplan for public realm improvements for the Market Street to Guild Street area as detailed in Appendix D and
   (a) agree to remove reference to (9) “Plaza” on Market Street;
   (b) agree to include in phase two the area at St Nicholas Street between Union Street and St Nicholas Centre; and
   (c) agree to include Correction Wynd and Hadden Street in phase two;

(xi) instruct the Director of Resources to develop detailed design for phase one and two implementation of those improvements in consultation with key stakeholders and report results to Full Council in August 2022;

(xii) instruct the Chief Officer - Operations and Protective Services to progress with the necessary traffic regulation orders to implement in the context of the phase one and two delivery and the wider traffic management plan;

(xiii) instruct the Chief Officer - Operations and Protective Services and the Chief Officer - City Growth to identify opportunities to improve the amenity of the wider market to Guild Street area in conjunction with the anticipated phase one and two delivery;

(xiv) note the City Growth and Resources Committee instruction to develop a Full Business Case for Union Street East and Castlegate by end 2022 and ensure that business case is developed in tandem with the emerging business case for the Beach Boulevard;

George Street

(xv) note the ongoing engagement exercise on the future of the George Street area and instruct the Chief Officer - Corporate Landlord to investigate the potential future use of the John Lewis building as part of the George Street master planning exercise and report back to the August Council meeting;

City Centre Master Plan Recalibration Incorporating the Beach

(xvi) instruct the Chief Officer - Strategic Place Planning to recalibrate the city centre masterplan to incorporate the Beach and George Street master planning exercises and report the results to Full Council in August 2022;

Joint Mortuary

(xvii) note the £18 million capital cost contribution from the Scottish Government on behalf of the Health and Justice Directorates and refer simpliciter to the Council's budget meeting on 7 March 2022;

Addendums

(xviii) (a) instruct the Chief Officer - City Growth to discuss with the UK Government Department for Digital, Culture, Media and Sport and the Natural History Museum the feasibility for a Natural History Museum Aberdeen, including the University of Aberdeen and the Aberdeen Medico-Chirurgical Society in the process and report to Full Council in August 2022;

(b) instruct the Chief Officer - City Growth, subject to the outcome of (a) to explore potential locations including Woolmanhill; and

(c) instruct the Chief Officer - Corporate Landlord, subject to positive outcomes from (a) and (b) to bring forward redevelopment/improvement options for the Denburn car park and report back to a future meeting of Full Council; and

(xix) instruct the Chief Officer - Corporate Landlord subject to (a), (b) and (c) above, to explore options from improved alternative direct pedestrian connectivity from the Denburn car park area onto Rosemount Viaduct;

(xx) instruct the Chief Officer - Operations and Protective Services to ensure all works required in respect of bus priority interventions as part of the City Centre Masterplan be done at the same time as the Scottish Water Guild Street works are undertaken where practically possible;

(xxi) to note the Scottish Government's long-term vision for active travel in Scotland which has at its heart a strong emphasis on sustainable and people centred areas; and

(xxii) to agree with the Scottish Government that city centres should be people focused with easy pedestrian and cycle access which meets air quality and noise limit targets.

On a division, there voted:-

For the motion (21) - Lord Provost; Depute Provost; and Councillors Allan, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

For the amendment (24) - Councillors Al-Samarai, Allard, Alphonse, Bell, Boulton, Cameron, Cooke, Copland, Cormie, Delaney, Jackie Dunbar MSP, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Townson and Yuill.

The Council resolved:-

to adopt the amendment.

BEACH MASTERPLAN PROGRESS REPORT - COM/22/064

17. With reference to Article 4 of the minute of meeting of the City Growth and Resources Committee of 12 November 2021, the Council had before it a report by the Director of Resources which detailed progress on the strategic work streams and set

out the suite of further recommendations and programme of works going forward for the Council to consider, recognising the interdependencies and phasing required.

The report recommended:-

that the Council -

(a) instruct the Director of Resources and Head of Commercial and Procurement to progress the undernoted listed items (1 to 5) to Full Business Case, and report back progress to the June 2022 meeting of Full Council:
   (1) New Play Park: Urban Park, Sports Area & Pump Track;
   (2) Events Park: New Amphitheatre, Events Field, Gateway Building & Hub Building;
   (3) Landscaping: Landscape Mounding;
   (4) Broadhill: Public Realm & Landscaping;
   (5) Reconfigured Beach Landscaping;

(b) instruct the Director of Resources and the Head of Commercial and Procurement to progress the undernoted listed interventions (6 to 12) to Outline Business Case and report back progress to the June 2022 meeting of Full Council:
   (6) Beach Pavilion Building;
   (7) New Canopy Features;
   (8) Beach Ballroom Plaza;
   (9) Broadhill (Structures);
   (10) Pedestrian Spine;
   (11) Beach Boulevard;
   (12) Surf Village;

(c) instruct the Director of Resources and the Head of Commercial and Procurement to progress the undernoted Long-Term items (13 to 18) to Outline Business Case and report progress to the June 2022 meeting of Full Council:
   (13) Beach Ballroom;
   (14) New Stadium;
   (15) New Leisure Facility;
   (16) Boardwalk;
   (17) New Slipway;
   (18) Energy Centre;

(d) instruct the Head of Commercial and Procurement and the Chief Officer - Strategic Place Planning to develop an Outline Business Case to improve the connectivity between the city centre and report back progress to the June 2022 meeting of Full Council; and

(e) instruct the Director of Resources and the Head of Commercial and Procurement 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.

Councillor Laing moved, seconded by Councillor Boulton:-

That the Council approve the recommendations contained within the report.

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

That the Council approve the recommendations contained within the report subject to removing "(14) New Stadium" from recommendation (c).

On a division, there voted:-

For the motion (42) - Lord Provost; Depute Provost; and Councillors Al-Samarai, Allan, Allard, Alphonse, Bell, Boulton, Cameron, Cooke, Copland, Cormie, Cross, Donnelly, Jackie Dunbar MSP, Lesley Dunbar, Duncan, Graham, Grant, Henrickson, Houghton, Hutchison, Imrie, John, Laing, Lumsden MSP, Macdonald, MacGregor, MacKenzie, McLellan, McRae, Malik, Mason, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Reynolds, Sellar, Townson and Wheeler.

For the amendment (3) - Councillors Delaney, Greig and Yuill.

The Council resolved:-
to adopt the motion.

NOTICE OF MOTION BY COUNCILLOR MCLELLAN

18. The Council had before it a notice of motion by Councillor McLellan in the following terms:-

"That Council:-

(1) cease the interim design works for public realm improvements on the mid section of Union Street (from Market Street to Bridge Street);

(2) instruct the Chief Officer - Operations and Protective Services to reopen Union Street between its junctions with Union Terrace and Market Street to service buses, taxis, private hire vehicles and pedal cycles only, all as soon as is practicably possible, but not before any necessary investigatory or other required works are completed and not before any necessary statutory processes are completed: such work shall include the reopening of the temporarily closed bus stops and pedestrian crossings on this section of Union Street, where practicable;

(3) retain the current timed delivery arrangements via Back Wynd/Belmont Street;

(4) instruct the Chief Officer - Operations and Protective Services to remove the existing bus gate on Union Street, just East of Market Street and introduce new bus gates on Union Street between Bridge Street and Market Street;

The estimated cost of the works to be incurred is £10,000 and this expenditure will be met from existing operational budgets and the Spaces for People budget;

(5) instruct the Chief Officer - Governance to initiate the consultation process to re-establish the taxi rank stances on Back Wynd and the night time taxi rank on Union Street at St Nicholas churchyard and report back to the Licensing Committee with the results of the consultation exercise;

(6) instruct the Chief Officer - Operations and Protective Services to complete any necessary statutory processes to allow for waiting on Back Wynd by taxis; and

(7) note the Director of Resources will continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages instructed through the City Growth and Resources Committee on 12 November 2021."

Councillor McLellan moved, seconded by Councillor Radley:-

That the Council -

(1) cease the interim design works for public realm improvements on the mid-section of Union Street (from Market Street to Bridge Street);

(2) instruct the Chief Officer - Operations and Protective Services to reopen Union Street between its junctions with Union Terrace and Market Street to service buses, taxis, private hire vehicles and pedal cycles only, all as soon as is practicably possible, but not before any necessary investigatory or other required works are completed and not before any necessary statutory processes are completed: such work shall include the reopening of the temporarily closed bus stops and pedestrian crossings on this section of Union Street, where practicable;

(3) instruct the Chief Officer - Strategic Place Planning to work with bus operators to aim to move to ultra-low emission vehicles on the Market-Bridge Street section with geo-fenced buses travelling at 7mph as soon as practically possible;

(4) retain the current timed delivery arrangements via Back Wynd/Belmont Street;

(5) instruct the Chief Officer - Operations and Protective Services to remove the existing bus gate on Union Street, just East of Market Street and introduce new bus gates on Union Street between Bridge Street and Market Street; the estimated cost of the works to be incurred is £10,000 and this expenditure will be met from existing operational budgets and the Spaces for People budget;

(6) instruct the Chief Officer - Governance to initiate the consultation process to re-establish the taxi rank stances on Back Wynd and the night time taxi rank on Union Street at St Nicholas churchyard, which was never formally suspended, and report back to the Licensing Committee with the results of the consultation exercise;

(7) instruct the Chief Officer - Operations and Protective Services to complete any necessary statutory processes to allow for waiting on Back Wynd by taxis;

(8) instruct the Director of Resources to 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 Low Emission Zone - reporting back progress to Full Council in June 2022;

(9) instruct the Director of Resources to continue with evolving streetscape design for the priority intervention areas, giving consideration to the reintroduction of service buses, taxis, private hire cars and pedal cycles on Union Street Central and Union Street East, and report back to the Full Council meeting in June 2022, and

(10) note the Director of Resources would continue to engage with stakeholders across the city, including children and young people and the Disability Equity Partnership, in relation to the work packages instructed through the City Growth and Resources Committee on 12 November 2021.

Councillor Houghton moved as an amendment, seconded by Councillor Grant:-

That the Council take no action.

Councillor Boulton moved as a further amendment, seconded by Councillor Cameron:-

That the Council -

(1) cease the interim design works for public realm improvements on the mid section of Union Street (from Market Street to Bridge Street);

(2) (a) re-introduce service buses two ways on Union Street Central, allowing for service buses to stop for passengers to get on and off. Re-introduction to be as soon as practically possible;

(b) instruct the Chief Officer – Strategic Place Planning to work with bus operators to aim to move to ultra-low emission vehicles on the Market-Bridge Street section with geo-fenced buses travelling at 7mph as soon as practically possible;

(c) re-introduce the taxi rank on Back Wynd, allow taxis and private hire cars to access the central section of Union Street. Instruct the Chief Officer - Governance to carry out any statutory processes required to enable the reintroduction of the rank and queuing by taxis as soon as possible, reporting back to the Licensing Committee;

(d) re-instate the night time rank on Union Street outside St Nicholas Churchyard - never formally suspended;

(e) allow for pedal cyclists to continue on Union Street Central;

(f) continue the time limited delivery arrangements via Belmont Street and Back Wynd;

(g) instruct the Chief Officer - Operations and Protective Services to reposition the bus/taxis gate to the middle section of Union Street at the Market Street and Bridge Street locations. Allow traffic back onto Market Street and Union Street East in both directions. Change the signs reflecting the new layout. Funding to be taken from the Spaces for People budget and existing operational budgets. All works to be carried out as soon as practically possible;

(3) instruct the Director of Resources to 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. Reporting back progress to Full Council in June 2022;

(4) instruct the Director of Resources to continue with evolving streetscape design for the priority intervention areas, giving consideration of the reintroduction of service buses, taxis and private hire cars on the central section of Union Street and the reintroduction of traffic on Market Street and Union Street East report back progress to Full Council in June 2022; and

(5) instruct the Director of Resources to continue to engage with stakeholders across the city, including children and young people, older people and the

Disability Equity Partnership, in relation to any proposed uses or changes to the City Centre.

There being a motion and two amendments, the Council first divided between the motion and the amendment by Councillor Houghton which proposed no action.

On a division, there voted:-

For the motion (23) - Councillors Al-Samarai, Allard, Alphonse, Boulton, Cameron, Cooke, Copland, Cormie, Delaney, Jackie Dunbar MSP, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Townson and Yuill.

For the amendment by Councillor Houghton (22) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

The Council then divided between the motion and the amendment by Councillor Boulton.

On a division, there voted:-

For the motion (23) - Councillors Al-Samarai, Allard, Alphonse, Boulton, Cameron, Cooke, Copland, Cormie, Delaney, Jackie Dunbar MSP, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Townson and Yuill.

For the amendment by Councillor Boulton (0)

Declined to vote (22) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

The Council resolved:-
to adopt the motion.

NOTICE OF MOTION BY COUNCILLOR MALIK

19. The Council had before it a notice of motion by Councillor Malik in the following terms:-

"That Council

1. Agrees the tremendous success of the 2021 Summer of Play programme, the huge benefits it provided to children and young people in the city, and the positive evaluations of the programme from participants;

2. Agrees in respect of mental and physical wellbeing our children and young people have faced considerable challenges over the last two years;

3. Notes prior to the pandemic children and young people used school time as an opportunity to connect and socialise with peers but the restrictions put in place in schools in order to mitigate the risks of the COVID-19 pandemic have impacted on their ability to do this;

4. Notes the inability to interact with peers freely, build relationships with others and pupil concern for the wellbeing of their own families has impacted on pupil wellbeing;

5. Notes the Council has been given national funding to deliver a reduced summer programme over summer 2022 with no money for an Easter programme;

6. Notes with disappointment that only £10m is being made available nationally compared to the £20m made available for summer 2021;

7. Notes the grant conditions for 2022 are to be changed from last year meaning the grant offered by the Scottish Government fails to address the very real risks to our young people over 14 and families with very young children who may not be old enough to access Early Learning and Childcare;

8. Agrees this approach from the Scottish Government leaves an important gap in provision and puts considerable constraints on our approach to developing a summer programme;

9. Agrees this reduction in funding will impact on our summer programme for 2022;

10. Therefore instructs the Chief Officer - Education to work with relevant officers and partner organisations to develop similar Easter and Summer of Play programmes for 2022; and

11. Instructs the Chief Officer - Education to prepare cost estimates for the provision of these Easter and Summer of Play programmes, and submit this to the budget process for 2022/23."

Councillor Malik moved, seconded by Councillor Imrie:-

That the Council approve the notice of motion.

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

That the Council -

(a) approve 1 to 10 as per the notice of motion;

(b) congratulates Aberdeen City Libraries, Aberdeen Football Club Community Trust, Aberdeen Lads Club, Aberdeen Play Forum, Aberdeen Science Centre, Aberlour Options, ACC Music Service, Adventure Aberdeen, Balnagask Community Centre, Barnardo's Aberdeen Young Carers, Citymoves, Countesswells Holiday Club, Countryside Ranger, Creative Learning, Cultivate Aberdeen, Cummings Park Community Centre, Duthie

Park Rangers, Family Learning, Fit Like Hubs, Grampian Autistic Society, Jesus House-Torry, Kings Church Foundation, Mastrick Community Centre, NESCol, Northfield Community Centre, Northfield Congregational Church, Orchard Brae Specialist Playscheme and Holiday Fun Club, Sport Aberdeen, Techfest, Tesco Hub Project, We Too and the officers strategic group for their hard work and dedication in the successful delivery of the 2021 Summer of Play Programme, which was delivered within a 7 week timescale for young people in Aberdeen; and

(c) note that while the final funding arrangements for 2022 are still being finalised recognises the need to continue with this programme in the coming years and encourages all political groups in the Council to support the delivery of this programme in their individual budget proposals for 2022/23 Budget setting processes.

During the course of debate, the Administration agreed to accept part (b) of Councillor Alex Nicoll's amendment to the notice of motion.

On a division, there voted:-

For the motion (23) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Boulton, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

For the amendment (22) - Councillors Al-Samarai, Allard, Alphonse, Cameron, Cooke, Copland, Cormie, Delaney, Jackie Dunbar MSP, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley, Townson and Yuill.

The Council resolved:-

(i) to approve the notice of motion; and

(ii) to congratulate Aberdeen City Libraries, Aberdeen Football Club Community Trust, Aberdeen Lads Club, Aberdeen Play Forum, Aberdeen Science Centre, Aberlour Options, ACC Music Service, Adventure Aberdeen, Balnagask Community Centre, Barnardo's Aberdeen Young Carers, Citymoves, Countesswells Holiday Club, Countryside Ranger, Creative Learning, Cultivate Aberdeen, Cummings Park Community Centre, Duthie Park Rangers, Family Learning, Fit Like Hubs, Grampian Autistic Society, Jesus House-Torry, Kings Church Foundation, Mastrick Community Centre, NESCol, Northfield Community Centre, Northfield Congregational Church, Orchard Brae Specialist Playscheme and Holiday Fun Club, Sport Aberdeen, Techfest, Tesco Hub Project, We Too and the officers strategic group for their hard work and dedication in the successful delivery of the 2021 Summer of Play programme, which was delivered within a 7 week timescale for young people in Aberdeen.

NOTICE OF MOTION BY THE DEPUTE PROVOST

20. The Council had before it a notice of motion by the Depute Provost in the following terms:-

> "That this Council instructs the Chief Officer - Operations and Protective Services to submit a report to the next appropriate meeting of the Operational Delivery Committee (or equivalent) outlining the options for installing a pedestrian crossing on Springfield in the area/vicinity of the petrol station and of Craigiebuckler Avenue.
>
> This notice of motion is made on pedestrian safety grounds addressing the needs of local people, young and those less mobile and for families, living within the area, wanting to walk to the local neighbourhood shops, schools, Johnstone Gardens and the wider Hazlehead/Craigiebuckler area. Residents believe a traffic island is insufficient to operate as a pedestrian crossing and are unable to stand on it safely with prams and wheelchairs."

The Council resolved:-
to approve the notice of motion.

In accordance with Article 2 of this minute, the following items of business were considered with the press and public excluded.

CITY CENTRE MASTERPLAN UPDATE - EXEMPT APPENDICES

21. With reference to Article 16 of this minute, the Council had before it exempt appendices for the City Centre Masterplan Update report.

The Council resolved:-
to note the appendices.

BEACH MASTERPLAN PROGRESS REPORT - EXEMPT APPENDIX

22. With reference to Article 17 of this minute, the Council had before it an exempt appendix for the Beach Masterplan Progress Report.

The Council resolved:-
to note the appendix.
- BARNEY CROCKETT, Lord Provost.

ABERDEEN CITY COUNCIL

Town House,
ABERDEEN, 7 March 2022

MINUTES OF MEETING OF ABERDEEN CITY COUNCIL

Sederunt:

Lord Provost Barney Crockett, Chairperson;
Depute Provost Jennifer Stewart; and

COUNCILLORS

GILLIAN AL-SAMARAI
YVONNE ALLAN
CHRISTIAN ALLARD
ALISON ALPHONSE
PHILIP BELL
MARIE BOULTON
DAVID CAMERON
JOHN COOKE
NEIL COPLAND
WILLIAM CORMIE
SARAH CROSS
STEVEN DELANEY
ALAN DONNELLY
JACQUELINE DUNBAR MSP
LESLEY DUNBAR
SARAH DUNCAN
GORDON GRAHAM
ROSS GRANT
MARTIN GREIG
DELL HENRICKSON
RYAN HOUGHTON
MICHAEL HUTCHISON
CLAIRE IMRIE
FREDDIE JOHN
JENNIFER LAING
DOUGLAS LUMSDEN MSP
SANDRA MACDONALD
NEIL MacGREGOR
AVRIL MacKENZIE
ALEXANDER McLELLAN
CIARÁN McRAE
M. TAUQEER MALIK
THOMAS MASON
JESSICA MENNIE
ALEX NICOLL
AUDREY NICOLL MSP
JAMES NOBLE
MIRANDA RADLEY
JOHN REYNOLDS
PHILIP SELLAR
GORDON TOWNSON
JOHN WHEELER
and
IAN YUILL

Lord Provost Barney Crockett, in the Chair.

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.

COUNCIL DELIVERY PLAN 2022/23 - CUS/22/059

1. The Council had before it a report by the Director of Commissioning which presented the Council Delivery Plan for 2022/23.

The report recommended:-
that the Council -
(a) note the content of the Council Delivery Plan 2022/23; and
(b) instruct the Chief Executive to realign any of the delivery commitments set out in the Plan that may be required, as a result of any potential Council budget decisions, to meet Council's instructions.

The Council resolved:-
(i) to agree the content of the Council Delivery Plan 2022/23, noting some factual highlights from the report as detailed below:

- The Aberdeen City Region Deal (ACRD) is now in its fifth year and has grown in value from £826million to £936million primarily as a result of additional investment from the private sector
- The Council made available a total of 14,564 chromebooks and 500 MFi connections to ensure children and young people could access learning during periods of lockdown
- During school holiday periods, the Council provided supermarket vouchers to parents/carers of our young people who are entitled to free school meals on the basis of low income. In the year to date, vouchers provided were equivalent to the value of 300,570 school meals. We estimate that a further 62,400 meal equivalent vouchers will be issued in the year, bringing the total to 362,970
- The Council made over 15,000 play opportunities available to children and young people as part of our Summer of Play where the average rating for enjoyment from children and young people was 9.5/10
- The Council progressed both Council led and developer led sites to deliver 2,000 new Council house units, of which 283 new units were delivered this financial year
- The Council completed £580,000 of play area design and refurbishment work
- Aberdeen was awarded Gold Medal in the Beautiful Scotland Awards
- Clean Up Aberdeen continues to be a success. 2021 saw a record number of clean ups, 496, completed with over 2,000 volunteers involved
- Community partnerships continue to grow, with more than 150 collaborations in place, including volunteers, communities, businesses, schools, third sector organisations and companies. Thousands of volunteer hours spent in Aberdeen's parks and green spaces
- The Accounts Commission commended Aberdeen City Council on the strong changes, improvements and ambition that have been put in place since our 2015 and 2008 Best Value reports
- The Accounts Commission also welcomed the fact the Council continues to display a self-awareness about its need to further increase its pace of

improvement if it is to deliver its ambitious vision with its partners to bring positive change for all of the people of Aberdeen

- The Best Value audit report also acknowledged that the major transformation programme undertaken by the Council, with the Target Operating Model and digital strategy at is centre, had led to improvements in organisational structure and governance. It was also noted that the governance put in place had received external recognitions when the Council became the first Scottish Council to be awarded CIPFA's Governance Mark of Excellence; and

(ii) to instruct the Chief Executive to realign any of the delivery commitments set out in the Plan that may be required, as a result of any potential Council budget decisions, to meet Council's instructions.

At this juncture, it was agreed that the reports on the General Fund Revenue Budget and Capital Programme and the Common Good Budget be considered together as the next item of business.

GENERAL FUND REVENUE BUDGET AND CAPITAL PROGRAMME 2022/23 TO 2026/27 - RES/22/061; AND COMMON GOOD BUDGET 2022/23 - RES/22/058

2. (A) The Council had before it a report by the Chief Officer - Finance which provided information on both the revenue budget for 2022/23 and capital programme for the period 2022/23 to 2026/27 in order that the approved budgets and Council Tax value could be set by the Council for the year commencing 1 April 2022.

The report recommended:-
that the Council -

Balance Sheet

(a) note the projected balance sheet position including the reserves as at 31 March 2022, shown at Appendix 1;
(b) consider the Council's Financial Resilience Framework measures, included at Appendix 2, and Prudential Indicators, at Appendix 3, providing current and forward-looking data and insight to aid understanding of the implications of capital investment prior to setting Council Tax and the Revenue and Capital budgets;
(c) approve the Prudential Indicators as attached at Appendix 3;
(d) approve the General Fund Capital Programme as attached at Appendix 4;
(e) consider the capital projects described in Appendix 5, which were referred to the General Fund Capital Programme;
(f) approve the Revenue and Capital Reserves Policy for 2022/23 as detailed in Appendix 6;

Medium-Term Financial Projections

(g) note the forecast medium-term financial projection for the period ending 31 March 2027 as shown in paragraph 3.36;

(h) note that the Scottish Government has stated the intention to publish a Resource Spending Review in May 2022;

(i) note the important context of climate change and in particular the Net Zero Aberdeen Routemap and associated place based strategies that are in line with the Net Zero Vision to achieve the goal of a Net Zero Aberdeen by 2045, as approved by Council on 28 February 2022 (COM/22/054);

(j) note that the National Care Service consultation that took place during 2021/22 has potential implications for Council resources and operational arrangements during the period of the next Medium Term Financial Strategy;

(k) instruct the Chief Officer - Finance to refresh the Medium Term Financial Strategy and report to the Council by the end of August 2022;

(l) instruct the Chief Executive to report to the Council, by the end of August 2022, on a refreshed Target Operating Model, to address the challenges of the next 5 years;

Revenue Budget

(m) note that the conditions outlined by the Scottish Government within the Local Government Finance Settlement for 2022/23 are met by the proposals set out in the report;

(n) note the ongoing exceptional operating environment created because of the Covid-19 pandemic and price inflation that there are known and unknown risks that arise as described in the report, consideration should be given to increasing the £4m of in-year contingencies included in the budget;

(o) approve the redesign of Council services to address demand, in line with the commissioning led approach described in the report, and to set at least a balanced budget for financial year 2022/23, having due regard to:

  a) The Budget Model as contained in paragraph 3.36 that identifies a funding shortfall of £32.2m for 2022/23;
  b) The impact of service redesign on services and fees and charges described in Appendix 7;
  c) The Revenue and Capital Reserves Policy, that sets out the Council should maintain uncommitted General Fund balances of £12m;
  d) The Financial Resilience Framework data shown in Appendix 2;
  d) The Prudential Indicators and impact of the General Fund Capital Programme on revenue expenditure, Appendix 3;
  e) The savings options and cost of implementation put forward in Appendix 8 and Fees and Charges proposals in Appendix 9;
  f) The Cosla commitment to 1% of the budget being subject to participatory budgeting;
  f) The revenue items referred to the budget process, as shown in Appendix 10;
  h) The Council's Risk Appetite Statement; and
  i) Integrated impact assessments and screening results provided in the background papers;

(p) approve the Commissioning Intentions and Service Standards as described in Appendices 10 and 11 respectively, subject to any amendments approved as per 2.3.3 above, noting that the Chief Officer - Finance has confirmed that the Commissioning Intentions being implemented are consistent with the draft budget for 2022/23 and Medium Term Financial Strategy;

(q) approve the level of funding for the Aberdeen City Health & Social Care Partnership IJB 2022/23 to meet the conditions of the Scottish Government Financial Settlement, described in paragraphs 3.96 and 3.101 to 3.106, and to note that it will be for the IJB itself to determine how it will balance its budget;

(r) approve the fees and charges for the Aberdeen City Health & Social Care Partnership IJB, as shown in Appendix 9;

(s) approve the level of funding for the Council's other group entities and Arm's Length External Organisations (ALEOs), in 2022/23 with reference to paragraphs 3.91 to 3.114;

(t) approve the continued delegation of authority to the Chief Officer - Finance to approve the allocation of Covid19 related funding retained as an earmarked General Fund reserve at 31 March 2022, and any further sums distributed to the Council, to meet need and demand or to cover for lost income where it arises during 2022/23, reporting the use of funds to the City Growth and Resources Committee in the quarterly financial performance reports;

(u) note the Council's approach towards meeting the target of 1% of revenue funding being available for Participatory Budgeting, paragraph 3.83, and instruct the Chief Officer - Early Intervention and Community Empowerment to report to a future Council meeting on the impact of Participatory Budgeting in Aberdeen;

(v) instruct the Chief Officer - Finance to give notice to the Board of Directors of NYOP Education (Aberdeen) Ltd to disburse £387,000 to Sport Aberdeen and £130,000 to VSA, being nominated charities of NYOP;

(w) instruct the Chief Officer - Finance to recover the full costs associated with being the Administering Authority of the North East Scotland Pension Fund from the Pension Fund.

Taxation

(x) approve a Band D equivalent Council Tax rate of £1,422.75 (3.3% increase), with effect from 1 April 2022;

(y) impose and levy Council Tax assessments for the period 1 April 2022 to 31 March 2023 on all chargeable dwellings in Aberdeen City to be paid by the persons liable therefor under the Local Government Finance Act 1992, as amended by the Local Government etc. (Scotland) Act 1994;

(z) note the Scottish Government's announcement of £150 for households in Council Tax Bands A-D and those eligible for Council Tax Reduction, and that this will be applied as a credit to Council Tax accounts in 2022/23;

(aa) note that the Council implements revisions to National Non-Domestic Rates as defined by the Scottish Government within the relevant legislation and Finance Circulars, with effect from 1 April 2022; and

(bb) impose and levy Non-Domestic Rates assessments for the period 1 April 2022 to 31 March 2023 on all occupiers in Aberdeen City to be paid by those liable.

(B) The Council had before it a report by the Chief Officer - Finance which provided details of the draft Common Good budget for 2022/23, to enable the Council to approve a final budget that would take effect on 1 April 2022.

The report recommended:-
that the Council -

(a) approve the Common Good budget for 2022/23 as detailed in Appendix 1; and
(b) consider and decide on each of the new requests for funding detailed in Appendix 3 to the report, taking account of the affordable funding available for 2022/23.

Councillor Houghton moved, seconded by Councillor Laing:-
That the Council:

Balance Sheet

I. note the projected balance sheet position including the reserves as at 31 March 2022, shown at Appendix 1 of the report;
II. note the Council's Financial Resilience Framework measures, included at Appendix 2 of the report and instruct the Chief Officer - Finance to continue the development of the Framework, reporting progress in the refreshed Medium Term Financial Strategy;
III. approve the General Fund Capital Programme as attached at Appendix 1 of the motion;
IV. approve the Prudential Indicators as attached at Appendix 2 of the motion;
V. approve the Revenue and Capital Reserves Policy for 2022/23 as detailed in Appendix 6 of the report;
VI. instruct the Chief Officer - Operations and Protective Services to reprioritise schemes already committed and add the resurfacing of the Hazlehead car park beside the old bus terminus and the resurfacing of North Burn Avenue, Westholme Crescent North, Stronsay Avenue and Angusfield Avenue, all to be taken from the additional £10m investment in roads that was committed;
VII. note that in December 2016 Council agreed a Memorandum of Understanding for Additional £254m Investment from the Scottish government. Note part of that investment was for £20 million in infrastructure funding to unlock housing sites that are of strategic importance to the local authorities. Note the development Land at Inchgarth Road, Cults, Aberdeen 181/224/PPP cannot be taken forward until such time as a link road is built. instruct the Chief Officer - Capital to work with the parties that have control over the land to unlock this strategically important site supported by the Access to the south study and agreed as part of the Strategic Infrastructure plan for Aberdeen City Council. Instruct the Chief Officer - Capital to investigate the options for entering into a legally binding contract with the parties that have control over the site to build the much-needed strategically important link road on the basis that the capital costs for the link road are repaid by the parties that have control over the land once it is developed. Agree to put £5m into the Capital plan for this purpose;
VIII. note the signed agreement of the Aberdeen City Region Deal by the Council Leader, the UK government and the Scottish Government in 2015;
IX. note the commitment given by both governments in relation to transport. Agree that as both governments agreed to work with the local authority to explore how the Strategic Investment will be prioritised instruct the Chief Executive to explore financial assistance from the Scottish Government to deliver the Wellington Road Multimodal Corridor and to report back on the outcome of the discussion in August 2022;
X. note, that having given due regard to the revised Medium Term Financial Strategy and financial information in relation to 2021/22, as recommended in the report, agree the Capital Programme for the City Centre Masterplan (CCMP) no

longer has funding support for the next phase of development at Mither Kirk (£358,000) and His Majesty's Theatre (HMT) (£225,000) restoring £583,000 to the programme;

XI. instruct the Chief Executive to arrange for a soft opening of Union Terrace Gardens on 26th April 2022;

Medium-Term Financial Projections

XII. note the forecast medium-term financial projection for the period ending 31 March 2027 as shown in paragraph 3.36 of the report;

XIII. note that the Scottish Government has stated the intention to publish a Resource Spending Review in May 2022;

XIV. agree the important context of climate change and in particular the Net Zero Aberdeen Routemap and associated place based strategies that are in line with the Net Zero Vision to achieve the goal of a Net Zero Aberdeen by 2045, as approved by Council on 28 February 2022 (COM/22/054);

XV. agree that the National Care Service consultation that took place during 2021/22 has potential to significantly impact local services, Council duties, obligations and funding as per 3.86 of this report and should be resisted;

XVI. instruct the Chief Officer - Finance to refresh the Medium Term Financial Strategy and report to Full Council by the end of August 2022;

XVII. instruct the Chief Executive to report to Full Council, by the end of August 2022, on a refreshed Target Operating Model, to address the challenges of the next 5 years;

Revenue Budget Recommendations

XVIII. note that the conditions outlined by the Scottish Government within the Local Government Finance Settlement for 2022/23 are met by the proposals set out in the report;

XIX. having due regard to the contents of the report, background papers, and appendices and taken advice from the Chief Officer - Finance in relation to the use of non-recurring funding, specifically in respect of Fiscal Flexibilities and use of Reserves; and had due regard to protected characteristics and how the authority could reduce inequalities of outcome caused by socio-economic disadvantage in terms of the Equality Act 2010, approve the use of various savings options to set at least a balanced budget for financial year 2022/23 as detailed in Appendix 3 of the motion and the schedule of fees and charges in Appendix 5 of the motion;

XX. approve the Commissioning Intentions and Service Standards as described in Appendices 11 and 12 of the report, respectively, subject to any amendments approved as per point XIX above, noting that the Chief Officer – Finance has confirmed that the Commissioning Intentions being implemented are consistent with the draft budget for 2022/23 and Medium Term Financial Strategy;

XXI. approve the level of funding for the Aberdeen City Health & Social Care Partnership IJB 2022/23 to meet the conditions of the Scottish Government Financial Settlement, described in paragraphs 3.96 and 3.101 to 3.106 of the report, and as shown in Appendix 4 of the motion noting that it will be for the IJB itself to determine how it will balance its budget;

XXII. approve the fees and charges for the Aberdeen City Health & Social Care Partnership IJB, as shown in Appendix 5 of the motion;

XXIII. approve the level of funding for the Council's other group entities and Arm's Length External Organisations (ALEOs), in 2022/23 as shown in Appendix 4 of the motion;

XXIV. approve the continued delegation of authority to the Chief Officer - Finance to approve the allocation of Covid19 related funding retained as an earmarked General Fund reserve at 31 March 2022, and any further sums distributed to the Council, to meet need and demand or to cover for lost income where it arises during 2022/23, reporting the use of funds to the City Growth and Resources Committee in the quarterly financial performance reports;

XXV. note the Council's approach towards meeting the target of 1% of revenue funding being available for Participatory Budgeting, paragraph 3.83 of the report, and instruct the Chief Officer - Early Intervention and Community Empowerment to report to a future meeting of the Operational Delivery Committee on the impact of Participatory Budgeting in Aberdeen;

XXVI. instruct the Chief Officer - Finance to give notice to the Board of Directors of NYOP Education (Aberdeen) Ltd to disburse £387,000 to Sport Aberdeen and £130,000 to VSA, being nominated charities of NYOP;

XXVII. instruct the Chief Officer - Finance to recover the full costs associated with being the Administering Authority of the North East Scotland Pension Fund from the Pension Fund;

XXVIII. note that the income from Bus Lane Enforcements (BLE) is estimated to result in £700,000 of uncommitted funds at year end. Therefore instruct the Chief Officer - Strategic Place Planning to update the Bus Lane Enforcement (BLE) programme to commit £360,000 to support the revenue costs of the Low Emission Zone for 2022/23 and 2023/24;

XXIX. agree to allocate £1,000,000 for an Aberdeen Fuel Poverty Fund to help the most vulnerable in our community with energy costs and instruct the Chief Officers - Early Intervention and Community Empowerment and Customer Experience to prepare the details of a scheme in a report for approval by Full Council at its meeting in June 2022;

XXX. allocate funding of £250,000 to expand the successful Tillydrone 'Hit Squad' initiative, across the city to address Fly Tipping;

XXXI. instruct the Chief Officer - Early Intervention and Community Empowerment to explore cost neutral options to supplement the enforcement of fly tipping, littering and dog fouling and implement a 12 month test of change and report back to Operational Delivery Committee with a full evaluation of the test of change;

XXXII. note the success of the COP26 Senior Pupil Conference held within the Town House on 3rd March 2022. Recognise that the young people of Aberdeen are passionate about climate change and want to help drive the Net Zero Agenda, therefore agrees to allocate £150,000 to fund projects they prioritise as part of their action plan;

XXXIII. note Council's support for both the Sustainable Food Places Partnership in Aberdeen City (SFPPA) and the Glasgow Declaration on Food and Climate Change and agree an allocation of £50,000, for the Chief Officer - Strategic Place Planning to ensure our commitment to the Glasgow Declaration on food and climate change is delivered in full;

XXXIV. agree to continue our policy of no compulsory redundancies;

XXXV. note that there has been no monies provided to the Gomel Trust since 2018/19 and agree no funding be allocated for financial year 2022/23;

XXXVI. agree that this budget contains the following recommendations:

- No increase to Garden waste charge
- No increase to car parking permits
- No reduction in hours of street lighting
- Continued funding for the Care and Repair Service.
- No increase in fees and charges for Aberdeen residents unless enforced by the Scottish Government.
- No cut to Fairer Aberdeen Fund
- No cut to community project funding
- No cut to community centre development programme funding
- No cut to grant provision to equalities organisations
- No cut to revenue grant to SHMU
- No closures of Libraries
- No cut to SISTEMA funding
- No increase to school meals charges
- No cuts to our cultural programme
- No reduction in subsidised bus services
- No reduction in funding to maintenance of parks and gardens, and associated ancillary services
- No closure of public toilets
- Retain pets corner at Hazlehead Park
- Maintaining free breakfasts, free fruit and milk in primary schools
- Retaining all priority 1 school crossing patrol services
- No increase in fees and charges through the Aberdeen City Health and Social Care IJB.

Taxation Recommendations

XXXVII. approve a Band D equivalent Council Tax rate of £1,418.62 excluding Water charges (3.0% increase), with effect from 1 April 2022, noting that the impact of Scottish Government Council Tax reform which places additional burden on tax payers in valuation Bands E to H, amounting to £130.04 (Band E), £256.14 (Band F), £413.76 (Band G) and £638.38 (Band H) in 2022/23 as shown in Table 1. below;

XXXVIII. impose and levy Council Tax assessments for the period 1 April 2022 to 31 March 2023 on all chargeable dwellings in Aberdeen City to be paid by the persons liable therefor under the Local Government Finance Act 1992, as amended by the Local Government etc. (Scotland) Act 1994;

XXXIX. agree to deduct the £150 for households in Council Tax Bands A-D and those eligible for Council Tax Reduction at source, and that this will be applied as a credit to Council Tax accounts in 2022/23;

XL. note that the Council implements revisions to National Non-Domestic Rates as defined by the Scottish Government within the relevant legislation and Finance Circulars, with effect from 1 April 2022;

XLI. impose and levy Non-Domestic Rates assessments for the period 1 April 2022 to 31 March 2023 on all occupiers in Aberdeen City to be paid by those liable;

Common Good

XLII. approve the Common Good budget for 2022/23 as detailed in the Common Good budget report, modified as detailed in Appendix 6 of the motion;

XLIII. note this includes approval of £25,000 for providing support to Ukrainian refugees when they reach Aberdeen, having had to flee from their country following the invasion of Ukraine by Russia, and instruct the Chief Officer - Early Intervention and Community Empowerment to put in place arrangements to support them in the city; and

XLIV. note the Common Good cash balances have increased by £27,370,000 over the last 10 years of this Administration as shown in Table 2. Below.

Table 1.

Council Tax Charge - Impact of Council Tax Reform	Band A (subject to disabled relief)	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H
2021/22 Original Council Tax proportions	£ 765.17	£ 918.20	£ 1,071.23	£ 1,224.27	£ 1,377.30	£ 1,683.37	£ 1,989.43	£ 2,295.50	£ 2,754.60
2021/22 Council Tax Reform changes	£ -	£ -	£ -	£ -	£ -	£ 126.25	£ 248.68	£ 401.71	£ 619.79
2021/22 Total	**£ 765.17**	**£ 918.20**	**£ 1,071.23**	**£ 1,224.27**	**£ 1,377.30**	**£ 1,809.62**	**£ 2,238.11**	**£ 2,697.21**	**£ 3,374.39**
Increase for year					**3.0%**				
2022/23 Original Council Tax proportions	£ 788.12	£ 945.75	£ 1,103.37	£ 1,261.00	£ 1,418.62	£ 1,733.87	£ 2,049.12	£ 2,364.37	£ 2,837.24
2022/23 Council Tax Reform changes	£ -	£ -	£ -	£ -	£ -	£ 130.04	£ 256.14	£ 413.76	£ 638.38
2022/23 Total	**£ 788.12**	**£ 945.75**	**£ 1,103.37**	**£ 1,261.00**	**£ 1,418.62**	**£ 1,863.91**	**£ 2,305.26**	**£ 2,778.13**	**£ 3,475.62**

Table 2.

Common Good	31-Mar 2012 £'000	31-Mar 2013 £'000	31-Mar 2014 £'000	31-Mar 2015 £'000	31-Mar 2016 £'000	31-Mar 2017 £'000	31-Mar 2018 £'000	31-Mar 2019 £'000	31-Mar 2020 £'000	31-Mar 2021 £'000	Increase since 2012 £'000
Cash Balances	7,051	7,853	10,680	15,040	16,900	22,068	28,289	29,729	30,299	34,421	**27,370**
Property Investments	66,802	70,312	88,662	90,694	95,592	89,107	86,095	90,818	93,850	92,696	**25,894**
Common Good Net Worth	**73,853**	**78,165**	**99,342**	**105,734**	**112,492**	**111,175**	**114,384**	**120,547**	**124,149**	**127,117**	**53,264**

(Budgets associated with Councillor Houghton's motion are available here)

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

That the Council:

Balance Sheet

I. note the projected balance sheet position including the reserves as at 31 March 2022, shown at Appendix 1 of the report;

II. note the Council's Financial Resilience Framework measures, included at Appendix 2 of the report and instruct the Chief Officer - Finance to continue the development of the Framework, reporting progress in the refreshed Medium Term Financial Strategy;

III. approve the General Fund Capital Programme as attached at Appendix 1 of the Amendment;

IV. approve the Prudential Indicators as attached at Appendix 2 of the Amendment;

V. approve the Revenue and Capital Reserves Policy for 2022/23 as detailed in Appendix 6 of the report;

Medium-Term Financial Projections

VI. note the forecast medium-term financial projection for the period ending 31 March 2027 as shown in paragraph 3.36 of the report;

VII. instruct the Chief Officer - Finance to refresh the Medium Term Financial Strategy and report to the Council by the end of August 2022;

VIII. instruct the Chief Executive to report to the Council, by the end of August 2022, on a refreshed Target Operating Model, to address the challenges of the next 5 years.

Revenue Budget Recommendations

IX. note that the conditions outlined by the Scottish Government within the Local Government Finance Settlement for 2022/23 are met by the proposals set out in the report;

X. having due regard to the contents of the report, background papers and appendices and taken advice from the Chief Officer - Finance in relation to the use of non-recurring funding, specifically in respect of Fiscal Flexibilities and use of Reserves; and had due regard to protected characteristics and how the authority could reduce inequalities of outcome caused by socio-economic disadvantage in terms of the Equality Act 2010, approve the use of various savings options to set at least a balanced budget for financial year 2022/23 as detailed in Appendix 3 of the amendment and the schedule of fees and charges in Appendix 5 of the amendment;

XI. approve the Commissioning Intentions and Service Standards as described in Appendices 11 and 12 of the report, respectively, subject to any amendments approved as per point X above, noting that the Chief Officer - Finance has confirmed that the Commissioning Intentions being implemented are consistent with the draft budget for 2022/23 and Medium Term Financial Strategy;

XII. approve the level of funding for the Aberdeen City Health & Social Care Partnership IJB 2022/23 to meet the conditions of the Scottish Government Financial Settlement, described in paragraphs 3.96 and 3.101 to 3.106 of the report, and as shown in Appendix 4 of the Amendment noting that it will be for the IJB itself to determine how it will balance its budget;

XIII. approve the fees and charges for the Aberdeen City Health & Social Care Partnership IJB, as shown in Appendix 5 of the amendment;

XIV. approve the level of funding for the Council's other group entities and Arm's Length External Organisations (ALEOs), in 2022/23 as shown in Appendix 4 of the amendment, including maintaining funding in 2022/23 at current levels for Aberdeen Sports Village and Aberdeen Performing Arts, and increasing funding for Sport Aberdeen by £275,000 for 2022/23 only;

XV. approve the continued delegation of authority to the Chief Officer - Finance to approve the allocation of Covid19 related funding retained as an earmarked General Fund reserve at 31 March 2022, and any further sums distributed to the Council, to meet need and demand or to cover for lost income where it arises during 2022/23, reporting the use of funds to the City Growth and Resources Committee in the quarterly financial performance reports;

XVI. note the Council's approach towards meeting the target of 1% of revenue funding being available for Participatory Budgeting, paragraph 3.83 of the report, and instruct the Chief Officer - Early Intervention and Community Empowerment to report to a future Council meeting on the impact of Participatory Budgeting in Aberdeen;

XVII. instruct the Chief Officer - Finance to give notice to the Board of Directors of NYOP Education (Aberdeen) Ltd to disburse £387,000 to Sport Aberdeen and £130,000 to VSA, being nominated charities of NYOP;

XVIII. instruct the Chief Officer - Finance to recover the full costs associated with being the Administering Authority of the North East Scotland Pension Fund from the Pension Fund;

XIX. instruct the Chief Officer - Operations and Protective Services to prepare for and consult on alternatives to the current parking zones, including three zones, and report back to the City Growth and Resources Committee by summer 2023;

XX. note that the income from Bus Lane Enforcements (BLE) is estimated to result in £700,000 of uncommitted funds at year end. Therefore instruct the Chief Officer - Strategic Place Planning to update the BLE programme to commit £360,000 to support the revenue costs of the Low Emission Zone for 2022/23 and 2023/24;

Taxation Recommendations

XXI. approve a Band D equivalent Council Tax rate of £1,407.60 excluding Water charges (2.2% increase), with effect from 1 April 2022;

XXII. impose and levy Council Tax assessments for the period 1 April 2022 to 31 March 2023 on all chargeable dwellings in Aberdeen City to be paid by the persons liable therefor under the Local Government Finance Act 1992, as amended by the Local Government etc. (Scotland) Act 1994;

XXIII. note the Scottish Government's announcement of £150 for households in Council Tax Bands A-D and those eligible for Council Tax Reduction, and that this will be applied as a credit to Council Tax accounts in 2022/23;

XXIV. note that the Council implements revisions to National Non-Domestic Rates as defined by the Scottish Government within the relevant legislation and Finance Circulars, with effect from 1 April 2022;

XXV. impose and levy Non-Domestic Rates assessments for the period 1 April 2022 to 31 March 2023 on all occupiers in Aberdeen City to be paid by those liable.

Common Good

XXVI. approve the Common Good budget for 2022/23 as detailed in the Common Good budget report, modified as detailed in Appendix 6 of the amendment; and

XXVII. instruct the Chief Officer - Finance to prepare a report to a future meeting of Full Council with options for improving the effective management, distribution and use of the Common Good resources for the benefit of everyone in the city. This should include application process, criteria for recurring funding and further guidance on eligibility, as well as a description of reporting responsibilities of those in receipt of funding.

(Budgets associated with Councillor Alex Nicoll's amendment are available here)

Councillor Yuill moved as a further amendment, seconded by Councillor Delaney:-

That the Council:

Balance Sheet

I. note the projected balance sheet position including the reserves as at 31 March 2022, shown at Appendix 1 of the report;

II. note the Council's Financial Resilience Framework measures, included at Appendix 2 of the report and instruct the Chief Officer - Finance to continue the development of the Framework, reporting progress in the refreshed Medium Term Financial Strategy;

III. approve the General Fund Capital Programme as attached at Appendix 1 of the Amendment;

IV. note that included in the revised General Fund Capital Programme is:
- £24.4 million for Torry Primary School and Hub
- £2 million for the Bucksburn Academy extension
- £17 million for the St. Peter's Primary School relocation
- £3 million for early learning and childcare at St. Joseph's School
- £16 million for additional investment in electric vehicle charging infrastructure
- £2 million to extend 20mph zones to all residential areas in Aberdeen
- £1.9 million for the Inchgarth Community Centre extension
- £14 million of additional investment in road and pavement resurfacing and repairs
- The creation of a Road Safety Fund with an annual capital budget of £0.5 million

V. approve the Prudential Indicators as attached at Appendix 2 of the amendment;

VI. approve the Revenue and Capital Reserves Policy for 2022/23 as detailed in Appendix 6 of the report;

VII. instruct the Chief Executive to arrange for a soft opening of Union Terrace Gardens on 26th April 2022;

Medium-Term Financial Projections

VIII. note the forecast medium-term financial projection for the period ending 31 March 2027 as shown in paragraph 3.36 of the report;

IX. instruct the Chief Officer - Finance to refresh the Medium Term Financial Strategy and report to the Council by the end of August 2022;

X. instruct the Chief Executive to report to the Council, by the end of August 2022, on a refreshed Target Operating Model, to address the challenges of the next 5 years;

XI. agree that the National Care Service consultation that took place during 2021/22 has potential to significantly impact local services, Council duties, obligations and funding as per 3.86 of this report and should be resisted;

Revenue Budget Recommendations

XII. note that the conditions outlined by the Scottish Government within the Local Government Finance Settlement for 2022/23 are met by the proposals set out in the report;

XIII. having due regard to the contents of the report, background papers and appendices and taken advice from the Chief Officer - Finance in relation to the use of non-recurring funding, specifically in respect of Fiscal Flexibilities and use of Reserves; and had due regard to protected characteristics and how the authority could reduce inequalities of outcome caused by socio-economic disadvantage in terms of the Equality Act 2010, approve the use of various savings options to set at least a balanced budget for financial year 2022/23 as detailed in Appendix 3 of the amendment and the schedule of fees and charges in Appendix 5 of the amendment;

XIV. approve the Commissioning Intentions and Service Standards as described in Appendices 11 and 12 of the report, respectively, subject to any amendments approved as per point XII above, noting that the Chief Officer - Finance has confirmed that the Commissioning Intentions being implemented are consistent with the draft budget for 2022/23 and Medium Term Financial Strategy;

XV. approve the level of funding for the Aberdeen City Health & Social Care Partnership IJB 2022/23 to meet the conditions of the Scottish Government Financial Settlement, described in paragraphs 3.96 and 3.101 to 3.106 of the report, and as shown in Appendix 4 of the amendment noting that it will be for the IJB itself to determine how it will balance its budget;

XVI. approve the fees and charges for the Aberdeen City Health & Social Care Partnership IJB, as shown in Appendix 5 of the amendment;

XVII. approve the level of funding for the Council's other group entities and Arm's Length External Organisations (ALEOs), in 2022/23 as shown in Appendix 4 of the amendment;

XVIII. approve the continued delegation of authority to the Chief Officer - Finance to approve the allocation of Covid19 related funding retained as an earmarked General Fund reserve at 31 March 2022, and any further sums distributed to the Council, to meet need and demand or to cover for lost income where it arises during 2022/23, reporting the use of funds to the City Growth and Resources Committee in the quarterly financial performance reports;

XIX. note the Council's approach towards meeting the target of 1% of revenue funding being available for Participatory Budgeting, paragraph 3.83 of the report, and instruct the Chief Officer - Early Intervention and Community Empowerment to report to a future Council meeting on the impact of Participatory Budgeting in Aberdeen;

XX. instruct the Chief Officer - Finance to give notice to the Board of Directors of NYOP Education (Aberdeen) Ltd to disburse £387,000 to Sport Aberdeen and £130,000 to VSA, being nominated charities of NYOP;

XXI. instruct the Chief Officer - Finance to recover the full costs associated with being the Administering Authority of the North East Scotland Pension Fund from the Pension Fund;

XXII. note that the Lang Stracht already forms part of the A944 corridor study options appraisal as part of the Bus Partnership Fund and Instruct the Chief Officer - Strategic Place Planning to report to the next meeting of the Operational Delivery Committee with shorter term interim options available to improve traffic flow along the length of the Lang Stracht (A944 West of North Anderson Drive);

XXIII. to note that the income from Bus Lane Enforcements (BLE) is estimated to result in £700,000 of uncommitted funds at year end. Therefore instruct the Chief Officer - Strategic Place Planning to update the Bus Lane Enforcement (BLE) programme to commit a further £100,000 to enhance supported bus services, £400,000 to increase investment in Cycling, Walking and Safer Routes and £200,000 to support core paths, with a programme of works being developed for these in line with the agreed governance arrangements and application process;

XXIV. instruct the Chief Officer - Corporate Landlord to report to a future meeting of the City Growth and Resources Committee on the feasibility and costs of installing ground source heat pumps into areas of open ground owned by the Council (such as playing fields and parks), selling the energy generated and so creating both an environmental benefit and a financial return for the Council;

XXV. instruct the Chief Officer - Operations and Protective Services to report to a future meeting of the City Growth and Resources Committee on how the soft landscaping along the routes of the former trunk roads in Aberdeen could be enhanced to create feature areas, with particular emphasis on rose planting, to

provide a sustainable improvement to the visual amenity of those routes and what the capital and revenue implications of this would be;

XXVI. instruct the Chief Officer - Operations and Protective Services to report to the City Growth and Resources Committee on how open areas, formerly maintained as close mown grass, could be best be managed to sustainably enhance biodiversity and what impact that would have on the revenue budget in future years

XXVII. instruct the Chief Officer - Corporate Landlord to report to a future meeting of the City Growth and Resources Committee on the feasibility and costs of reopening Hazlehead Swimming Pool, noting that a budget of £10,000 has been included in the budget for survey works;

XXVIII. instruct the Chief Officer - Strategic Place Planning to report to the City Growth and Resources Committee on the cost of improving core path 64;

XXIX. agree to continue our policy of no compulsory redundancies;

XXX. note that there has been no monies provided to the Gomel Trust since 2018/19 and agree no funding be allocated for financial year 2022/23;

Taxation Recommendations

XXXI. approve a Band D equivalent Council Tax rate of £1,422.75 excluding Water charges (3.3% increase), with effect from 1 April 2022;

XXXII. impose and levy Council Tax assessments for the period 1 April 2022 to 31 March 2023 on all chargeable dwellings in Aberdeen City to be paid by the persons liable therefor under the Local Government Finance Act 1992, as amended by the Local Government etc. (Scotland) Act 1994;

XXXIII. note the Scottish Government's announcement of £150 for households in Council Tax Bands A-D and those eligible for Council Tax Reduction, and that this will be applied as a credit to Council Tax accounts in 2022/23;

XXXIV. note that the Council implements revisions to National Non-Domestic Rates as defined by the Scottish Government within the relevant legislation and Finance Circulars, with effect from 1 April 2022;

XXXV. impose and levy Non-Domestic Rates assessments for the period 1 April 2022 to 31 March 2023 on all occupiers in Aberdeen City to be paid by those liable;

Common Good

XXXVI. approve the Common Good budget for 2022/23 as detailed in the Common Good budget report, modified as detailed in Appendix 6 of the amendment;

XXXVII. note that to be added is approval of £25,000 for providing support to Ukrainian refugees when they reach Aberdeen, having had to flee from their country following the invasion of Ukraine by Russia (to be funded by reducing the Common Good Fund cash balances from £515,000 to £490,000) and instruct the Chief Officer - Early Intervention and Community Empowerment to put in place arrangements to support them in the city; and

XXXVIII. instruct the Chief Officer - City Growth to report to the City Growth and Resources Committee on options for the use of the £150,000 allocated for Christmas and festive activities, to include a city centre Christmas market for local makers, crafters and producers and community based Christmas and festive events.

(Budgets associated with Councillor Yuill's amendment are available here)

The Lord Provost advised that budget proposals which had been put forward by Councillor Boulton had been withdrawn.

During the course of their summing up, Councillors Yuill, Alex Nicoll and Laing reiterated their thanks to the officers who had assisted them with their budgets, and paid tribute to the elected members who were not seeking re-election and wished them well in their future endeavours.

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

On a division, there voted:-

For the amendment by Councillor Alex Nicoll (19) - Councillors Al-Samarai, Allard, Alphonse, Cameron, Cooke, Copland, Cormie, Jackie Dunbar MSP, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley and Townson.

For the amendment by Councillor Yuill (3) - Councillors Delaney, Greig and Yuill.

Declined to vote (23) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Boulton, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

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

On a division, there voted:-

For the motion (22) - Lord Provost; Depute Provost; and Councillors Allan, Bell, Cross, Donnelly, Lesley Dunbar, Duncan, Graham, Grant, Houghton, Imrie, John, Laing, Lumsden MSP, Macdonald, MacKenzie, Malik, Mason, Reynolds, Sellar and Wheeler.

For the amendment by Councillor Alex Nicoll (19) - Councillors Al-Samarai, Allard, Alphonse, Cameron, Cooke, Copland, Cormie, Jackie Dunbar MSP, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Alex Nicoll, Audrey Nicoll MSP, Noble, Radley and Townson.

Declined to vote (4) - Councillors Boulton, Delaney, Greig and Yuill.

The Council resolved:-
to adopt the motion.

HOUSING REVENUE ACCOUNT 2022/23 - RES/22/060

3. The Council had before it a report by the Chief Officer - Finance which provided information to enable the Council to approve a revenue and capital budget for 2022/23,

including setting of rents and other charges on the Housing Revenue Account (HRA) for the financial year.

The report recommended:-

that the Committee -

(a) approve the budget as attached in Appendix 1 (pages 2 to 3) of the report;
(b) note the Council decision on 10 March 2021 to maintain in 2022/23 the weekly unrebated rents for municipal houses at the level set in 2020/21;
(c) approve the level of revenue contribution to the Housing Capital budget for 2022/23 as well as note the provisional contribution for the subsequent four financial years as detailed in Appendix 1, pages 9 to 11;
(d) agree to maintain the working balances at 10% to meet future contingencies;
(e) note the Council decision on 10 March 2021 to maintain in 2022/23 the level of miscellaneous rents and service charges, including Heat with Rent at the levels set in 2020/21;
(f) approve, based on a rent freeze, the Base Capital Programme for the financial year 2022/23 Appendix 1 (pages 9 to 11);
(g) note the indicative level of the Base Capital Programme for the financial years 2023/24 to 2026/27 Appendix 1 (pages 9 to 11);
(h) delegate authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement, to procure the necessary professional services and construction works referred to in Appendix 1 entitled 'New Housing Capital Programme Budget' without the need for further approval from any other committee of the Council subject to due diligence, consistency with the financial model and affordability; and
(i) note that the delivery and programme management of the new build project was being delivered with the use of frameworks for professional services contracts which included programme and project management, technical support and quality assurance, all of which was being delivered with the normal fee scales for Housing Projects. These services would continue across the programme as new projects were identified.

The Council resolved:-

(i) to approve the budget as attached in Appendix 1 (pages 2 to 3) of the report;
(ii) to note the Council decision on 10 March 2021 to maintain in 2022/23 the weekly unrebated rents for municipal houses at the level set in 2020/21;
(iii) to approve the level of revenue contribution to the Housing Capital budget for 2022/23 as well as note the provisional contribution for the subsequent four financial years as detailed in Appendix 1, pages 9 to 11, of the report;
(iv) to agree to maintain the working balances at 10% to meet future contingencies;
(v) to note the Council decision on 10 March 2021 to maintain in 2022/23 the level of miscellaneous rents and service charges, including Heat with Rent at the levels set in 2020/21;
(vi) to approve, based on a rent freeze, the Base Capital Programme for the financial year 2022/23, Appendix 1 of the report (pages 9 to 11);
(vii) to note the indicative level of the Base Capital Programme for the financial years 2023/24 to 2026/27, Appendix 1 of the report (pages 9 to 11);
(viii) to delegate authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement, to procure the necessary professional services and construction works referred to in Appendix 1 entitled 'New Housing

Capital Programme Budget' without the need for further approval from any other committee of the Council subject to due diligence, consistency with the financial model and affordability;

(ix) to note that the delivery and programme management of the new build project was being delivered with the use of frameworks for professional services contracts which included programme and project management, technical support and quality assurance, all of which was being delivered with the normal fee scales for Housing Projects. These services would continue across the programme as new projects were identified;

(x) to instruct the Chief Officer - Corporate Landlord, following consultation with the Chief Officer - Capital, to continue to progress the delivery of the developer led Grandhome housing project and enter into a conditional Developer Agreement subject to meeting due diligence criteria, in particular in terms of technical, legal and financial requirements;

(xi) to agree that the Administration, between 2017-2022, has completed or has currently under construction over 2,000 Council homes as detailed below -
179 homes at Smithfield and Manor Walk
190 homes purchased through the buy-back scheme
283 homes at Wellheads, Dyce
369 homes at Summerhill
92 homes at Auchmill Road
536 homes at Bridge of Don
212 homes at Kincorth
99 homes at Craighill
70 homes in Tillydrone
35 homes in Kaimhill -
Total 2,605 as noted in Appendix 1;

(xii) to agree that the Administration has delivered 1,548 affordable homes between 2017-20022 as noted in the table below:-

Year	External (includes RSL's)
2021/22	349
2020/21	315
2019/20	289
2018/19	259
2017/18	336
Total	1,548

; and

(xiii) to agree that a total of 3,613 homes for social rent have been delivered or are under construction by the Administration between 2017-2022, a record number for Aberdeen.

VALEDICTORIES

4. The Lord Provost noted that this was the last Council meeting of the current Council term and paid tribute to Colin Taylor, Lord Dean of Guild, as this was his last Council meeting in his tenure as Lord Dean. The Lord Provost highlighted that the Lord

Dean was an absolute stalwart to the city, and he had been a magnificent support to him during his term as Lord Provost.

The Lord Dean thanked the Lord Provost for his tribute and appreciated the opportunity to say a few words. He thanked Angela Scott, Jonathan Belford and Fraser Bell in particular, along with the Lord Provost, former Lord Provost George Adam and various members of staff, past and present, in the Council's civic team. The Lord Dean added that he had received support from so many people and had made many friendships which he hoped would continue once he demitted office in 8 weeks' time. He highlighted various achievements during his term of office and wished members well for the future.

Councillors Boulton, Houghton, Laing, Alex Nicoll and Yuill each paid their own tributes to the Lord Dean and thanked him for his excellent service.

At this juncture, Councillor Laing noted that she was stepping down at the next election after 15 years as a Councillor and 8 years as Council Leader, and thanked members for the various comments during the meeting. Councillor Laing underlined that it had been the most rewarding experience of her life and she was very thankful for the opportunity that she had been given. She thanked Angela Scott, the current Council Directors and Jonathan Belford and Fraser Bell in particular but paid tribute to Council officers from across the organisation for their efforts.

Councillor Laing summarised various highs and lows during her time as Council Leader and noted the various political opponents she had faced, as well as the political partners she had worked with. She paid tribute to Councillor Lumsden MSP who she had worked alongside as Co-Leader for four years and thanked him for his support and friendship. She also thanked Councillors Cormie and Mason as her fellow ward members as they had worked very well together in the ward; and Councillors Allan, Lesley Dunbar and Duncan within her own group who were not seeking re-election and thanked them for their service.

Councillor Laing concluded that she would miss the people and the comradeship and working with young people in particular, which had been one of the most rewarding experiences of the role. She underlined that she was proud of the Administration's record this past 10 years and wished all members well for the future.

The Lord Provost thanked all members for their support; however he had no intention of giving up. He stated that he had enjoyed every second of being Lord Provost and remembered who had elected him and put him in office, and there were too many people to thank, however he was very grateful to them all. The Lord Provost wished all members seeking re-election good luck and thanked those members who were stepping down for their service. He underlined that the democratic process was hugely appreciated, particularly at this difficult time in Europe, and reiterated his thanks to officers for their role in that, as well as across the organisation.

- BARNEY CROCKETT, Lord Provost.

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ABERDEEN CITY COUNCIL

Town House,
ABERDEEN, 18 May 2022

At Aberdeen and within the Town House on the Eighteenth Day of May, Two Thousand and Twenty-Two, at a meeting held in terms of Section 3(3) of the Local Government (Scotland) Act 1973.

COUNCILLORS

GILLIAN AL-SAMARAI
NURUL HOQUE ALI
CHRISTIAN ALLARD
ALISON ALPHONSE
KATE BLAKE
JENNIFER BONSELL
MARIE BOULTON
DESMOND BOUSE
RICHARD BROOKS
DAVID CAMERON
HAZEL CAMERON
DONNA CLARK
JOHN COOKE
NEIL COPLAND
WILLIAM CORMIE
BARNEY CROCKETT
SARAH CROSS
DEREK DAVIDSON
STEVEN DELANEY
LEE FAIRFULL
EMMA FARQUHAR
GORDON GRAHAM
ROSS GRANT
MARTIN GREIG
DELL HENRICKSON
RYAN HOUGHTON
MICHAEL HUTCHISON
MICHAEL KUSZNIR
SANDRA MACDONALD
NEIL MacGREGOR
AVRIL MacKENZIE
ALEXANDER McLELLAN
KEN McLEOD
CIARÁN McRAE
M. TAUQEER MALIK
JESSICA MENNIE
DUNCAN MASSEY
ALEX NICOLL
MIRANDA RADLEY
JENNIFER STEWART
KAIRIN VAN SWEEDEN
LYNN THOMSON
DEENA TISSERA
SIMON WATSON
and
IAN YUILL

Fraser Bell, Returning Officer, in the Chair.

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.

NOTICE OF ELECTION

1. The Returning Officer laid before the meeting the following declaration:-

Aberdeen City Council

Local Government Election - 5 May 2022

I, Fraser Bell, as Returning Officer for the Aberdeen City Council give notice that the successful candidates in this election are as follows:-

Ward	Candidate and Description	Stage at which elected	Number of valid votes	Number of votes rejected as void
Dyce/Bucksburn/ Danestone	**AL-SAMARAI, Gill -** Scottish National Party (SNP)	1	6,766	168
	CROCKETT, Barney Aberdeen Labour	7		
	MACGREGOR, Neil - Scottish National Party (SNP)	2		
	MACKENZIE, Avril - Scottish Conservative and Unionist	1		
Bridge of Don	**ALI, Nurul Hoque** - Aberdeen Labour	8	6,930	137
	ALPHONSE, Alison - Scottish National Party (SNP)	1		
	CROSS, Sarah - Scottish Conservative and Unionist	1		
	MENNIE, Jessica - Scottish National Party (SNP)	5		
Kingswells/ Sheddocksley/ Summerhill	**BLAKE, Kate -** Aberdeen Labour	7	4,834	82
	CAMERON, David - Scottish National Party (SNP)	1		
	DELANEY, Steve - Scottish Liberal	1		

Ward	Candidate and Description	Stage at which elected	Number of valid votes	Number of votes rejected as void
	Democrats			
Northfield/Mastrick North	**CLARK, Donna** - Scottish National Party (SNP)	1	3,803	129
	GRAHAM, Gordon - Aberdeen Labour	5		
	MCRAE, Ciarán - Scottish National Party (SNP)	5		
Hilton/Woodside Stockethill	**CAMERON, Hazel** - Scottish National Party (SNP)	1	4,291	137
	COPLAND, Neil - Scottish National Party (SNP)	7		
	TISSERA, Deena - Aberdeen Labour	3		
Tillydrone/Seaton/ Old Aberdeen	**GRANT, Ross** - Aberdeen Labour	6	2,727	111
	MCLELLAN, Alexander - Scottish National Party (SNP)	1		
	VAN SWEEDEN, Kairin - Scottish National Party (SNP)	10		
Midstocket/ Rosemount	**BONSELL, Jennifer** - Aberdeen Labour	5	4,774	85
	CORMIE, Bill - Scottish National Party (SNP)	1		
	FARQUHAR, Emma - Scottish Conservative and Unionist	3		
George Street/ Harbour	**BOUSE, Desmond** - Scottish Liberal Democrats	7	3,505	78
	HENRICKSON, Dell - Scottish National Party (SNP)	2		

Ward	Candidate and Description	Stage at which elected	Number of valid votes	Number of votes rejected as void
	HUTCHISON, Michael - Scottish National Party (SNP)	1		
	MACDONALD, Sandra - Aberdeen Labour	3		
Lower Deeside	**BOULTON, Marie -** Independent	5	6,970	84
	MALIK, M. Tauqeer - Aberdeen Labour	3		
	MASSEY, Duncan - Scottish Conservative and Unionist	5		
Hazlehead/ Queens Cross/ Countesswells	**COOKE, John -** Scottish National Party (SNP)	4	7,808	72
	GREIG, Martin - Scottish Liberal Democrats	1		
	MCLEOD, Ken - Scottish Conservative and Unionist	7		
	Jennifer Stewart	1		
Airyhall/Broomhill/ Garthdee	**DAVIDSON, Derek -** Scottish National Party (SNP)	1	5,927	55
	HOUGHTON, Ryan - Scottish Conservative and Unionist	4		
	Ian Yuill - Scottish Liberal Democrats	1		
Torry/Ferryhill	**ALLARD, Christian -** Scottish National Party (SNP)	1	5,120	123
	FAIRFULL, Lee - Scottish National Party (SNP)	10		

Ward	Candidate and Description	Stage at which elected	Number of valid votes	Number of votes rejected as void
	KUSZNIR, Michael - Scottish Conservative and Unionist	6		
	WATSON, Simon - Aberdeen Labour	8		
Kincorth/Nigg/Cove	**BROOKS, Richard** - Scottish Conservative and Unionist	1	4,879	82
	NICOLL, Alex - Scottish National Party (SNP)	1		
	RADLEY, Miranda - Scottish National Party (SNP)	2		
	THOMSON, Lynn - Aberdeen Labour	4		

Dated at Aberdeen, this Eighteenth Day of May, Two Thousand and Twenty-Two.

Fraser Bell
Returning Officer

ELECTION AND INSTALLATION OF THE LORD PROVOST

2. The Returning Officer addressed the Council, advised that he was in receipt of a Partnership Agreement for the Scottish National Party and Liberal Democrat groups within the Council, and sought nominations for the Office of Lord Provost.

Councillor Radley proposed, seconded by Councillor Delaney:-
That Councillor David Cameron be elected Lord Provost of the City.

Councillor Macdonald proposed, seconded by Councillor Graham:-
That Councillor Lynn Thomson be elected Lord Provost of the City.

Councillors David Cameron and Thomson spoke in support of their respective candidacies.

There being two nominations, the Council voted as follows:-

For Councillor David Cameron (25) - Councillors Al-Samarai, Allard, Alphonse, Boulton, Bouse, David Cameron, Hazel Cameron, Clark, Cooke, Copland, Cormie,

Davidson, Delaney, Fairfull, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Nicoll, Radley, van Sweeden and Yuill.

For Councillor Lynn Thomson (11) - Councillors Ali, Blake, Bonsell, Crockett, Graham, Grant, Macdonald, Malik, Thomson, Tissera and Watson.

Declined to vote (9) - Councillors Brooks, Cross, Farquhar, Houghton, Kusznir, MacKenzie, McLeod, Massey and Stewart.

The Council therefore elected Councillor David Cameron to be Lord Provost of the City in terms of the relevant statutes. Councillor David Cameron having declared acceptance of the said Office, the Returning Officer duly invested him with the insignia of Office and delivered into his keeping the silver keys of the City.

The Chair was then vacated by the Returning Officer and taken by the Lord Provost.

- FRASER BELL, Returning Officer

LORD PROVOST'S REMARKS

3. The Lord Provost thanked the Council for the faith they had put in him and stated that he would endeavour to take Aberdeen forward as the great city it was, and to ensure that the citizens of Aberdeen got everything they deserved that the Council could give them.

At this juncture, the Lord Provost acknowledged the new Lord Dean of Guild, Sylvia Halkerston, welcomed her to the meeting and advised that he was looking forward to working with her.

The Lord Dean of Guild congratulated the Lord Provost on his election to the role, and all Councillors on their election to the Council. The Lord Dean stated that she was very pleased and honoured to be in the role, provided some background in terms of history of the Burgesses of Guild and underlined that she looked forward to working with the Council.

DETERMINATION OF URGENT BUSINESS

4. The Lord Provost noted that items 7 and 8 on the agenda (Article 7(A) and 7(B) of the minute refers) required to be considered as matters of urgency and advised that he had accepted two urgent notices of motion which would be considered as items 14 and 15 on the agenda (Articles 13 and 14 of the minute refers).

The Council resolved:-
to agree that items 7, 8, 14 and 15 were matters of urgency in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973.

APPOINTMENT OF DEPUTE PROVOST

5. The Lord Provost sought nominations for the role of Depute Provost.

Councillor Yuill proposed, seconded by Councillor Al-Samarai:-
That Councillor Delaney be appointed Depute Provost.

The Council resolved:-
to appoint Councillor Delaney to the role of Depute Provost.

APPOINTMENT OF COUNCIL LEADER AND DEPUTE LEADER OR CO-LEADERS

6. The Lord Provost sought nominations for the positions of Co-Leaders.

Councillor Radley proposed, seconded by Councillor Greig:-
That the Council appoint Councillors Nicoll and Yuill as Co-Leaders.

The Council resolved:-
to appoint Councillors Nicoll and Yuill as Co-Leaders.

At this juncture, the Council agreed to consider the two reports COM/22/079 and COM/22/080 at the same time.

APPOINTMENT OF SENIOR COUNCILLORS AND MEMBERS TO COMMITTEES - COM/22/079; AND APPOINTMENT OF MEMBERS TO SUB COMMITTEES, GROUPS, PARTNERSHIPS, JOINT BOARDS AND OUTSIDE BODIES - COM/22/080

7. (A) The Council had before it a report by the Chief Officer - Governance which sought approval of the composition and membership of the Council's committees, the appointment of Conveners and Vice Conveners and to agree the payment of senior councillor allowances and the appointment of external members to the Education Operational Delivery Committee.

The report recommended:-
that the Council -
(a) agree the composition of the committees listed in paragraph 3.1.1 of the report on the basis of the indicative allocations proposed within Appendix 1;
(b) appoint a Convener and Vice Convener to the committees listed in paragraph 3.1.1, as appropriate, on the basis of the information contained within paragraph 3.3.1;
(c) appoint a Business Manager and Depute Business Manager in line with paragraph 3.3.2;
(d) appoint members to the committees listed in paragraph 3.1.1 on the basis of the agreed compositions;
(e) nominate a Vice Chairperson to the Integration Joint Board;
(f) appoint members and substitutes to the Aberdeen City Region Deal Joint Committee as set out in paragraph 3.2.4;

(g) appoint members and substitutes to the Northern Roads Collaboration Joint Committee as set out in paragraph 3.2.5;
(h) appoint members to the Guildry and Mortification Funds Committee as set out in paragraph 3.2.6;
(i) appoint members to the Special Licensing Objections Committee as set out in paragraph 3.2.7;
(j) agree the payment of senior councillor allowances in accordance with the guidance set out in paragraph 3.3.3;
(k) agree the appointment of external members to the Education Operational Delivery Committee as set out in section 3.4; and
(l) nominate one member and one substitute member to be appointed to the North East Scotland Pension Fund Pensions Board, on the basis of the information contained within section 3.5.

(B) The Council had before it a report by the Chief Officer - Governance which sought appointments to sub committees, partnerships, joint boards and working groups; and the nomination of members to be appointed to a small number of outside bodies.

The report recommended:-
that the Council -
(a) note that the membership number and composition of the sub committees detailed in Appendix A will be determined by the respective committees;
(b) approve the membership number for each working group as detailed in Appendix B; set a composition for each and appoint members on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise membership where required;
(c) set a composition for each of the joint committees/partnerships as detailed at Appendix C, and appoint members and substitutes (where applicable) on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise membership where required;
(d) appoint 9 members to the Appointment Panel, agree the composition of the Panel and appoint members on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise membership where required;
(e) consider the appointment or nomination (as appropriate) of members to the outside bodies listed in Appendix D, and appoint members on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise the membership where required; and
(f) note that the remaining outside body appointments, or nominations, will be reported to the Council meeting on 29 June 2022 for determination.

Councillor Radley moved, seconded by Councillor Yuill:-
That the Council -

(i) agree the composition of committees and joint committees as contained within Appendix 1 below, and that members be appointed upon the provision of names to the Chief Officer - Governance following the meeting;
(ii) appoint Conveners and Vice Conveners as per Appendix 2 below and to agree the payment of senior councillor allowances accordingly;

(iii) make no appointments with regard to the positions of Business Manager and Depute Business Manager;
(iv) nominate Councillor Cooke as Vice Chairperson to the Integration Joint Board;
(v) agree the appointment of external members to the Education Operational Delivery Committee as set out in section 3.4 of the report;
(vi) nominate Councillor Mennie as the member to be appointed to the North East Scotland Pension Fund Pensions Board, and Councillor Copland as substitute member.

Appendix 1 - Committee Allocations

Committee	Partnership	Labour	Conservative	Cllr Boulton	Cllr Stewart	Total
Audit, Risk and Scrutiny	7	3	2	0	1	13
Capital Programme	7	3	2	1	0	13
City Growth and Resources	8	3	2	0	0	13
Education Operational Delivery	8	3	2	0	0	13
Licensing Committee	7	3	2	1	0	13
Operational Delivery Committee	7	3	3	0	0	13
Pensions	7	3	2	0	1	13
Planning Development Management	7	3	2	1	0	13
Public Protection	7	3	2	0	1	13
Staff Governance	7	3	2	1	0	13
Strategic Commissioning	7	3	3	0	0	13
Urgent Business	4	2	1	0	0	7
Integration Joint Board	3 (plus 2 subs)	1 (plus 1 sub)	0 (plus 1 sub)	0	0	4 (plus 4 subs)
Total	86 (plus 2 subs)	36 (plus 1 sub)	25 (plus 1 sub)	4	3	154 (plus 4 subs)

Committee	Partnership	Labour	Conservative	Cllr Boulton	Cllr Stewart	Total
Aberdeen City Region Deal Joint Committee	3 (plus 1 sub)	0 (plus 1 sub)	0 (plus 1 sub)	0	0	3 (plus 3 subs)

Northern Roads Collaboration Joint Committee	1 (plus 1 sub)	1	0 (plus 1 sub)	0	0	2 (plus 2 subs)
Guildry and Mortification Funds Committee	2	1	0	0	0	3
Special Licensing Objections Committee	3	1	1	0	0	5
Total	9 (plus 2 subs)	3 (plus 1 sub)	1 (plus 2 subs)	0	0	13 (plus 5 subs)

Appendix 2 - Conveners and Vice Conveners

Committee	Convener	Vice Convener
City Growth and Resources	Alex McLellan	Ian Yuill
Operational Delivery	Miranda Radley	Ian Yuill
Education	Martin Greig	Jessica Mennie
Licensing Committee	Gill Al-Samarai	Steve Delaney
Planning	Dell Henrickson	Desmond Bouse
IJB		John Cooke
Staff Governance	Neil Copland	Gill Al-Samarai
Pensions	John Cooke	Neil MacGregor
Strategic Commissioning	Ian Yuill	Hutchison
Capital Programmes	Christian Allard	McRae
Public Protection	McRae	Henrickson

	Financial Year 2022/23					
	Basic Remuneration		£19,571.00	2022 Amendment Regulations re 2004 Local Governance (Scotland) Act		
			COUNCILLOR	**PAY THRESHOLD**	**COMMITTEE/ROLE**	**ANNUAL_SALARY**
	Leader of Council		Alex Nicoll	Council Leader	Council Co-Leader	£45,669.00
	Civic Head		David Cameron	Lord Provost	Lord Provost	£34,254.00
	Maximum 19 Senior Councillors			***Maximum Value per Annum***		***£511,316.13***
1	Senior Councillor		Alex McLellan	Convener	City Growth & Resources	£33,795.00
2	Senior Councillor		Miranda Radley	Convener	Operational Delivery	£33,795.00
3	Senior Councillor		Martin Greig	Convener	Education Operational Delivery	£33,795.00
4	Senior Councillor		Gill Al-Samarai	Convener	Licensing	£33,795.00
5	Senior Councillor		Dell Henrickson	Convener	Planning	£33,795.00
6	Senior Councillor		Neil Copland	Convener	Staff Governance	£33,795.00
7	Senior Councillor		John Cooke	Convener	Pensions	£33,795.00
8	Senior Councillor		Ian Yuill	Convener	Co-Leader & Strategic Commissioning	£33,795.00
9	Senior Councillor		Christian Allard	Convener	Capital	£33,795.00
10	Senior Councillor		Ciaran McRae	Convener	Public Protection	£33,795.00
11	Senior Councillor		Jessica Mennie	Vice Convener	Education Operational Delivery	£25,348.00
12	Senior Councillor		Desmond Bouse	Vice Convener	Planning	£25,348.00
13	Senior Councillor		Neil MacGregor	Vice Convener	Pensions	£25,348.00
14	Senior Councillor		Steve Delaney	Convener	Depute Provost	£33,795.00
15	Senior Councillor			Vice Convener	Audit, Risk & Scrutiny	£25,348.00
16	Senior Councillor			Convener	Audit, Risk & Scrutiny	£33,795.00
	Total spend on Senior Councillors					**£506,932.00**
						-£4,384.13
	Other Senior Roles - no additional remun.			**Role**	**Committee**	
			Ian Yuill	Vice Convener	City Growth & Resources	
			Ian Yuill	Vice Convener	Operational Delivery	
			Steve Delaney	Vice Convener	Licensing	
			Gill Al-Samarai	Vice Convener	Staff Governance	
			Michael Hutchison	Vice Convener	Strategic Commissioning	
			Ciaran McRae	Vice Convener	Capital	
			Dell Henrickson	Vice Convener	Public Protection	
			John Cooke	Vice Convener	Integration Joint Board	

(vii) note that the membership number and composition of the sub committees detailed in Appendix A would be determined by the respective committees;

(viii) approve the membership number and composition for each working group as detailed below and appoint members on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise membership where required;

(ix) approve the composition for each of the joint committees/partnerships as detailed below, and appoint members and substitutes (where applicable) on the basis that names can be provided to the Chief Officer- Governance after the meeting;

(x) agree that the composition of the Appointment Panel be 5 members of the Partnership, 2 Labour members, 1 Conservative member and 1 Independent member, and that names be provided to the Chief Officer - Governance after the meeting;

(xi) agree the appointment or nomination (as appropriate) of members to the outside bodies listed below, and appoint members on the basis that names can be provided to the Chief Officer - Governance after the meeting; and

(xii) note that the remaining outside body appointments, or nominations, would be reported to the Council meeting on 29 June 2022 for determination.

Working Group	Composition
Conservation Area Regeneration Scheme Project Board	1 Partnership, 1 Opposition
Disability Equity Partnership	2 Partnership, 1 Lab, 1 Con and 1 Independent
Governance Reference Group	4 Partnership, 1 Lab, 1 Con, 1 Independent
Schools Estate Strategy Working Group	2 Partnership, 1 Opposition
Taxi and Private Hire Car Consultation Group	Refer to Licensing Committee for decision
Members' Services Working Group	2 Partnership, 1 Lab, 1 Con, Cllrs Boulton and Stewart

Body	Composition
Area Support Team	1 Partnership
Clinical and Care Governance Committee	Refer to Integration Joint Board
Community Planning Aberdeen Board	Cllr Nicoll (Chairperson), 2 Partnership and 1 Opposition
Fairer Aberdeen Fund Board	3 Partnership and 1 Opposition
Grampian Valuation Joint Board	4 Partnership and 2 Opposition (Subs same)
NESTRANS	3 Partnership and 1 Opposition (Subs same)
Risk, Audit and Performance Committee	Refer to Integration Joint Board for decision
Strategic Development Planning Authority	4 Partnership and 2 Opposition (Subs same)

Outside Body	Composition
Aberdeen Heat and Power	1 Partnership and 1 Opposition
Aberdeen Performing Arts	3 Partnership and 1 Opposition
Aberdeen Sports Village	1 Partnership and 1 Opposition
COSLA Convention	3 Partnership, 1 Labour and 1 Conservative
Institute for Deaf and Dumb in Aberdeen	Lord Provost, 1 Partnership and 2 Education Officers
NHS Grampian Board	1 Partnership (Cllr Ian Yuill)
Opportunity North East (ONE)	1 Partnership (Cllr Alex Nicoll) and 1 Partnership Sub (Cllr Ian Yuill)
Scotland Excel Joint Committee	1 Partnership and 1 Opposition (Subs same)
Sport Aberdeen	Defer to June Council Meeting

Councillor Macdonald moved as an amendment, seconded by Councillor Houghton:-

That the Council appoint 2 Partnership members and 1 Labour member to the Aberdeen City Region Deal Joint Committee.

On a division, there voted:-

For the motion (24) - Lord Provost; Depute Provost; and Councillors Al-Samarai, Allard, Alphonse, Bouse, Hazel Cameron, Clark, Cooke, Copland, Cormie, Davidson, Fairfull, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Nicoll, Radley, van Sweeden and Yuill.

For the amendment (20) - Councillors Blake, Bonsell, Boulton, Brooks, Crockett, Cross, Farquhar, Graham, Grant, Houghton, Kusznir, Macdonald, MacKenzie, McLeod, Malik, Massey, Stewart, Thomson, Tissera and Watson.

Absent from the division (1) - Councillor Ali.

The Council resolved:-
to adopt the motion.

APPOINTMENT OF MEMBERS TO ABERDEEN CITY LICENSING BOARD - COM/22/074

8. The Council had before it a report by the Chief Officer - Governance which requested the election of members to the Aberdeen City Licensing Board in satisfaction of the Council's statutory duty.

The report recommended:-
that the Council -
(a) agree that the appropriate number of members to be elected to the Licensing Board is nine; and
(b) elect nine members to the Licensing Board.

The Council resolved:-
(i) to agree that the Licensing Board comprise nine members, on the basis of 5 members of the Partnership and 4 members of the Opposition; and
(ii) to note that the Partnership members would be Councillors Alphonse, Hazel Cameron, Copland, Fairfull and Greig, and that the Opposition members would Councillors Boulton, Crockett, Grant and MacKenzie.

SCHOOL PLACINGS AND EXCLUSIONS APPEAL COMMITTEE - POOL OF MEMBERS - COM/22/071

9. The Council had before it a report by the Chief Officer - Governance which sought approval of the process for the appointment of a pool of Councillors and external members from which individuals would be drawn to form the membership of the School Placings and Exclusions Appeal Committee as required by section 28D(1) of the Education (Scotland) Act 1980 as amended.

The report recommended:-
that the Council -

(a) appoint all Elected Members on the Education Operational Delivery Committee plus two Members per political group and one Independent Member to the School Placings and Exclusions Appeal Committee;
(b) delegate authority to the Committee Lead to (1) reappoint all existing external members set out in Appendix A to the report; and (2) appoint individuals who fall into the following categories, when necessary:-
    (i) parents of children of school age;
    (ii) people who in the opinion of the authority have experience in education; or
    (iii) people who in the opinion of the authority are acquainted with the educational conditions in the area of the authority;
    subject to a training session being attended and a clear PVG check being returned (for (i) to (iii));
(c) agree that ex-members of former School Boards/Parent Councils; ex-teachers and Members of the Council who have demitted office meet the criteria as set out in the Education (Scotland) Act 1980 for external members of the School Placings and Exclusions Appeal Committee and be appointed by the Committee Lead, accordingly; and
(d) appoint the Committee Lead as the Clerk to the School Placings and Exclusions Appeal Committee and to authorise all Committee Officers to be Assistant Clerks in his name.

The Council resolved:-
to approve the recommendations.

LOCAL REVIEW BODY (LRB) - POOL OF MEMBERS - COM/22/070

10. The Council had before it a report by the Chief Officer - Governance which sought approval to appoint all Councillors to form the pool of membership of the Local Review Body (LRB).

The report recommended:-
that the Council -
(a) appoint all Councillors to be members of the statutory Local Review Body pool; and
(b) note that all members would be provided with the appropriate training.

The Council resolved:-
to approve the recommendations.

RE-ESTABLISHMENT OF LOCAL LICENSING FORUM - COM/22/078

11. The Council had before it a report by the Chief Officer - Governance which advised of the Council's statutory duty to re-establish the Aberdeen City Local Licensing Forum and presented a list of persons who had been nominated to serve on the Forum for the duration of the next Council term.

The report recommended:-
that the Council -
(a) re-establish the Local Licensing Forum as per its statutory duty, and note the current membership listed in Appendix A and the Forum's Constitution attached as Appendix B; and
(b) determine whether it wishes to appoint representatives to the Forum and, if so, to make such appointments.

The Council resolved:-
(i) to approve recommendation (a); and
(ii) to not appoint any Council representatives to the Forum.

APPOINTMENT OF BAILLIES AND MISCELLANEOUS COUNCIL APPOINTMENTS - COM/22/069

12. The Council had before it a report by the Chief Officer - Governance which requested that consideration be given to appointing Baillies to assist the Lord Provost in the performance of his duties and provided information on historical offices of the Council and sought appointments therein.

The report recommended:-
that the Council -
(a) determine whether or not the office of Baillies should continue; if Council determines that the office of Baillies should continue, it is further recommended that Council:-
    (1) appoint such number of Baillies as it deems appropriate;
    (2) note the decision of Council of 16 May 2007 whereby it was agreed that any serving former Lord Provost would automatically become a Baillie;
    (3) agree that the allocation of robes and chains be at the discretion of the Lord Provost;
    (4) agree that the Baillies will receive no remuneration; and
    (5) note that those undertaking civic duties on behalf of the Lord Provost are entitled to claim reimbursement from the Council's Civic Head Allowance; and
(b) appoint members to the following historical offices:-
    - Master of Shore Works;
    - Master of Kirk and Bridge Works;
    - Master of Mortifications; and
    - Master of the Guild Brethren's Hospital

The Council resolved:-
(i) to appoint Councillors Bonsell, Boulton, Cormie, McLeod and Yuill as Baillies;
(ii) to note that Councillor Crockett would automatically become a Baillie as a serving former Lord Provost;
(iii) to agree that the allocation of robes and chains be at the discretion of the Lord Provost;
(iv) to agree that the Baillies would receive no remuneration;

(v) to note that those undertaking civic duties on behalf of the Lord Provost were entitled to claim reimbursement from the Council's Civic Head Allowance;
(vi) to appoint Councillor Hutchison as Master of Shore Works;
(vii) to appoint Councillor Greig as Master of Kirk and Bridge Works;
(viii) to appoint the Lord Provost as Master of Mortifications; and
(ix) to appoint the Lord Provost as Master of the Guild Brethren's Hospital.

URGENT NOTICE OF MOTION BY COUNCILLORS RADLEY AND YUILL

13. The Council had before it an urgent notice of motion by Councillors Radley and Yuill in the following terms:-

That the Council:
1. Notes the Policy Statement 'Working in Partnership for Aberdeen';
2. Agrees that its contents state the priorities of Aberdeen City Council for the next five years; and
3. Instructs the Chief Executive to report back to the meeting of Full Council in August to report on any revisals required to the Council's commissioning intentions, service standards and budget for 22/23.

Councillor Radley moved, seconded by Councillor Yuill:-
That the Council approve the urgent notice of motion.

Councillor Macdonald moved as an amendment, seconded by Councillor Grant:-
That this Council -
1. Notes the content of the Policy Statement;
2. Notes that many of its contents carry on the excellent work of the Labour led Administration; and
3. Instruct the Chief Executive to report back to Council in August on any revisals required to the Council's commissioning intentions, service standards and budget for 22/23 taking into account the Labour manifesto Moving Aberdeen Forward.

Councillor Houghton moved as a further amendment, seconded by Councillor Kusznir:-
That the Council -
1. Agrees the Aberdeen Conservative Manifesto 2022 proposes the best policy platform for delivering the best outcomes for the people of Aberdeen;
2. Notes the Scottish Government is responsible for most services and funding for the services by the Council;
3. Agrees Aberdeen is now and will be in the future stronger culturally, economically, and socially as part of the United Kingdom; and
4. Instructs the Chief Executive to allocate costs against each promise from the SNP/Lib Dem policy document as part of the instruction in the urgent notice of motion.

There being a motion and two amendments, the Council first divided between the amendment by Councillor Macdonald and the amendment by Councillor Houghton.

On a division, there voted:-

For the amendment by Councillor Macdonald (10) - Councillors Blake, Bonsell, Crockett, Graham, Grant, Macdonald, Malik, Thomson, Tissera and Watson.

For the amendment by Councillor Houghton (8) - Councillors Brooks, Cross, Farquhar, Houghton, Kusznir, MacKenzie, McLeod and Massey.

Declined to vote (25) - Lord Provost; Depute Provost; and Councillors Al-Samarai, Allard, Alphonse, Boulton, Bouse, Hazel Cameron, Clark, Cooke, Copland, Cormie, Davidson, Fairfull, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Nicoll, Radley, van Sweeden and Yuill.

Absent from the division (2) - Councillors Ali and Stewart.

The Council then divided between the motion and the amendment by Councillor Macdonald.

On a division, there voted:-

For the motion (24) - Lord Provost; Depute Provost; and Councillors Al-Samarai, Allard, Alphonse, Bouse, Hazel Cameron, Clark, Cooke, Copland, Cormie, Davidson, Fairfull, Greig, Henrickson, Hutchison, MacGregor, McLellan, McRae, Mennie, Nicoll, Radley, van Sweeden and Yuill.

For the amendment by Councillor Macdonald (10) - Councillors Blake, Bonsell, Crockett, Graham, Grant, Macdonald, Malik, Thomson, Tissera and Watson.

Declined to vote (9) - Councillors Boulton, Brooks, Cross, Farquhar, Houghton, Kusznir, MacKenzie, McLeod and Massey.

Absent from the division (2) - Councillors Ali and Stewart.

The Council resolved:-
to adopt the motion.

URGENT NOTICE OF MOTION BY COUNCILLOR RADLEY

14. The Council had before it an urgent notice of motion by Councillor Radley in the following terms:-

> "Instruct the Chief Officer - Early Intervention and Community Empowerment to bring a report to the meeting of the Operational Delivery Committee on 31 August 2022 setting out options on how the Council could further support struggling and vulnerable people throughout the cost of living crisis."

The Council resolved:-
to approve the urgent notice of motion.
- DAVID CAMERON, Lord Provost.

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CITY GROWTH AND RESOURCES COMMITTEE

21 JUNE 2022

URGENT NOTICE OF MOTION BY COUNCILLOR HOUGHTON

The Committee had before it an urgent notice of motion by Councillor Houghton in the following terms:-

"That the Committee -

1. Notes the announcement of the Eurovision Broadcasting Union that the organisation is considering the United Kingdom as the host of Eurovision 2023 should Ukraine be unable to host the competition due to the unacceptable Russian aggression against Ukraine.

2. Notes the awarding decision will be made by the British Broadcasting Corporation (BBC) should Ukraine be unable to host the competition.

3. Agrees the Event Complex Aberdeen opened in 2019 is the largest capacity venue in Scotland and is well suited to host the event.

4. Notes Aberdeen's success in hosting previous significant cultural events such as the BBC Sports Personality of the Year Awards.

5. Notes the significant interest shown by politicians of all political parties in hosting this event in Scotland, agreeing that Aberdeen is without doubt the best place to hold such a European event given Aberdeen remains the Energy Capital of Europe.

6. Instructs the Chief Officer - City Growth to engage with all relevant stakeholders including the BBC, UK government, the devolved Scottish Government and others to ensure a bid from Aberdeen is advanced quickly and efficiently should it become clear Ukraine are unable to host the competition.

7. Agrees to allocate £30,000 from contingencies to support a bid from Aberdeen and instruct the Chief Executive to write to both the UK and Scottish Government notifying them of Aberdeen's intention and asking for their support.

8. Instructs the Chief Officer - City Growth to bring a report back on progress to the next meeting of this Committee."

Councillor Hutchison advised that he had a connection in relation to the matter by virtue of his employer Kevin Stewart MSP having called for Aberdeen to host Eurovision, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting.

Councillor Nicoll advised that he also had a connection by virtue of his wife, Audrey Nicoll MSP, having raised the matter, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting.

The Convener advised that he also had a connection by virtue of his employer Jackie Dunbar MSP having signed a letter on the matter, however having applied the objective test he did not consider that he had an interest and would not be withdrawing from the meeting.

Councillor Radley advised that she also had a connection by virtue of her employer Jackie Dunbar MSP having signed a letter on the matter, however having applied the objective test, she did not consider that she had an interest and would not be withdrawing from the meeting.

Councillor Farquhar advised that she also had a connection by virtue of her employer Douglas Lumsden MSP having raised the matter previously, however having applied the objective test she did not consider that she had an interest and would not be withdrawing from the meeting.

The Committee resolved:-
to refer the notice of motion to Full Council on 29 June 2022 for consideration.

DRAFT

	A	B	C	D	E	F	G	H	I
1	**COUNCIL BUSINESS PLANNER** The Business Planner details the reports which have been instructed by the Council 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**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
3	**29th June 2022**								
4	Council/Committee Diary 2023	To present the Council/Committee Diary for 2023 for approval.		Martyn Orchard	Governance	Commissioning	18	D	This report will be delayed to the August Council meeting in light of possible changes to the committee structure.
5	Appointments to Outside Bodies and Appointment of Conveners and Vice Conveners	At the Statutory Council meeting on 18 May 2022, appointments were made to a small number of outside bodies and the Council noted that the remaining appointments would be sought at the Council meeting on 29 June 2022.	A report is on the agenda	Martyn Orchard	Governance	Commissioning	7		
6	Treasury Management Policy and Strategy - Year-End Review	To provide an update on Treasury Management activities undertaken during the financial year 2021/22.	A report is on the agenda	Neil Stewart	Finance	Resources	6		
7	Standards Commission for Scotland - Written Decision - Councillor Hutchsion	To present the written decision made by the Standards Commission for Scotland following a hearing held on 7 June 2022.	A report is on the agenda	Fraser Bell	Governance	Commissioning	21		
8	Piper Alpha Memorial	To provide an update on the current situation regarding the Piper Alpha Memorial and the North Sea Memorial Rose Gardens at Hazlehead Park.	A report is on the agenda	Steven Shaw	Operations and Protective Services	Chief Operating Officer	Introduction 6		
9	Preventing Homelessness - Memorandum of Understanding between Aberdeen City Council and the Department of Work and Pensions	To set out the work that has been undertaken jointly between Aberdeen City Council and the Department of Work and Pensions (DWP) to develop a Memorandum of Understanding (MoU) aimed at preventing homelessness and improving outcomes and seek the approval of the MoU.	A report is on the agenda	Derek McGowan	Early Intervention and Community Empowerment	Customer Services	Introduction 6		
10	International Travel 2022/23	Transferred from the City Growth and Resources Committee business planner. To seek approval of immediate overseas travel required to support relevant City Growth activities in 2022/23.	A report is on the agenda	Jim Johnstone	City Growth	Commissioning	Introduction 6		

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11	Aberdeen Fuel Poverty Fund	At the Council Budget meeting of 7 March 2022, the Council allocated £1,000,000 for an Aberdeen Fuel Poverty Fund to help the most vulnerable in our community with energy costs and instructed the Chief Officers - Early Intervention and Community Empowerment and Customer Experience to prepare the details of a scheme in a report for approval by Full Council at its meeting in June 2022	A report is on the agenda	Paul Tytler	Customer Experience	Customer	21		
12	City Centre Masterplan Update	At its meeting of 28 February 2022, the Council:- (ii)instructed the Chief Officer - Corporate Landlord to prepare: (a) a plan for implementation of improvement works to buildings in Council ownership; and (b)a plan for implementation of works to buildings outwith Council ownership, to allow engagement with property owners with Zone B (Market Street - Bridge Street) to be prioritised in both circumstances and report progress in June 2022; (iii)instructed the Chief Officer - Strategic Place Planning to: (a)prepare a detailed specification for appropriate façade stone cleaning; and (b)investigate means to simplify procedures for statutory consents and report progress to Full Council in June 2022.	A report is on the agenda	Sandy Beattie	Director of Resources	Resources	21		

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2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
13	Union Street Central	At its meeting of 28 February 2022, the Council resolved:- (viii)to instruct the Director of Resources to 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 Low Emission Zone - reporting back progress to Full Council in June 2022; (ix)to instruct the Director of Resources to continue with evolving streetscape design for the priority intervention areas, giving consideration to the reintroduction of service buses, taxis, private hire cars and pedal cycles on Union Street Central and Union Street East, and report back to the Full Council meeting in June 2022	This matter is covered in the City Centre Masterplan update report on the agenda.	Sandy Beattie	Director of Resources	Resources	21		
14	City Centre and Beach - Transport Management Plan Progress	The CG&R 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 Committee in June 2022.	These matters are addressed in the City Centre Masterplan Update and Beach Masterplan Update reports on the agenda.	David Dunne	Strategic Place Planning	Commissioning	Introduction 6		
15	George Street and Former John Lewis Building	The CG&R 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 committee in June 2022.	This matter is covered in the City Centre Masterplan update report on the agenda.	Steve Whyte	Director of Resources	Resources	Introduction 6		

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16	Queen Street Development	The CG&R 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 committee in June 2022.	This matter is covered in the City Centre Masterplan update report on the agenda.	Sandy Beattie	Director of Resources	Resources	Introduction 6		
17	Beach Masterplan	At its meeting of 28 February 2022, the Council resolved:- (i)to instruct the Director of Resources and Head of Commercial and Procurement to progress the undernoted listed items (1 to 5) to Full Business Case, and report back progress to the June 2022 meeting of Full Council: (1)New Play Park: Urban Park, Sports Area & Pump Track; (2)Events Park: New Amphitheatre, Events Field, Gateway Building & Hub Building; (3)Landscaping: Landscape Mounding; (4)Broadhill: Public Realm & Landscaping; (5)Reconfigured Beach Landscaping; (ii)to instruct the Director of Resources and the Head of Commercial and Procurement to progress the undernoted listed interventions (6 to 12) to Outline Business Case and report back progress to the June 2022 meeting of Full Council: (6)Beach Pavilion Building; (7)New Canopy Features; (8)Beach Ballroom Plaza; (9)Broadhill (Structures); (10)Pedestrian Spine; (11 Beach Boulevard; (12)Surf Village; (iii)to instruct the Director of Resources and the Head of Commercial and Procurement to progress the undernoted Long-Term items (13 to 18) to Outline Business Case and report progress to the June 2022 meeting of Full Council: (13)Beach Ballroom; (14)New Stadium; (15)New Leisure Facility; (16)Boardwalk; (17)New Slipway; (18)Energy Centre; (iv)to instruct the Head of Commercial and Procurement and the Chief Officer - Strategic Place Planning to develop an Outline Business Case to improve the connectivity between the city centre and report back progress to the June 2022 meeting of Full Council; and (v)to instruct the Director of Resources and the Head of Commercial and Procurement 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.	A report is on the agenda	Craig Innes	Commercial and Procurement	Resources	21		
18	**24th August 2022**								

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2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
19	Procurement and Funding Plan for Building Repair Work	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Commercial and Procurement to develop a procurement and funding plan for building repair work as identified in Appendix A of the City Centre Masterplan report, including investigating a one stop service to cover professional services required to implement improvement works and report the results to Full Council by August 2022		Craig Innes	Commercial and Procurement	Commissioning	21		
20	Target Operating Model 1.2	At the Council Budget meeting of 7 March 2022, the Council instructed the Chief Executive to report to Full Council by the end of August 2022, on a refreshed Target Operating Model, to address the challenges of the next 5 years		Angela Scott	Chief Executive	Chief Executive	21		
21	City Centre Masterplan	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning to recalibrate the city centre masterplan to incorporate the Beach and George Street master planning exercises and report the results to Full Council in August 2022. The Council also noted the ongoing engagement exercise on the future of the George Street area and instruct the Chief Officer - Corporate Landlord to investigate the potential future use of the John Lewis building as part of the George Street master planning exercise and report back to the August Council meeting.		Steve Whyte and Gale Beattie	Directors of Resources and Commissioning	Resources and Commissioning	21		
22	Market to Guild Street Streetscape	At its meeting of 28 February 2022, the Council instructed the Director of Resources to develop detailed design for phase one and two implementation of the Market to Guild Street Streetscape improvements in consultation with key stakeholders and report results to Full Council in August 2022		Steve Whyte	Resources	Resources	21		

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2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
23	Natural History Museum Aberdeen	At its meeting of 28 February 2022, the Council:- (a) instructed the Chief Officer - City Growth to discuss with the UK Government Department for Digital, Culture, Media and Sport and the Natural History Museum the feasibility for a Natural History Museum Aberdeen, including the University of Aberdeen and the Aberdeen Medico-Chirurgical Society in the process and report to Full Council in August 2022; (b) instructed the Chief Officer - City Growth, subject to the outcome of (a) to explore potential locations including Woolmanhill; and (c) instructed the Chief Officer - Corporate Landlord, subject to positive outcomes from (a) and (b) to bring forward redevelopment/improvement options for the Denburn car park and report back to a future meeting of Full Council.		Richard Sweetnam/ Stephen Booth	City Growth/ Corporate Landlord	Commmissioning/ Resources	21		
24	Medium Term Financial Strategy	At the Council Budget meeting of 7 March 2022, the Council instructed the Chief Officer - Finance to refresh the Medium Term Financial Strategy and report to Full Council by the end of August 2022		Jonathan Belford	Finance	Resources	21		
25	Wellington Road Multimodal Corridor	At the Council Budget meeting of 7 March 2022, the Council noted the commitment given by both Governments in relation to transport; and agreed that as both Governments agreed to work with the local authority to explore how the Strategic Investment will be prioritised, to instruct the Chief Executive to explore financial assistance from the Scottish Government to deliver the Wellington Road Multimodal Corridor and to report back on the outcome of the discussion in August 2022.		Angela Scott	Chief Executive	Chief Executive	21		

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2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
26	Commissioning Intentions, Service Standards and Budget for 2022/23	At the Statutory Council meeting of 18 May 2022, the Council approved an urgent notice of motion by Councillors Radley and Yuill in the following terms:- That this Council: 1.Notes the Policy Statement 'Working in Partnership for Aberdeen'; 2.Agrees that its contents state the priorities of Aberdeen City Council for the next five years; and 3.Instructs the Chief Executive to report back to the meeting of Full Council in August to report on any revisals required to the Council's commissioning intentions, service standards and budget for 22/23.		Angela Scott	Chief Executive	Chief Executive	21		
27	**14th December 2022**								
28	Treasury Management Policy and Strategy - Mid Year Review	To provide an update on Treasury Management activities undertaken to date during financial year 2022/23.		Neil Stewart	Finance	Resources	6		
29	City Centre Design Development	The CG&R 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 Committee by the end 2022.		Steve Whyte	Director of Resources	Resources	6		
30	Fairer Aberdeen Fund Annual Report	To provide members with the Fairer Aberdeen Fund annual report for 2021/22.		Susan Thoms	Early Intervention and Community Empowerment	Customer	21		
31	Governance Review of Trusts	Council on 13 December 2021, instructed the Chief Officer - Governance to bring a further update report to Council no later than December 2022 on future activity in relation to such trusts.		Fraser Bell	Governance	Commissioning	10		
32	Street Occupation Policy	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Corporate Landlord to bring back a street occupation policy by the end of 2022		Stephen Booth	Corporate Landlord	Resources	21		

	A	B	C	D	E	F	G	H	I
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
33	Repopulating Vacant Units in Union Street	At its meeting of 28 February 2022, the Council noted appendices F and G to the City Centre Masterplan report and instructed the Chief Officer - City Growth to advance the works to identify the full range of intervention measures to repopulate vacant units in Union Street to full business case including further assessment of potential non-retail uses and report outcomes in December 2022		Richard Sweetnam/ Stephen Booth	City Growth/ Corporate Landlord	Commissioning/ Resources	21		
34	**Beyond 2022**								
35	City Climate Change Governance Structures	At its meeting of 28 February 2022, the Council instructed the Chief Officers - Governance and Strategic Place Planning to work with the members of Aberdeen's Net Zero Leadership Board, Delivery Unit, the Local Resilience Partnership and other groups as appropriate to develop city climate change governance structure/s appropriate for meeting the aims of the Route-Map and Aberdeen Adapts Framework, and report back to a future Council meeting, no later than the next annual update on the Routemap and Adaptation Framework		Fraser Bell/ David Dunne	Governance and Strategic Place Planning	Commissioning	21		
36	Locality Based Approach to Deliver Net Zero	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023		David Dunne	Strategic Place Planning	Commissioning	21		
37	Revised Council Climate Change Plan	At the Council meeting on 3 March 2021, the Council, amongst other things, instructed the Chief Operating Officer to report back to Full Council with a revised 5 year plan in 2025, or earlier if required.		David Dunne	Strategic Place Planning	Chief Operating Officer	21		

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Appointments to Outside Bodies and Appointment of Conveners and Vice Conveners
REPORT NUMBER	COM/22/129
DIRECTOR	Gale Beattie, Director of Commissioning
CHIEF OFFICER	Fraser Bell, Chief Officer - Governance
REPORT AUTHOR	Martyn Orchard
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

1.1 To seek appointments or nominations (as appropriate) to various outside bodies; to seek appointments for Convener and Vice Convener of the Urgent Business Committee; and to note the appointments of the Convener and Vice Convener of the Audit, Risk and Scrutiny Committee.

2. RECOMMENDATIONS

That the Council:-

2.1 appoint a Convener and Vice Convener of the Urgent Business Committee;

2.2 note the appointment of Councillors Macdonald and Houghton as Convener and Vice Convener respectively of the Audit, Risk and Scrutiny Committee, and agree that their remuneration as Senior Councillors be backdated to 18 May 2022;

2.3 consider the appointment or nomination (as appropriate) of members to the outside bodies listed in Appendix A, and appoint or nominate members on the basis that names can be provided to the Chief Officer - Governance after the meeting and that he be authorised to finalise the appointments, nominations and memberships where required; and

2.4 note that Robert Gordon's College Board of Governors and Enterprise North East Trust Limited (trading as Elevator) no longer require elected member representation from Aberdeen City Council.

3. CURRENT SITUATION

3.1 Conveners and Vice Conveners

3.1.1 At the Statutory Council meeting on 18 May 2022, a number of appointments were made with regard to Conveners and Vice Conveners of the relevant committees. However, a Convener and Vice Convener for the Urgent Business Committee still require to be appointed, and the Council is recommended to make these appointments.

3.1.2 Standing Order 2.7 stipulates that the Convener and Vice Convener of the Audit, Risk and Scrutiny Committee must be members of the opposition. Following the Statutory Council meeting, Councillors Macdonald and Houghton confirmed that they would be Convener and Vice Convener respectively of the Audit, Risk and Scrutiny Committee. The Council is therefore recommended to note these appointments and agree that their remuneration as Senior Councillors be backdated to 18 May 2022.

3.2 Outside Bodies

3.2.1 The Council is requested to consider making appointments or nominations (as appropriate) to the various outside bodies listed within Appendix A, noting that other outside body appointments or nominations were dealt with at the Statutory Council meeting on 18 May 2022. An appointment or nomination is described as mandatory where it is either a statutory requirement or a requirement of the relevant governance documentation, for example Trust Deed. Appointments/nominations described as discretionary do not carry the same stipulation.

3.2.2 A review of outside bodies was undertaken in 2017 which resulted in a number of outside bodies being removed from the list of bodies that the Council appoints or nominates to. A further review was undertaken in 2021 and reported to Council in December 2021, alongside the updated policy which set the criteria on which Aberdeen City Council will appoint or nominate Elected Members to Outside Bodies, as well as guidance on Elected Members' roles and responsibilities once appointed; and this policy was approved.

3.2.3 The Council has previously appointed members to Robert Gordon's College Board of Governors and Enterprise North East Trust Limited (trading as Elevator), however following a review of their governance arrangements, both organisations have advised that they no longer require elected member representation from Aberdeen City Council.

3.2.4 The Council has previously appointed two elected members to Aberdeen Science Centre, however following a review of their governance arrangements, representatives of Aberdeen Science Centre have advised that they now require one elected member appointment only.

3.2.5 The Council has previously nominated 3 elected members to be appointed as Directors of Sport Aberdeen, however Sport Aberdeen has indicated a desire

to reduce the number of elected members appointed to the Board to further increase the field of potential candidates that meet the organisation's role specification for Directors. Accordingly, Sport Aberdeen are proposing that the Council co-opt one elected member to the Board. This would allow the elected member to have an active involvement on the Board, contributing to all aspects of business without the requirement to meet the duties and responsibilities of being a Company Director.

3.3 **Possible Compositions**

3.3.1 The table below provides examples of potential compositions for the Council's appointments or nominations to outside bodies. This is not an exact exercise in proportionality because of the varying numbers of members on each body. This report treats each body individually and the principles agreed by the Council would be applied to each group on an individual basis.

Number of Members	**Possible Composition** (based on the following order - Partnership and Opposition)
1	1
2	1+1
3	2+1
4	3+1 or 2+2
5	3+2
6	4+2 or 3+3
7	4+3
8	5+3 or 4+4
9	5+4

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

5.1 Approval of the recommendations will assist the Council in fulfilling its statutory functions. Failure by the Council to appoint or nominate to bodies listed may prevent such bodies being able to function.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified	N/A	N/A	N/A
Compliance	Council must comply with legislation and the Scheme of Governance	The recommendations comply with statutory obligations and the Scheme of Governance	L	Yes
Operational	No significant risks identified	N/A	N/A	N/A
Financial	No significant risks identified	N/A	N/A	N/A
Reputational	Failure by the Council to appoint or nominate to the bodies listed may prevent them from being able to function	The recommendations provide for appointments or nominations to be made to allow the outside bodies to function	L	Yes
Environment / Climate	No significant risks identified	N/A	N/A	N/A

8. OUTCOMES

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

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

None

11. APPENDICES

Appendix A - List of Outside Bodies

12. REPORT AUTHOR CONTACT DETAILS

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Appendix A - List of Outside Bodies

Body	Council Representatives Required	Other information/ Nature of Appointment
Aberdeen Airport Consultative Committee	4	Mandatory. Adviser. Traditionally, the Council has appointed the four local members, however the Committee has previously indicated that they would welcome elected members from across the city.
Aberdeen Bulawayo Trust	7	Mandatory. Decision maker
Aberdeen City Heritage Trust	4	Mandatory. Decision maker.
Aberdeen Endowments Trust	3	Mandatory. Decision maker.
Aberdeen Foyer	2	Discretionary. Observer.
Aberdeen Gomel Trust	6	Mandatory. Decision maker.
Aberdeen BID Company Ltd (known as Aberdeen Inspired)	1	Mandatory. Decision maker.
Aberdeen Lads Club	3	Discretionary. Decision maker. 3 local Councillors.
Aberdeen Outdoor Access Forum	1 + 1 reserve	Mandatory. Observer.
Aberdeen Renewable Energy Group	1	Mandatory. Decision maker.
Aberdeen Science Centre	1	Discretionary. Decision maker.

Body	Council Representatives Required	Other information/ Nature of Appointment
Alcohol and Drugs Partnership	2	Mandatory. Decision maker.
Association for Public Service Excellence (APSE)	1	Discretionary. Decision maker.
Care and Repair Initiative Scotland - Aberdeen Agency	3	Discretionary. Decision maker.
Champions Board	2	Mandatory. Decision maker.
Citizens Advice Bureau Management Committee	3	Discretionary. Councillors are appointed as representatives and are then invited to become Directors.
Community Food Initiative North East (CFINE) Board	1	Discretionary. Decision maker.
CPMR - North Sea Commission	1	Discretionary. Decision maker.
Disabled Persons Housing Service	1	Discretionary. Decision maker.
East Grampian Coastal Partnership Management Group	2	Discretionary. Observer.
Gordon Highlanders Museum Board	5	Discretionary. Observer.
Governors of Oakbank School	9	Mandatory. Decision maker. The Trust Solicitor has advised that, as far as they were aware, all known liabilities have been settled, including a payment to the North East Scotland Pension Fund, and that sufficient funds have been

Body	Council Representatives Required	Other information/ Nature of Appointment
		retained to wind up the trust (which will cover professional fees and courts costs). The trust is in the final stages of being wound up, as it can no longer fulfil its charitable purpose.
Grampian Houston Association	5	Discretionary. Decision maker.
Grampian Regional Equality Council Ltd (GREC)	2	Mandatory. Decision maker.
Highland Reserves Forces and Cadets Association	1	Mandatory. Decision maker.
KIMO Kommunernes International Miljøorganisation (Local Authorities International Environmental Organisation)	1	Mandatory. Decision maker.
Macdonald Art Committee	4	Mandatory. Decision maker. Although the committee has been dormant for several years, appointments require to be made with a view to potentially winding up the committee.
Marguerite McBey Trust	2	Mandatory. Decision maker. Meetings are ad hoc in nature. Appointments require to be made with a view to potentially winding up the Trust.
Middlefield Community Project Management Committee	3	Discretionary. Observer.

Body	Council Representatives Required	Other information/ Nature of Appointment
Mitchell's Hospital Trust	2	Mandatory. Decision maker.
North East Agricultural Advisory Committee	5	Mandatory. Observer.
North East of Scotland Climate Change Partnership	1	Mandatory. Observer.
North East of Scotland Port Welfare Committee	1	Discretionary. Observer.
North East Scotland Fisheries Development Partnership	5	Mandatory. Observer.
(Grampian Society for the Blind, known as North East Sensory Services (NESS))	1	Discretionary. Observer.
Peacock Visual Arts Ltd	1	Discretionary. Observer.
Printfield Community Project	2	Discretionary. Observer
Proctor's Orphanage Trust	5	Mandatory. Decision maker.
Robbs Trust	2	Mandatory. Decision maker.
Robert Nicol Trust	1	Mandatory. Decision maker.
Rubislaw Field Committee	3	Mandatory. Decision maker. Although the committee has been dormant for several years, appointments require to be made if

Body	Council Representatives Required	Other information/ Nature of Appointment
		a decision was to be taken to disband the committee.
Scottish Councils Committee on Radioactive Substances	1	Discretionary. Observer.
Shopmobility Management Committee	2	Discretionary. Observer.
Sport Aberdeen	1	Discretionary. Co-optee to the Board - see paragraph 3.2.5 of the report.
St Machar Parents Support Project	1	Discretionary. Observer.
Transition Extreme Sports Limited	1	Discretionary. Decision maker.
Veterans Champion	1	Mandatory. Adviser. Traditionally, the Council has appointed the Lord Provost.
Visit Aberdeenshire	1	Mandatory. Decision maker.
William Harvey Trust	2	Mandatory. Decision maker.
World Energy Cities Partnership	1	Discretionary. Traditionally, the Council has appointed the Lord Provost.

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Standards Commission for Scotland – Written Decision – Councillor Hutchison
REPORT NUMBER	COM/22/143
DIRECTOR	Gale Beattie
CHIEF OFFICER	Fraser Bell
REPORT AUTHOR	Fraser Bell
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

1.1 The purpose of this report is to bring before Council the written decision made by the Standards Commission for Scotland following a hearing held on 7 June 2022.

2. RECOMMENDATIONS

That Council

2.1 Considers the content of the written decision; and

2.2 Notes that the Standards Commission for Scotland held that there had been no breach of the Code of Conduct by Councillor Hutchison.

3. CURRENT SITUATION

3.1 Appended to this report is a copy of the written decision of the Standards Commission for Scotland made following a hearing on 7 June 2022. This hearing was convened further to a complaint alleging that Councillor Michael Hutchison had contravened the Councillors' Code of Conduct when commenting on the renovation of Provost Skene's House.

3.2 Following the hearing, the Standards Commission for Scotland determined that Councillor Hutchison had not breached the Code of Conduct.

3.3 The Council is legally required to consider the findings of the Standards Commission for Scotland. The findings must be considered by a meeting of full Council.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

5.1 Section 18(2) of the Ethical Standards in Public Life etc. (Scotland) Act 2000 requires that the Council consider the findings of the Standards Commission for Scotland whenever the Commission makes a finding about a Member. The Council must consider the findings within 3 months of receiving them unless the Commission sets a longer period in writing.

5.2 Section 18(3) of that Act requires that the duty to consider the findings must be discharged by Full Council and not by a committee, sub-committee, or officer.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk		No significant risk identified		Yes
Compliance	Failure to timeously consider the findings would be a breach of statutory duty.	This report ensures that Council meets obligations	L	Yes
Operational		No significant risk identified		Yes
Financial		No significant risk identified		Yes
Reputational	Further breaches of the Code	Training programme for Members helps ensure that all Members remain aware of their responsibilities.	L	Yes

	could happen.			
Environment / Climate		No significant risk identified		Yes

8. OUTCOMES

8.1 The proposals in this report have no impact on the Council Delivery Plan or on the Local Outcome Improvement Plan.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Not required
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

Appendix 1: Decision of Standards Commission for Scotland

12. REPORT AUTHOR CONTACT DETAILS

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Decision of the Hearing Panel of the Standards Commission for Scotland following the Hearing held at Town House, Broad Street, Aberdeen, AB10 1AQ, on 7 June 2022.

Panel Members: Mr Michael McCormick, Chair of the Hearing Panel
Mr Paul Walker
Ms Suzanne Vestri

The Hearing arose in respect of a Report referred by Mr Ian Bruce, the Acting Ethical Standards Commissioner (the Acting ESC), further to complaint reference LA/AC/3600, concerning an alleged contravention of the Councillors' Code of Conduct (the Code) dated July 2018, being the version in place at the time of the events in question by Councillor Michael Hutchison (the Respondent).

The Respondent was represented by Mr Scott Martin, Solicitor.

Referral

Following an investigation into a complaint received about the conduct of the Respondent, the Acting ESC referred a report to the Standards Commission for Scotland on 15 March 2022, in accordance with section 14(2) of the Ethical Standards in Public Life etc. (Scotland) Act 2000 (the 2000 Act), as amended.

The substance of the referral was that the Respondent had failed to comply with the provisions of the 2018 version of the Code (being the version in place at the time of the events in question) and, in particular, that he had contravened paragraphs 3.3, 3.5 and paragraph 20 of Annex C, which were as follows:

Relationship with Council Employees (including those employed by contractors providing services to the Council)
3.3 You must respect all Council employees and the role they play, and treat them with courtesy at all times. It is expected that employees will show the same consideration in return.

3.5 You must follow the Protocol for Relations between Councillors and Employees attached at Annex C. A breach of the Protocol will be considered as a breach of this Code.

Annex C – Public Comment
20 Councillors should not raise matters relating to the conduct or capability of employees in public. Employees must accord to councillors the respect and courtesy due to them in their various roles. There are provisions in the Code of Conduct for Employees about speaking in public and employees should observe them.

Evidence Presented at the Hearing

Submissions made by the Acting ESC

The Acting ESC explained the complaint about the Respondent related to an article published on 15 August 2021 in the Press & Journal, entitled "Provost Skene's House: Council accused of 'disregarding city's heritage'" (the article). The Acting ESC advised that there was no dispute that the Respondent provided the quotes that appeared in the article and, in addition, that he appeared in a short video piece that accompanied it on the Press & Journal's website.

The Acting ESC advised that the article reported that the Council's administration had been accused, by the Respondent, of disregarding the city's heritage in its renovation of Provost Skene's House (being a historic building in Aberdeen). The Acting ESC noted that the article stated that the Respondent had claimed that some of the building's historic brickwork has been covered over with mortar, and that he had accused the

Council's administration of showing "complete disregard" to the city's historic buildings. The Respondent had further stated that "the attempt at a restoration" was "frankly embarrassing".

The Acting ESC advised that, in the accompanying video clip, the Respondent stated that the detail, the character and much of the history of the building had been covered over by lime mortar cement. The Respondent alleged that, over the last few years the city's heritage had been treated with disregard and near contempt, by the Council's administration.

The Acting ESC advised that, following the publication of the article, an urgent motion was passed, by a majority vote, at the Council's Growth and Resources Committee on 25 August 2021. The motion instructed the Council's Chief Executive to refer the Respondent's conduct to the ESC on the basis that his comments "attacking the work of council employees" were "unfounded". Additionally, the motion noted that the Unite trade union had written to the Chief Executive and the Council Leader requesting a public apology from the Respondent.

The Acting ESC advised that the councillor who moved the motion to refer the complaint noted that she had spoken to council staff who worked on the restoration, and that they had expressed their distress and anger at the terms of the article.

The Acting ESC advised that there was no dispute that the Respondent had made the remarks attributed to him in the article and accompanying video.

The Acting ESC further advised that there was no dispute that the Respondent was acting in his capacity as a councillor when making his comments and that the article referred to him as such. The Acting ESC contended, therefore, that the Code applied to the Respondent at the time of the events in question.

The Acting ESC noted that at no point in the article had the Respondent identified a team or individual within the council who was involved in the restoration, and advised that the Respondent had confirmed that his criticism was aimed at the administration, not the workforce. The Acting ESC accepted that it was wholly appropriate for a council's administration to be held to account. The Acting ESC contended, however, that it was not possible in this case to separate the criticisms of the political administration from the workforce who carried out the restoration. The Acting ESC advised that this was because the terms of the Respondent's criticisms were sufficiently broad so as to extend to the workforce. The Acting ESC contended that anyone reading the article or viewing the video would not conclude that members of the political administration had been engaged in the physical restoration work. The Acting ESC argued that, instead, members of the public would assume employees and contractors would have carried out the work and, therefore, that the Respondent's criticisms extended to them.

The Acting ESC advised that, in response to the complaint, the Respondent had advised his office that he was of the opinion that the work carried out was not compatible with the approved planning application. The Acting ESC argued that this added weight to his conclusion that the Respondent's remarks could reasonably be taken as being aimed at the employees who had made operational decisions in respect of the work to be undertaken and those who had carried out the work, rather than being directed solely at the Council's administration.

The Acting ESC acknowledged that no council employees or contractors involved in the restoration had been directly identified by the Respondent in the article or video. The Acting ESC considered, however, that individuals did not have to be named in order to be readily identifiable to others. He noted that as the work involved was of a relatively specialist nature, the employees involved in it would have been readily identifiable by themselves, by their family and friends, and by other employees and councillors. The Acting ESC noted that it was likely the contractors involved in the restoration work would have erected signage and

suggested that doing so would have made it easier for members of the public to identify the employees involved.

The Acting ESC noted that in Facebook posts and public discussion following the article, no distinction was drawn between the administration and the workforce. The Acting ESC concluded, therefore, that, on the face of it, the Respondent had breached the provisions in the Code that required councillors to behave with courtesy and respect and to refrain from making public criticisms of the conduct or capability of council employees.

The Acting ESC advised, nevertheless, that, as the Respondent was commenting on a matter of public concern, namely the restoration of a historic building, he would be entitled to the enhanced protection of freedom of expression afforded to politicians under Article 10 of the European Convention on Human Rights (ECHR).

The Acting ESC acknowledged that freedom of expression is a qualified right and can be subject to restrictions for the protection of reputation and rights of others (which would include employees). The Acting ESC considered, however, that it would be difficult to justify placing a restriction on the Respondent's right to freedom of expression given that his comments concerned a matter of public concern and were not offensive or abusive in nature.

As such, the Acting ESC concluded that although, on the face of it, a breach of the Code had occurred, an overall finding of a breach of the Code and the consequent imposition of a sanction could not be justified.

In response to questioning from the Panel, the Acting ESC accepted that it was clear from the Respondent's remarks that he had suggested the responsibility for the finish of the building lay with the Council. The Acting ESC advised, however, that in his response to the ESC's office, the Respondent had stated that the work carried out was not compatible with the approved planning application. It was for that reason that the Acting ESC had concluded that the Respondent appeared to consider that those who carried out the work may have been to blame. The Acting ESC nevertheless accepted that the Respondent's assertion that the restoration work was not carried out in accordance with the approved planning application was made privately to the ESC's office in response to the investigation and, therefore, did not form part of the complaint that he had publicly criticised employees.

The Acting ESC accepted that councillors are entitled to challenge or criticise their political opponents. He noted, however, that such criticism could amount to a breach of the Code if, by extension, it could be reasonably perceived as also being directed at employees.

While the Acting ESC considered that it was significant that Unite had written to the council's Chief Executive and the council leader, he accepted this was the only evidence before him that demonstrated the Respondent's comments had been taken as criticism of council employees. The Acting ESC confirmed that, despite asking the Council's legal department, he had not been provided with any further direct evidence of employee concern.

The Acting ESC accepted that the article appeared to suggest the Respondent had raised concerns about the standard of the restoration work and in particular, the repointing. He clarified, however, that this was a journalistic interpretation of the Respondent's comments and that the article itself did not contain any specific criticism of the execution of the work in question. The Acting ESC further accepted that the responsibility for the finish of the building lay with the Council overall, and not with any individual employee or employees.

In response to a question about how councillors could criticise or challenge the administration without also being perceived as being critical of employees undertaking work as directed and in accordance with decisions made by the administration, the Acting ESC advised that a careful distinction would need to be drawn.

Submissions made by the Respondent's representative

The Respondent's representative advised that the Respondent's comments were directed solely at the council's administration. He further stated that one of the most important duties of the Respondent, as an opposition councillor, was to scrutinise the administration.

The Respondent's representative contended that, in his remarks, the Respondent had set out his concerns articulately and that he was, by holding the administration to account, merely doing what he was elected to do and what was demanded of him by democracy. The Respondent's motivation, as an opposition councillor, was to criticise the administration and its decision-making, rather than being directed at any employees implementing those decisions. The Respondent's representative asserted that the Respondent's comments had been made in good faith, and with the best interests of Aberdeen's built heritage in mind.

The Respondent's representative contended that as there were six separate references in the article and its accompanying video to the administration, most people would interpret the Respondent's remarks as being critical of it. The Respondent's representative further noted that, no council department, employees or contractors were named or referred to by title or position.

The Respondent's representative noted that the term 'administration' refers to the elected councillors who are members of the governing group of a council and argued that it followed that references to the administration within the article could not be taken as being references to any officer or employee of the council, or to any employee of a contractor. The Respondent's representative contended that the word 'administration' should be given its ordinary meaning, especially in the context of the Respondent being an opposition councillor, and being expected as such to criticise his political opponents. As such, the Respondent's representative refuted the Acting ESC's assertion that the criticism of the administration contained in the remarks could reasonably be taken as criticism of the conduct or capability of any employees.

The Respondent's representative noted that the Respondent did not say that those engaged in the restoration work had carried it out in an unsatisfactory manner. Instead, the Respondent had merely criticised the method chosen.

In response to questioning from the Panel, the Respondent's representative noted that the Respondent had a right to express his views, even if these were or were not widely shared. Notwithstanding this, the Respondent's representative drew the Panel's attention to documentary evidence showing that the Respondent had spoken with local historians and building experts before he raised his concerns about the method of restoration.

DECISION

The Hearing Panel considered the submissions made both in writing and orally at the Hearing. It concluded that:

1. The Councillors' Code of Conduct applied to the Respondent, Councillor Hutchison.

2. The Respondent had not breached paragraphs 3.3, 3.5 or paragraph 20 of Annex C of the Code.

Reasons for Decision

The Panel noted that paragraph 3.3 of the Code required councillors to respect council employees and to treat them with courtesy at all times, and that paragraph 3.5 obliged councillors to follow the Protocol for Relations between Councillors and Employees contained at Annex C of the Code. Paragraph 20 of Annex C stated that councillors should not raise matters relating to the conduct or capability of employees in public.

The Panel noted it was not in dispute that the Code applied to the Respondent at the time of the events in question, and also that it was not in dispute that the Respondent had made the comments attributed to him.

Having considered carefully the submissions given by the Acting ESC and the Respondent's representative, the Panel was satisfied that the Respondent had not raised any matters relating to the conduct or capability of any identifiable employee or employees in public. The Panel rejected the Acting ESC's assertion that the fact the identities of the employees who had undertaken the work were known to themselves, their family and friends, other employees, councillors, or were potentially named in signage meant that they were reasonably publicly identifiable. The Panel considered that, in order for council employees to be objectively considered as identifiable, ordinary members of the public in the local area would need to be able to readily understand who they were. The Panel did not consider, in this case, that it was reasonable to conclude that members of the public in Aberdeen would have been able to readily or easily identify any employees involved in the restoration project.

The Panel was satisfied that the Respondent was referring to the methods used in the restoration, rather than the performance, conduct or capability of the employees undertaking the work. The Panel was satisfied that the Respondent's comments concerned the decisions taken by the administration in respect of how the city's historical buildings should be restored.

The Panel accepted that, when considered in isolation, some of the Respondent's comments could be perceived as being disparaging about the quality of the restoration work itself and, by extension, potentially critical of the employees who carried out the work. In the circumstances, however, the Panel considered it to be evident from the context, and particularly the numerous references within the article and the accompanying video to the administration, the council leadership, and the restoration methods used, that the Respondent's criticisms were directed against the administration for its choices in that regard; rather than being about the conduct or capability of any of the employees involved in executing the work.

The Panel noted that the Respondent's remarks resulted in a complaint from Unite, but noted that there was no other documentary evidence to demonstrate that any other individual employee or employees had felt that they were being criticised. The Panel considered that it could not be inferred, from the Unite complaint alone, that any other employees had considered the Respondent's remarks to be critical of their conduct or capability.

The Panel disagreed with the Acting ESC and considered it was entirely possible to distinguish any criticisms of decisions made by the political administration from criticisms of the employees who had undertaken the restoration work in accordance with those decisions. The Panel noted that, given council employees carry out all work instructed by a Council's administration, any criticism of the administration could, by extension, be interpreted as criticism of council employees. The Panel agreed that such an interpretation could prevent opposition councillors from criticising the administration altogether, which would prevent them from being able to undertake the important scrutiny role required by an effective democracy.

For the reasons outlined above, the Panel was satisfied that the Respondent's conduct in making the comments contained in the article and its accompanying video, did not amount to a breach of the Code.

The Panel emphasised that the requirements for councillors to behave in a respectful and courteous manner towards council employees, and to refrain from criticising their conduct or capability in public, are fundamental requirements of the Code. Councillors must adhere to these provisions as they help ensure public confidence in council employees and the council itself is not undermined. It also allows employees to perform their tasks freely without undue interference.

The Panel noted, however that while the Code sought to protect employees from unfounded public accusations, it did not, in any way, seek to restrict a councillor's ability to properly scrutinise the council's performance or decisions made by its administration. The Panel noted that a councillor's right and ability to do so is a fundamental democratic requirement. The Panel noted that it was important to draw a distinction between a councillor scrutinising the decisions of an administration and a councillor embarking on public criticism of the capability of individual and identifiable council employees.

Date: 13 June 2022



Mr Michael McCormick
Chair of the Hearing Panel

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Treasury Management Strategy – Year-End Review
REPORT NUMBER	RES/22/109
DIRECTOR	Steven Whyte
CHIEF OFFICER	Jonathan Belford
REPORT AUTHOR	Neil Stewart
TERMS OF REFERENCE	5 and 6

1. PURPOSE OF REPORT

1.1 To update the Council on Treasury Management activities undertaken during financial year 2021/22.

2. RECOMMENDATION

That Council: -

2.1 Consider and note the Treasury Management activities undertaken in the 2021/22 financial year as detailed in this report.

3. CURRENT SITUATION

Introduction

3.1 The Council approved a Treasury Management policy for the financial years of 2021/22 to 2023/24 on 28 February 2022. Part of this policy is to report a year-end review to full Council.

3.2 Historically, the Council's annual programme of capital investment has been funded by Treasury Management activities, such as additional long-term borrowing. It is a requirement of CIPFA "Code of Practice for Treasury Management in the Public Services" that Treasury Management is conducted in accordance with good professional practice, which this Council does.

Treasury Management 2021/22

3.3 The following is a summary of the significant Treasury Management activities which were undertaken during financial year 2021/22: -

3.4 Loans Pool Rate - The Council's average Loans Pool Rate takes account of all loan interest and expenses paid, as well as investment interest received during

the financial year. The Loans Pool Rate for 2021/22 was 3.01%, which can be broken down to 2.99% for interest, and 0.02% for expenses.

3.5 Long Term Borrowing – 2 new Public Works long-term loans were undertaken during financial year 2021/22. Both loans were for £20m, and the average rate of the new borrowing was 2.00%.

3.6 PWLB Interest Rates – In October 2019 HM Treasury introduced a major change to PWLB public sector lending rates. There was an immediate increase to all PWLB borrowing rates of 100 basis points, adding an additional 1% to interest rates. This change meant that HM Treasury set its rates at an average of 180 basis points over the relevant gilt price.

3.7 The increase to lending rates was reversed in late November 2020, after a consultation exercise with local authorities and was announced as part of the UK government's autumn spending review.

3.8 Short Term Borrowing - In 2016, the Council made the deliberate decision to run down its external temporary borrowing (short-term loans from other Local Authorities). This was due to the level of funds received from the Bond Issuance. External temporary borrowing has since been built back up to a manageable level, with available rates currently well below long-term borrowing levels. As at 31st March 2022, £125.5m of temporary borrowing was held from other local authorities. The average interest rate for these loans was 0.25%.

3.9 North East Scotland Pension Fund – The Council's Loans Fund has an ongoing Temporary Loan from the North-East of Scotland Pension Fund. This represents the Pension Fund's excess level of cash funds on hand, which is driven by the Pension Fund's cashflow requirements. This Temporary Loan is a means of earning the Pension funds a fair short-term interest rate from these funds, rather than a means of borrowing for the Loans Fund. As at 31st March 2022, the balance of the temporary loan was £58.4m.

3.10 Investments - As at 31st March 2022, the Council had temporary investments totalling £88.4m at an average rate of 0.59%. Investments were made in line with the current Counterparty List to the following institutions: -

- Clydesdale Bank £30.0m
- HSBC Bank plc £5.2m
- Santander UK £10.0m
- Close Brothers Ltd £10.0m
- State Street MMF £4.6m
- Insight MMF £28.3m
- Aberdeen MMF £0.3m

4. FINANCIAL IMPLICATIONS

4.1 Treasury Management activities influence the loans pool interest rates and aims to minimise the cost of borrowing. This directly impacts on costs chargeable to the Council's revenue budgets through the interest rates that are applied to capital financing costs. Whilst the level of borrowing a Council can

undertake is now devolved from the Scottish Government to individual Councils, it will still be constrained by the requirement for capital investment to be affordable, sustainable and prudent. The main test of affordability will be whether the capital financing costs can be contained within the revenue budgets.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report, however it should be noted that the issuance of the Bonds requires the Council to comply with the Market Abuse Regulations, the Disclosure and Transparency Rules, the Listing Rules and ongoing obligations as set out in the London Stock Exchange Admission and Disclosure Standards.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified			
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	Loss of deposit in a failed bank or financial institution	The Council has strict lending criteria, only financial institutions with the highest credit ratings are included on the Council's Counterparty list. The list is compiled in conjunction with the Council's Treasury	L	**Yes**
Reputational	No significant risks identified			
Environment / Climate	No significant risks identified			

8. OUTCOMES

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

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

10.1 CIPFA “Code of Practice for Treasury Management in the Public Services "
CIPFA “The Prudential Code for Capital Finance in Local Authorities”
Link Asset Services "Treasury Management Annual Investment Strategy"
Scottish Government "The Investment of Money by Scottish Local Authorities"

11. APPENDICES - None

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	Appendix G Exempt
CONFIDENTIAL	No
REPORT TITLE	City Centre Masterplan Update
REPORT NUMBER	RES/22/137
DIRECTOR	Steven Whyte
CHIEF OFFICER	David Dunne, Stephen Booth, Mark Reilly
REPORT AUTHOR	Sandy Beattie
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

1.1 This report provides Members with relevant background to the City Centre Masterplan (CCMP) and provides updates on a number of key projects which will support economic and place-based recovery within the city following the Covid-19 public health emergency.

1.2 The CCMP Projects discussed within this report include:

- Union Street Central (Bridge Street to Market Street) – Options Appraisal and Design Development of Preferred Option
- Union Street Building Condition Survey - Implementation Plan
- City Centre Traffic Management Plan
- George Street Mini Masterplan – results of recent public engagement exercise

2. RECOMMENDATIONS

That Council:

City Centre Masterplan

2.1 Note that the City Centre Masterplan was approved unanimously in 2015 and agree the ongoing support of Council to the progression of the Masterplan review, noting that a recalibrated Masterplan to include the Beach will be presented to Full Council in August 2022.

Union Street Central

2.2 Note the content of the Union Street Central Options Appraisal (Appendix A) and agree the preferred Option 2: Full Pedestrianisation (with central cycle and service corridor and servicing laybys).

2.3 Instruct the Director of Resources to implement the detailed designs for Union Street Central as detailed in Appendix B, and to provide an update on progress to Full Council in December 2022.

2.4 Subject to 2.3 above, instruct the Chief Officer - Operations and Protective Services to progress the necessary statutory processes to support that implementation.

City Centre Traffic Management Plan

2.5 Note the outcomes of Phase 2 of the Traffic Management Plan (Appendix C) and agree:

a) That, irrespective of any decisions made in relation to Union Street Central, bus, taxi (and private hire) and cycle priority will require to be implemented on Bridge Street, Market Street and Guild Street to achieve the safe and efficient movement of active travel and public transport users through the city centre;
b) That, should Union Street Central be closed to general traffic, Schoolhill/Uppperkirkgate 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 in order to mitigate the impacts of displaced traffic from Union Street Central and to improve the safety of people walking and cycling;
c) The detailed designs of the above (as shown in Appendix C) and other necessary interventions, including operational plans for the Merchant Quarter and Belmont Quarter, all as specified in Paragraph 3.18, and instruct the Chief Officer – Operations and Protective Services to progress the necessary Traffic Regulation Orders and thereafter move to delivery of the required measures; and,
d) The initial outcomes of the option appraisal and sifting exercise for Union Street East and West (as shown in Appendix C), and that the remaining options proceed to detailed stakeholder engagement prior to final appraisal.

Union Street Building Condition Survey

2.6 Instruct the Chief Officer - Strategic Place Planning to undertake the Union Street Building Condition Implementation Plan Pilot (Appendix D) and report progress to Full Council in December 2022.

George Street Mini Masterplan

2.7 Note the outcome of the recent engagement exercise on the future of George Street (Appendix E) and instruct the Chief Officer – Strategic Place Planning to report back a Mini Masterplan for the George Street to Full Council in December 2022

Ongoing Engagement with Stakeholders

2.8 Note the ongoing engagement with key stakeholders, including the Disability Equity Partnership and children and young people, that has continued since the last report to Council in February 2022 (Appendix G) and instruct the Director of Resources to continue to engage key stakeholders on City Centre Masterplan projects moving forward, including establishing a City Centre Stakeholder Forum as detailed in Appendix F.

2.9 Instruct the Director of Resources to prepare a "fly through" visualisation of the City Centre Masterplan projects, including links to the Beach, to assist with engagement with stakeholders and to report this back to Full Council in August 2022.

3. CURRENT SITUATION

City Centre Masterplan – Relevant Background

3.1 At Full Council in June 2015 Members from across the Chamber unanimously agreed the Aberdeen City Centre Masterplan (CCMP) and Delivery Programme and agreed in principle the interventions contained within. At the time of production, it was estimated that the CCMP could create 5,000 jobs and leverage £1 billion of investment over a 25 year period, transforming the city for generations to come.

3.2 Following the dramatic changes to the city brought about by the Covid-19 public health emergency, the Council's City Growth and Resources Committee agreed unanimously to review the City Centre Masterplan (CCMP) 2015 at its meeting on 3 February 2021, and subsequent reports on progress have been reported to the City Growth and Resources Committee and to Full Council over the last year.

Union Street Central

3.3 At Full Council on 28 February 2022 officers were instructed 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 Low Emission Zone, and to report back progress to Full Council in June 2022.

3.4 An Options Appraisal exercise has since been undertaken and is attached to this report (Appendix A). The Options Appraisal explored some twenty possible configurations including do minimum, bus and taxi only and pedestrianisation. All options have been assessed against criteria from both placemaking and Scottish Transport Appraisal Guidance (STAG) and were subject to a screening process measured against factors such as impact on the transport network, accessibility, place-making, quality of public realm and projected impact on the future of the city centre. The Appraisal was carried out by a working group of senior transport officers with technical support from external transport and urban realm design consultants.

3.5 The four options that cleared the screening process are as follows (numbering refers to the descriptive list on page 2 of the Options Appraisal):

- Option 1: "do minimum" – revert Union Street to pre-pandemic road layout and all vehicle movement
- Option 2: Full Pedestrianisation (with central cycle and service corridor and servicing laybys)
- Option 3: Bus/cycle/taxi only – 2 lanes with bus stop laybys, without segregated cycle facility
- Option 4: Bus/cycle/taxi only – 4 lanes with bus stops, without segregated cycle facility

3.6 The Appraisal concludes that the greatest positive effect on the city centre would be achieved by introducing full pedestrianisation proposals with cycle provision and timed service access (Option 2). This approach to Union Street Central will, combined with the bus priority measures to be implemented in Market Street, Guild Street and Bridge Street, provide benefits in terms of improved air quality, accessibility and active travel. This maximises pedestrian space, creating clear passage on pavements of a minimum of 4 metres on either side of Union Street Central, providing clutter free routes for pedestrians.

3.7 In consultation with the bus operators, increased bus stop capacity at Bridge Street, Market Street and Guild Street will be introduced as close to Union Street Central as possible, which, combined with the implementation of bus priority measures on these streets, will provide certainty on routing and timetables and improved accessibility to the central space.

3.8 Notwithstanding this, the pedestrianisation option has been prepared with the potential future capacity to enable public transport access through Union Street Central should the need arise in the future, if for example, Guild Street were to close in an emergency situation. The package of bus priority measures and changes to the city centre would also support provision of any future Aberdeen Rapid Transit (ART) system and wider Bus Partnership Fund measures.

3.9 Appendix F summarises the ongoing engagement which has been undertaken with the Accessible City Transport Users Partnership (ACTUP) group, including Disability Equity Partnership (DEP), cycling groups and public transport operators. Feedback on the 4 options cleared through the screening process is summarised below:

	Pros	Cons	ACTUP Feedback	Response
Option 1 (do minimal)	cost access	space for pedestrians	best access, but unlikely to be viable as recognise the need for change	does not support LEZ, pedestrian, active travel and street activity
Option 2 (pedestrianise)	clear pedestrian	public transport to	concern re drop off not	net increase in blue badge,

	routes, active travel, urban greenery, street activity, air quality, LEZ	edges, drop off/pick up restricted	being close enough, 'shared space'	clear pedestrian only spaces totalling 8m width, access via a variety of means around Union St Central
Option 3 (2 lane buses)	drop off pick up by bus, increased footways for urban greenery	bus shelters restrict pavement width, conflict between cycles/buses, reduced crossing points	reduced bus stops confusing, more difficult to use transport system, risk drop off spaces could be too busy, must have shelters and seating	concerns regarding the operational challenges, restricted space may compromise both pedestrians and public transport
Option 4 (4 lane buses)	drop off pick up by bus	reduced pavement, conflict with active travel, minimal change from pre-covid, cost/benefit	similar drawbacks to option 1 and 3 with further reduced pavement width, not favoured.	design team agreement

3.10 Detailed designs for Union Street Central, based on the preferred option, are contained in Appendix B. These take due consideration of accessibility, active travel, servicing, events and potential future public transport as described above. Members are asked to agree the content and instruct officers to move to the technical design and implementation phase.

3.11 The proposals for Union Street Central are focused around some key aspects: flexibility of the streetscape (to ensure adaptability to current and future needs of the City of Aberdeen), rationalised reapportioning of the space (general traffic and buses are removed from the central section of Union Street creating a piazza or new civic space at the very heart of the city), introduction of seating and spill-out spaces, the creation of an enriched public realm through maximising the opportunities for the inclusion of elements of play, art and feature lighting, while elements of street greening have been carefully incorporated with the proposals to enhance the seasonality and biodiversity within the area, softening the space generally and afford a degree of shade and shelter. Stakeholders such as Police Scotland will be consulted on the final locations for new planting and street furniture as design development continues.

3.12 In terms of materiality, proven simple, elegant and robust materials are selected for use within the public realm in accordance with the ACC Urban Realm Manual and to tonally and visually reflect streetscape works associated with the Union Terrace Gardens project, adjacent to Union Street Central. It is expected that redesign of the public realm will be delivered using indigenous Scottish materials using local supply wherever possible. A sample panel of material will be constructed on a temporary base in the Marischal College quadrangle for inspection, testing and further engagement with, for example, DEP and other key stakeholders.

3.13 Subject to approval to proceed, the project will move to RIBA Stage 4, Technical Design, with continued engagement of key stakeholders including, but not limited to DEP, transport operators, Police Scotland and emergency services.

Additional Streetscape Projects

3.14 An update on the additional City Centre streetscape projects (Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End) was reported to the City Growth and Resources Committee in November 2021. Members at that meeting instructed Officers to prepare business cases for each of these areas and report back by the end of 2022. Officers are on track to meet this instruction and design development on each of these areas is continuing, with further stakeholder engagement on the proposals planned after the summer.

<u>Schoolhill and Upperkirkgate, Union Street West and West End, Union Street East and Castlegate</u>

3.15 Streetscape designs are currently being progressed in tandem with the wider Traffic Management Plans and operational requirements for the city. The designs are being progressed to a level of detail to allow engagement with key stakeholders including children and young people and the Disability Equity Partnership, traders, and residents in the areas to take place over the coming months. In addition, the designs being developed for Castlegate are taking into consideration the emerging concepts for the Beach Boulevard, given the essential links between Castlegate and the Beach. The outcomes of this consultation will inform further detailed design and feed into full business cases to be reported back by the end of 2022.

<u>Belmont Street Café Culture</u>

Detailed design for the preferred option agreed by Council is progressing in tandem with the necessary traffic regulation orders as part of the operational plan. Further engagement with key stakeholders, traders and residents has taken place. This took the form of an in-person consultation over two days on 17 and 18 May 2022 and an online survey which ran 17 – 27 May 2022. This information will be fed into the ongoing design development for the area. External seating at the Art Gallery is a separate project and the contractor for that project has been instructed to proceed to obtain necessary consents.

Market to Guild Street Streetscape

3.16 The designs are being progressed in tandem with the Aberdeen Market building design and wider traffic management plans for the area and are being developed to a level of detail to allow engagement with key stakeholders, traders and residents in the area over the coming months. The outcomes of this consultation will inform further detailed design, and the results will be reported back to Council in August 2022. In addition, the streetscape designs are currently being updated to include St Nicholas Street between Union Street and St Nicholas Centre as instructed by Council in February 2022.

Aberdeen Market

3.17 Planning consent was granted on 18th May 2022 for the new Aberdeen Market which will be a destination venue featuring local food and drink outlets. Demolition is expected to complete by the end of June 2022. A preferred bidder for the operation of the market has been identified, commercial terms are progressing well and it is anticipated they will be finalised over the summer period. This will allow design detail to progress with the anticipation that this will be finalised in late 2022.

City Centre Traffic Management Plan

3.18 In November 2021 Members of the City Growth and Resources Committee noted the outcomes of Phase 1 of the Traffic Management Plan for the City Centre and, working with stakeholders and considering connectivity to the Beach, instructed Officers to report progress on finalising Phase 2 of the Traffic Management Plan in June 2022. To date, the Traffic Management Plan has been funded via the Scottish Government's Air Quality Action Plan Grant Fund and Bus Partnership Fund (BPF).

3.19 Phase 1 of the Traffic Management Plan focused on Union Street Central and noted that, irrespective of the form of change introduced on Union Street Central, additional active travel and bus priority measures would be required on Market Street, Guild Street and Bridge Street to ensure the safe and efficient movement of these modes of transport.

3.20 Members will also be aware that significant funding has been allocated from the Scottish Government's Bus Partnership Fund for the delivery of South College Street improvements. This funding has been awarded on the understanding that it would enable the delivery of significant City Centre bus priority measures, particularly delivery of the recommended measures on Market Street, Guild Street and Bridge Street. Failure to deliver such measures, where there is clear evidence of benefit, could put this and future BPF funding at risk, potentially reverting costs for the construction of South College Street Phase 1 back to the Council.

3.21 Phase 1 of the Traffic Management Plan also noted that pedestrianisation of Schoolhill/Upperkirkgate (Back Wynd to Flourmill Lane) and removal of the right-turn manoeuvre for general traffic from Union Terrace to Rosemount

Viaduct, would be required to further reduce traffic demand in the area, and enhance the safety benefits for people walking and cycling.

3.22 Phase 2 of the Traffic Management Plan is attached at Appendix C and contains:

- detailed plans of the above interventions (paras 3.21 – 3.23);
- operational plans for the Merchant Quarter and Belmont Quarter areas;
- plans of existing and proposed bus stops/hubs, accessible parking bays, taxi ranks, , etc;
- consideration of servicing requirements, including on-street parking and loading, as well as the opportunity to harmonise servicing times to create continuity, legibility and improve enforcement across the city centre.

3.23 The Phase 2 Traffic Management Plan also presents the outcomes of the initial option sifting exercise for Union Street East and West. Following the same process undertaken for Union Street Central, various options were considered and subject to initial sifting, with the following options considered appropriate to proceed to further appraisal, including stakeholder engagement:

- Option 1 - Do nothing;
- Option 2 - Provide bus laybys to replace bus lanes;
- Option 4 - Rationalise minor junctions along Union St corridor (left in-left-out only). Keep bus lanes;
- Option 6 - Rationalise minor junctions along Union St corridor (left in-left-out only). Apply bus laybys;
- Option 7 – As per Option 6 including cycle lanes along central corridor

Options have been developed with different future scenarios for Union Street Central in mind, and will be refined following the Council's decision.

3.24 Should the recommendations of this report be agreed, it is proposed to commence the Experimental Traffic Regulation Order (ETRO) process for the improvements listed in paragraph 3.21 – 3.23 , move to delivery following completion of the statutory notice period, and to commence engagement on the options for East and West Union Street, reporting the appraisal outcomes back by the end of 2022.

Roads Hierarchy

3.25 In a report to the Council's City Growth and Resources Committee in June 2019, Members were advised of proposals for a revised Roads Hierarchy for Aberdeen and instructed officers to '*implement a revised roads hierarchy… to encompass formal reclassification of the urban road network and changes to road signage and junction improvements to reinforce the hierarchy'*.

3.26 The revised hierarchy was developed to support the effective and efficient distribution and management of traffic around the city, making best use of new infrastructure such as the Aberdeen Western Peripheral Route (AWPR) and to facilitate delivery of the CCMP by providing a means of reducing through-traffic in the city centre. One of the key principles agreed for the Hierarchy was that

the city centre should be a destination rather than a through-route for vehicular traffic and crossing the city centre by car should be discouraged.

While the city centre will remain accessible to all vehicles, accessing and exiting the city centre should, as far as possible, be by the same route, with car parking signage reflecting this. This essentially means that traffic accessing the city centre from the north would be directed to a car park in the north of the city centre, and traffic accessing from the south would be directed to a south car park. While it will still be possible to travel from the south of the city centre to the north of the city centre by car, this will involve using an appropriate bypass route, thus preserving the central core for pedestrians, cyclists and public transport users, and supporting place-based aspirations for the City Centre.

3.27 Following the June 2019 Committee meeting, officers identified a revised network of priority, secondary and local routes for Aberdeen (Figures 1 and 2), with the following definitions:

- Priority routes - generally radial routes connecting the AWPR with key destinations and secondary routes, to allow movement around Aberdeen without using the city centre as a through-route (high movement function, low place function);
- Secondary routes – secondary movement corridors allowing access from priority routes to local routes (medium to high movement function); and
- Local routes – tertiary movement network serving local destinations, such as city centre car parks (low movement function, high place function).

In some cases, a formal reclassification of streets was undertaken, with City Centre streets largely removed from the priority and secondary hierarchy. Guild Street, Union Street, Castle Street and the southern section of King Street, for example, were all reclassified from A-roads to unclassified roads, to reflect that these are no longer primary traffic routes. All priority and most secondary routes now stop at the outskirts of the city centre, from where key destinations and car parks can be accessed via local routes. This is to reflect the CCMP's emphasis on the city centre as a place that prioritises people over vehicles.

3.28 Any traffic movements through the City Centre that are no longer possible as a result of the proposed CCMP restrictions would be redirected in accordance with the Roads Hierarchy. A comprehensive city centre signage strategy is currently in development which will reflect the traffic restrictions introduced by the CCMP and Low Emission Zone (see below) and specify appropriate routeing options to main destinations.

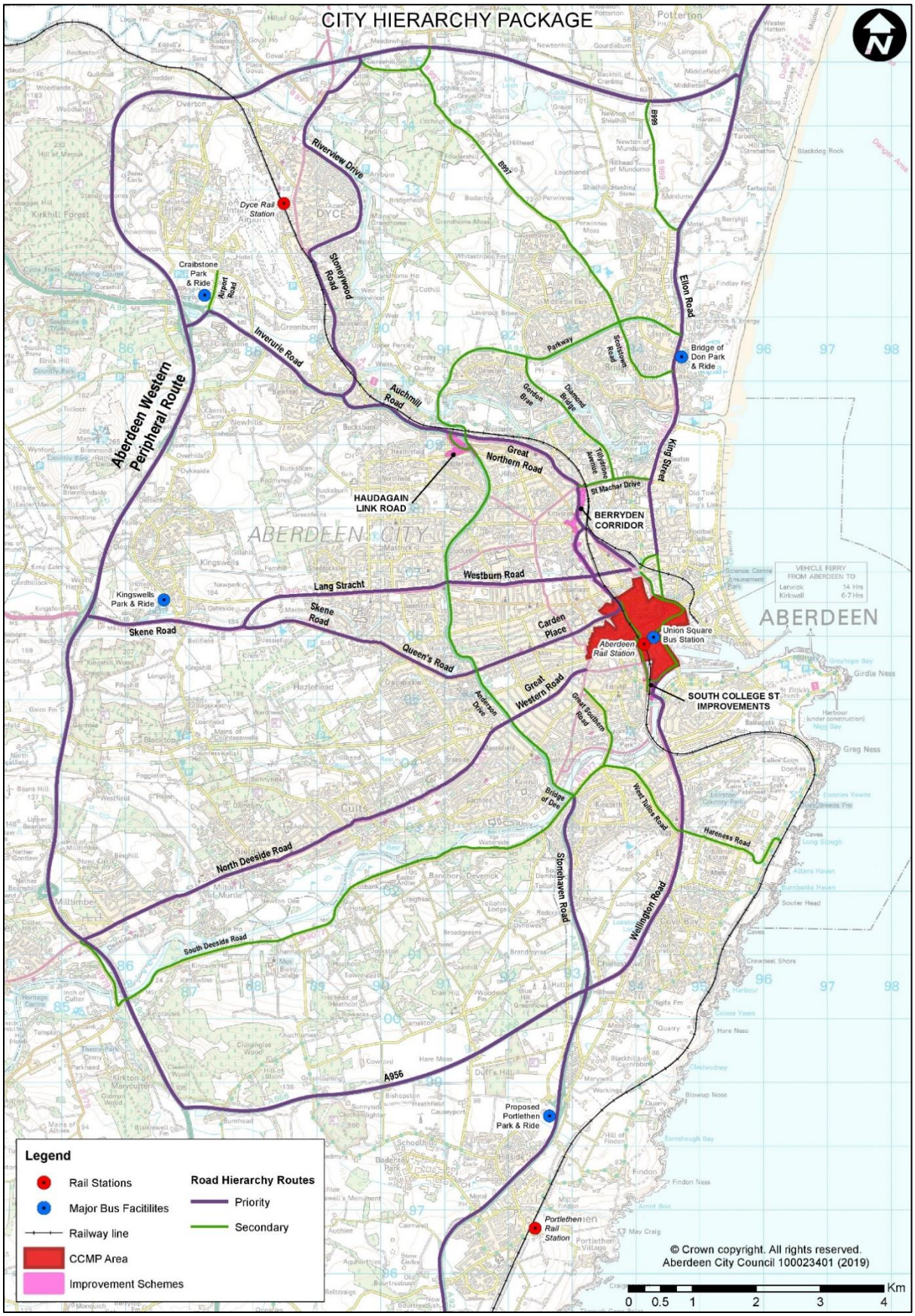


Figure 1: Revised Roads Hierarchy (City-Wide)

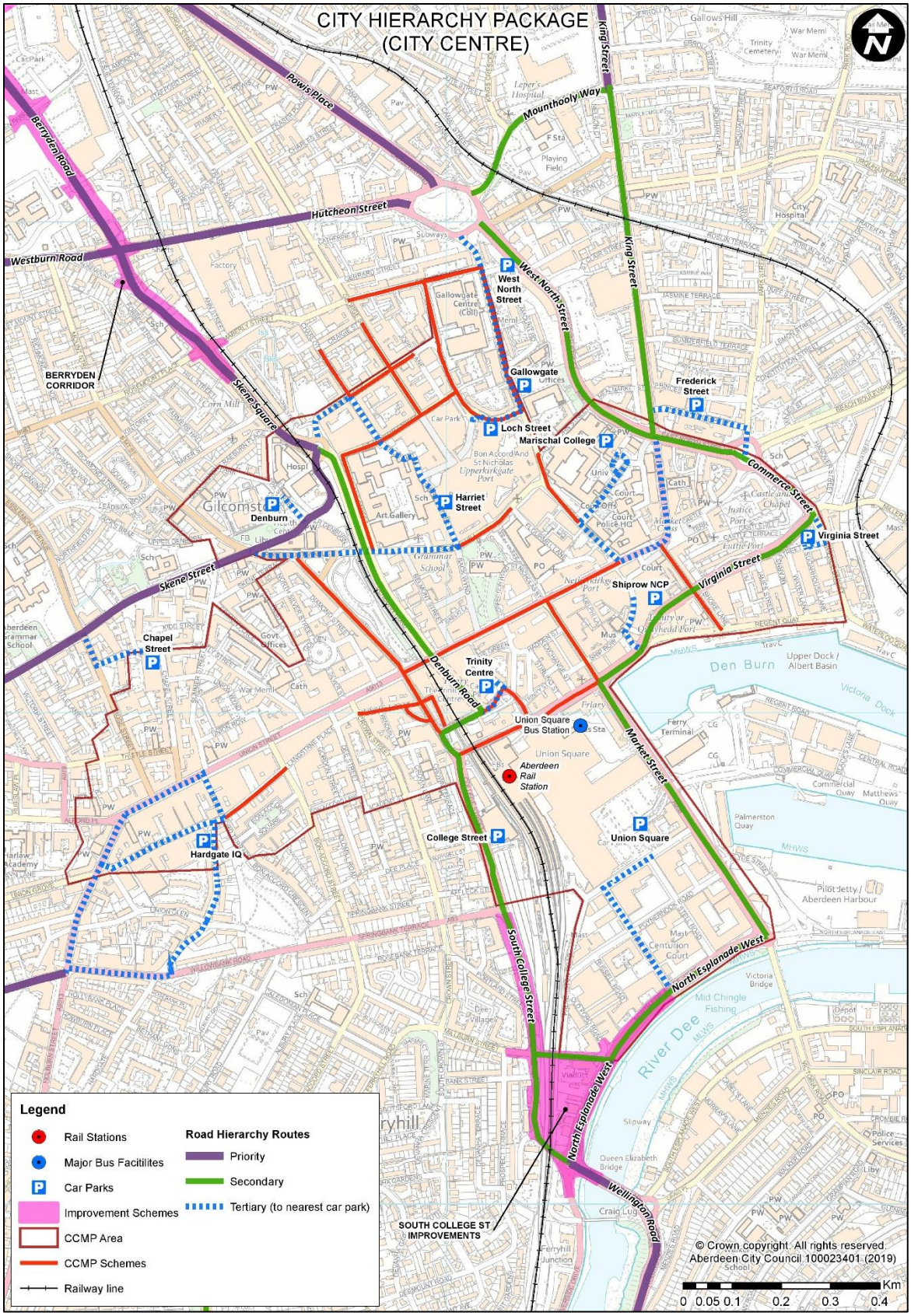


Figure 2: Revised Roads Hierarchy (City Centre)

Low Emission Zone

3.29 At the meeting of the Council's City Growth and Resources Committee in June 2021, Members agreed a preferred Low Emission Zone (LEZ) for Aberdeen to proceed to public and stakeholder consultation, and agreed to: *Delegate authority to the Chief Officer – Strategic Place Planning, in consultation with the Leader of the Council and the Convenor of the City Growth and Resources Committee, to publish the proposed LEZ scheme following the consultation period, and to formally submit Aberdeen's LEZ proposal to Scottish Ministers*.

3.30 Following the consultation period in summer 2021, some minor modifications were made to the zone boundary and the LEZ proceeded to the formal objection period in November 2021. The LEZ again was subject to some minor modifications in response to the objections received, with a final proposed LEZ agreed by the Council Leader and Committee Convener in January 2022 for submission to Scottish Ministers. Full details of the final scheme can be viewed at: https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone.

3.31 Members are asked to note that, on 19 May 2022, Scottish Ministers confirmed their approval of the scheme, allowing Aberdeen City Council to formally declare its LEZ on 30 May 2022. This declaration triggers the commencement of the 2-year grace period during which enforcement will not take place, to enable residents and businesses sufficient time to consider how they can comply with LEZ requirements. Work will now commence on implementation of the LEZ in advance of the expiration of the grace period, encompassing establishment of the enforcement camera system and appropriate boundary and strategic road signage.

Union Street Building Condition Survey

3.32 At Full Council on 28 February 2022, officers were instructed to prepare a plan for the implementation of improvement works to buildings on Union Street, to prioritise the area between Market Street to Bridge Street (Zone B) and to report progress to Full Council in June 2022.

3.33 It is considered prudent to undertake a pilot project in advance of addressing the whole street to test methodologies, learn from the exercise and refine the scope for the wider street accordingly. Appendix D therefore contains an implementation plan for a pilot project in Union Street Central (nos 107-131) to test methodologies. The scope of work includes:

- Engagement strategy with building owners/occupiers
- Detailed specification (including façade stone cleaning)
- Procurement strategy
- Cost plans
- Funding options
- Streamlining consenting processes
- Programme

3.34 Progress on the pilot project will be reported to Full Council in December 2022.

George Street Mini Masterplan

3.35 At the City Growth and Resources Committee on 12 November 2021, Members noted the continued uncertainty surrounding the future of the former John Lewis building and instructed Officers to undertake public and stakeholder engagement in early 2022 on the future of the George Street area and to report the outcome of that engagement in June 2022.

3.36 An online consultation exercise ran on the Council's Citizen Space consultation hub from 7 February 2022 for four weeks until 7 March 2022. As well as promotion via the Council's website and social media, key local groups such as the George Street Community Council were contacted to help raise awareness of the consultations and to encourage those with an interest in the future of the area to provide their views.

3.37 A total of 297 consultation responses were received, and a summary of the responses is available in Appendix E. Respondents were asked to give their views on the strengths and weaknesses of the existing area, as well as aspirations for future change. Table 1 summarises the most reported strengths and weaknesses:

Table 1 – George Street Most Reported Strengths / Weaknesses

Most Reported Strengths	Most Reported Weaknesses
The most reported word or theme was around community. This relates to the offer of local business and some respondents had a sentimental connection to the area.	General safety, maintenance and security. Many people are concerned about anti-social behaviour and crime rates in the area and feel unsafe walking through at certain times of day
The traditional architecture of George Street was commonly reported with the John Lewis building and stone buildings providing a distinct character.	Although a number of responses commented positively on the retail offer of George Street, the quality of the retail offer was seen as a weakness alongside vacant properties.
A large number of responses reported the diversity and multicultural offer of George Street as a key strength	There were a number of general comments on the overall aesthetic of the area needed improving due to; foul smells, dirty façades, litter.
Of the positive feedback, a common theme was seeing the potential of George Street and how welcome change in the area would be.	Traffic was raised as a concern in the area, with comments being raised on double parking and uneven pavements.
Location. General comments were made on the location of the area within the city centre, being close to retail and leisure offers as well as being easily accessible by pedestrians.	The area lacks green spaces which are easily accessible.

	The mixed use of the area was raised as a strength throughout the feedback.	A smaller number of responses highlighted seagull nuisance as a concern in the area.
	A smaller number of responses commented on the cleanliness of George Street and the street art.	

3.38 The most reported future aspirations from the engagement can be summarised as follows:

- Despite a number of negative perceptions towards George Street, the feedback received welcomed future change to the area.
- Public realm aspirations included: boosting pedestrian space, increasing the cleanliness and modernising the overall aesthetic of the area.
- The strength of the community was identified in the feedback, and there are aspirations for this to be further enhanced through entertainment, activities and housing facilities.
- Transport movement through the area was raised through both strengths and weaknesses, and also brought up in aspirations for change. As a means of tackling the issues, it was suggested that better traffic management could be implemented as well as better transport links.
- Increasing the retail options within the area with cafes etc was identified as an aspiration.
- It was mentioned that controlling crime in the area would improve the safety of the area and also encourage more visitors and users.
- All of the above would ultimately help to attract more footfall into George Street.

3.39 In terms of "next steps", Officers consider that the Mini Masterplan for the George Street area should be prepared in conjunction with key stakeholders, with progress to be reported back to Full Council in December 2022 as part of the forthcoming wider (city centre and beach) masterplan recalibration exercise. Any immediate actions resulted from the public engagement exercise discussed above will be detailed in this report.

Queen Street

3.40 Queen Street redevelopment has generated significant change and benefit to public services in the city. Collaborative working between the Council, NHS Grampian and other partners has resulted in the Joint Integrated Mortuary Project reaching the final stages of design with an expected construction start on the new facility at Foresterhill this summer. This replaces both the City Mortuary at Poultry Market Lane and the current NHS Mortuary at Aberdeen Royal Infirmary.

3.41 Police Scotland is now co-located with the Council in Marischal College with a dedicated secure office, new front of house accessible facility and an integrated public partner hub. The Council is now in ownership of the former Police

Scotland headquarters and due diligence is currently being undertaken through various technical studies to assess building condition, servicing, asbestos removal etc. Work continues in developing options to inform an outline business case to fully define and determine Queen Street project delivery. A further progress update will be provided to the August Full Council meeting.

Ongoing Engagement with Stakeholders

3.42 A key component of work across the CCMP projects is successful and meaningful engagement with key stakeholders. Appendix F contains a summary of the ongoing engagement with key stakeholders, including the Disability Equity Partnership and children and young people, that has continued since the last report to Council in February 2022. This commitment to engagement will continue on City Centre Masterplan projects moving forward, and it is therefore recommended that a Stakeholder Forum be established. The proposed attendees of this Forum are detailed in Appendix F, and each group would each be invited to send a representative to Forum meetings. The group would be an opportunity to share information but, by ensuring attendees that represent different interests, would also allow a forum for debate. The intention would be for this group to meet at regular times throughout the year, with the first session focusing on establishing a strategic vision and objectives for the projects.

4. FINANCIAL IMPLICATIONS

4.1 The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area.

4.2 The Council will continue to facilitate the next phase of design works with Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost.

4.3 The CCMP Financial Tracker (Appendix G) provides an update on the total budget approvals to date in relation to project delivery.

5. LEGAL IMPLICATIONS

5.1 Any work that is recommended to a property not owned by the Council will require the owner's consent before it can commence. The Council has some powers in relation to defective buildings under the Building (Scotland) Act 2003 but these powers are to be used as a last resort. The recommended approach is through effective dialogue with building owners first. Other local authority consents, such as planning permission and listed building consent, may also be required for works to buildings.

5.2 All changes to vehicular movement on the road network are subject to statutory processes.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Union Street Central construction will take place in an already built-up urban area therefore it is expected that there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding prevention will be integrated through technical design and construction. Air quality will improve in the central section of Union Street via the removal of the majority of vehicular traffic, creating a cleaner and healthier environment.

6.2 Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further measures around the central core and implementation of the Low Emission Zone. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. There may be an increase in noise during the construction period, however in the long term, Union Street Central will see a reduction in noise as a result of the removal of the majority of vehicular traffic, creating a quieter and more pleasant environment for pedestrians and active travel.

6.3 The visual landscape of the street will improve through the replacement of carriageways to open up the vista, and the creation of an enhanced public realm, with the addition of people-friendly spaces and greenery. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance many of which are listed buildings. While care will need to be taken during construction to ensure these assets are protected, in the long term the value of these historic structures will be enhanced by their improved setting, brought about by the public realm improvements.

6.4 The removal of the majority of traffic will see a reduction of harmful tail pipe and greenhouse gas emissions on Union Street Central. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by, for example, bus priority measures and implementation of the LEZ. The introduction of planting and street trees will improve environmental quality and climate resilience.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Not delivering public realm improvements	Full programme of works developed, funding approvals in place	L	**Yes**

Compliance	ETRO/TRO challenge?	Manage through ongoing engagement programme	M	**Yes**
Operational	Resources, Programme	Forward planning through CCMP project delivery programme	M	**Yes**
Financial	LUF £20M funding	Potential funding risk if scope changes. To be managed through Project Adjustment Request process	H	**Yes**
	Bus Partnership Fund– for measures. Failure to deliver city centre bus priority measures, where there is clear evidence of benefit, could put funding at risk, reverting costs back to ACC.	Continued monitoring through CCMP projects	M	**Yes**
Reputational	Continued debate without decision, ongoing uncertainty over city centre future	agree and implement projects, clear communications, articulate vision	M	**Yes**
Environment / Climate	Air quality improvement Active travel Local material supply	Incorporated into design proposals. Early engagement underway with local material supply	M	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan. 1. – Continue to maximise community benefit from major developments.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026.
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.
Prosperous Place Stretch Outcomes	Supports Outcome 14 Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026.
Regional and City Strategies	The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan. The report supports the National, Regional and Local Transport Strategies, particularly the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and the 4 pillars identified in the recent Regional Transport Strategy, Nestrans 2040: Equality, Climate, Prosperity and Wellbeing. It also supports the Aberdeen Active Travel Plan and Sustainable Urban Mobility Plan, both of which seek to improve conditions for people walking and cycling in Aberdeen, particularly to, from and within the City Centre, through the provision of more and safer infrastructure. Measures to reduce unnecessary vehicle traffic in the City Centre will support the Air Quality Action

	Plan, Climate Change Plan, Net Zero Action Plan and Low Emission Zone by contributing to emissions reduction.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Neutral Impact – appended to the report
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage DPIAs completed for the George Street Consultation exercise and for Traffic Regulation Orders.
Other	N/A

10. BACKGROUND PAPERS

- Aberdeen City Centre Masterplan https://www.aberdeencity.gov.uk/services/strategy-performance-andstatistics/city-centre-masterplan
- Report to City Growth and Resources 11 May 2021 https://committees.aberdeencity.gov.uk/documents/s120310/210511%20CGR%20City%20Centre%20Masterplan%20Review.pdf
- Committee Decisions 11 May 2021 https://committees.aberdeencity.gov.uk/documents/g7688/Decisions%2011th-May-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2
- Report to City Growth and Resources 25 August 2021 https://committees.aberdeencity.gov.uk/documents/s123828/CCMP%20Review%20Report%20-%20Final%20Version.pdf
- Committee Decisions 25 August 2021 https://committees.aberdeencity.gov.uk/documents/g7956/Decisions%2025th-Aug-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2
- Report to City Growth and Resources 12 November 2021

https://committees.aberdeencity.gov.uk/documents/s126154/Combined%20City%20and%20Beach%20Covering%20Report%20-%20Covering%20Report.pdf

- Committee Decisions 12 November 2021 https://committees.aberdeencity.gov.uk/documents/g8139/Decisions%2012th-Nov-2021%2013.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2

- Council Decisions 13 December 2021 https://committees.aberdeencity.gov.uk/documents/g7675/Decisions%2013th-Dec-2021%2010.30%20Council.pdf?T=2

- Report to Council 28 February 2022 https://committees.aberdeencity.gov.uk/documents/s129266/220228%20City%20Centre%20Masterplan%20Update%20Report.pdf

- Council Decisions 28 February 2022 https://committees.aberdeencity.gov.uk/documents/g8184/Decisions%2028th-Feb-2022%2010.30%20Council.pdf?T=2

11. APPENDICES

Appendix A: Union Street Central Options Appraisal
Appendix B: Union Street Central Design
Appendix C: Phase 2 Traffic Management Plan
Appendix D: Union Street Building Condition Implementation Plan (Pilot)
Appendix E: George Street Engagement
Appendix F: Ongoing City Centre and Beach Engagement
Appendix G: CCMP Financial Tracker (exempt)
Appendix H: Integrated Impact Assessment

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Options Appraisal

Union Street Central

May 2022

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Option 4E: 2 lanes with bus stop laybys, with segregated cycle facility
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Option 5A: 3 lanes with no bus stops, with segregated cycle facility
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Option 5C: 3 lanes with bus stops, with segregated cycle facility
Option 5D: 3 lanes with bus stops, without segregated cycle facility
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Version:	2.0
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Comment	Final Issue

This document has been prepared and checked in accordance with ISO 9001:2015 and further validated by a working group of senior Aberdeen City Council transport officers and technical support from the wider consultant team.

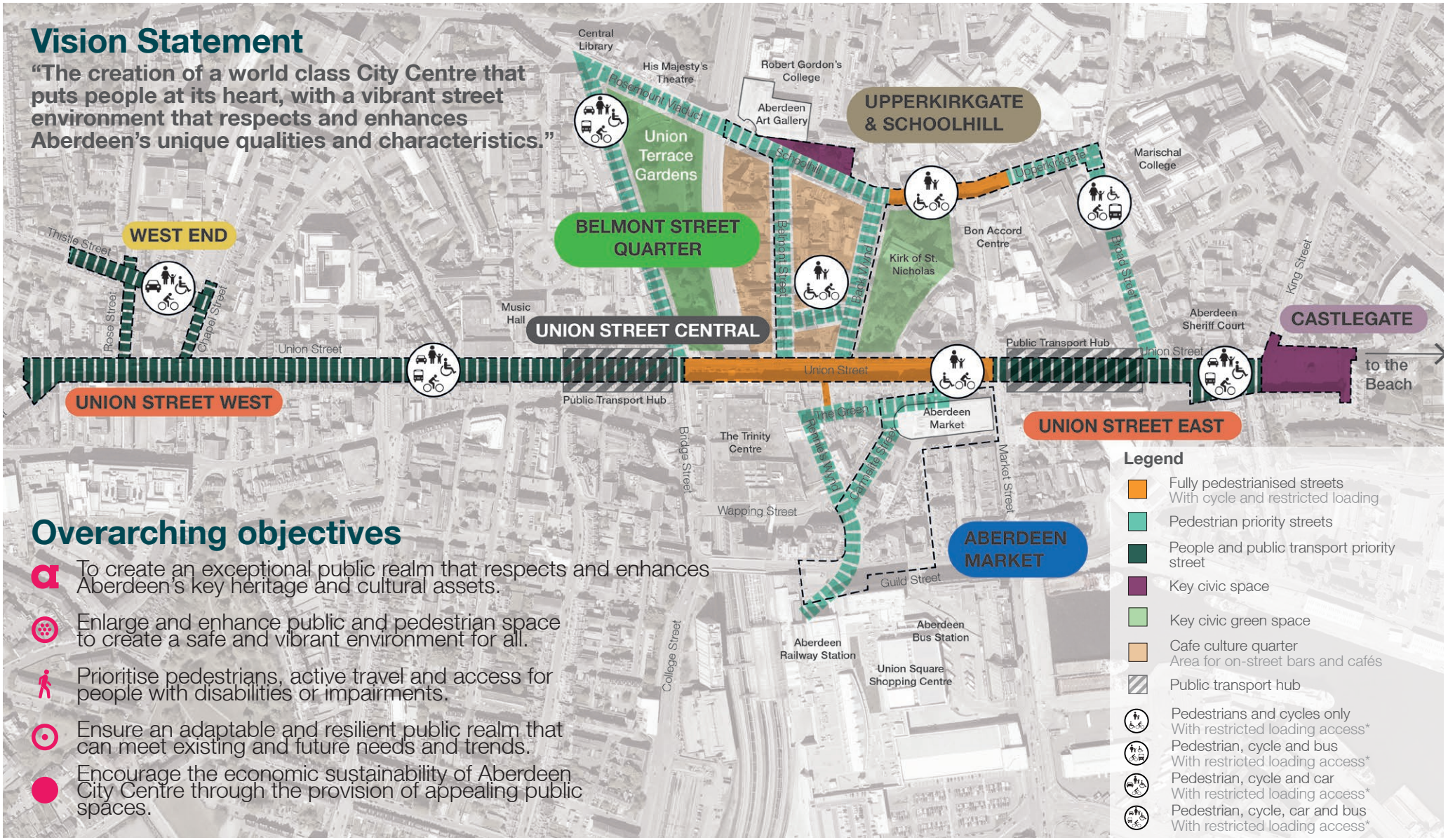
01
STRATEGIC OBJECTIVES

INTRODUCTION

This document explores options for Union Street Central, including the facilitation of buses, taxis and servicing, alongside pedestrians and cyclists. A long list of options are generated, these are then subjected to an initial option sifting before undergoing more extensive appraisal to assess the performance of each potential option. The options were subject to a Scottish Transport Appraisal Guidance(STAG) based appraisal which considers elements such as economy, environment, safety and feasibility.

The aim of this report is to consolidate the potential interventions to a handful of options which perform the best under the assessment criteria and are therefore potentially appropriate for implementation on Union Street Central.

STRATEGIC VISION



VISION AND OBJECTIVES ARE CURRENTLY UNDER REVIEW AS PART OF THE WIDER STRATEGY FOR THE CITY CENTRE AND BEACHFRONT PROJECTS, TO BE FURTHER DISCUSSED AND REVIEWED WITH ABERDEEN CITY COUNCIL AND KEY STAKEHOLDERS

DEFINING THE OBJECTIVES CITY CENTRE MASTERPLAN

The Aberdeen City Centre Masterplan outlines a 20 year development strategy for Aberdeen City Centre. It identifies a series of ambitious but deliverable projects that will support future economic growth and will secure more benefits and opportunities for the communities of Aberdeen City and Shire. The projects are complemented by a robust, costed and achievable delivery programme and together these provide a framework for managing city centre development up to 2035.

The specific areas under review are:

• Union Street Central - Create a pedestrian friendly focal point for the City Centre between Bridge Street and Market Street connecting Union Terrace Gardens and the proposed Aberdeen Market.

• Union Street West - Maximise pedestrian space along the length of Union Street creating appropriate settings for safe on street activity

• Union Street East and the Castlegate - Design an appropriate terminus for Union Street at Castlegate, improving connectivity to the Beach.

• The West End - Ensure an appropriate balance of pedestrian space and safe on street activity.

• Schoolhill, Upperkirkgate and the Belmont Street Zone - Complete the comprehensive design for the Schoolhill area extending the implemented Stage 1 works around the War Memorial and Art Gallery, create a permanent space for on street activities at Upperkirkgate and develop a permanent on street café culture in the Belmont Street area.

• Aberdeen Market Public Realm - focus on wayfinding, spill out of activities from the building, and to develop better links between Union Street and bus/railway stations.

All public realm visioning and design proposals have been developed in order to ensure appropriate pedestrian movement, cycling and active travel, wheeled access, public transport, service access and emergency response access are accommodated as necessary. The proposals also consider the likely future needs of Aberdeen Rapid Transport (ART) proposals and wider network resilience. A number of objectives apply to each of these projects, comprised of issues such as ensuring access for all, including urban greening and accommodating events. Whilst exploring options for public transport implementation on Union Street Central, these CCMP strategic objectives, outlined on the next page, will be used as a basis for assessing the performance of each intervention option.

The public transport options will also take into consideration the wider effect they have on surrounding areas within the city centre vision, particularly Union Street East and West with regard to traffic management and connectivity for different types of user.

CCMP STRATEGIC OBJECTIVES

1. Maximise pedestrian space
2. Ensure access for all
3. Encourage active travel
4. Improve air quality
5. Incorporate public transport
6. Accommodate events, parades, marches etc.
7. Include appropriate urban greenery
8. Maximise the potential of commercial units
9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading
10. Include space that facilitates appropriately controlled servicing
11. Allow emergency service access to all areas.

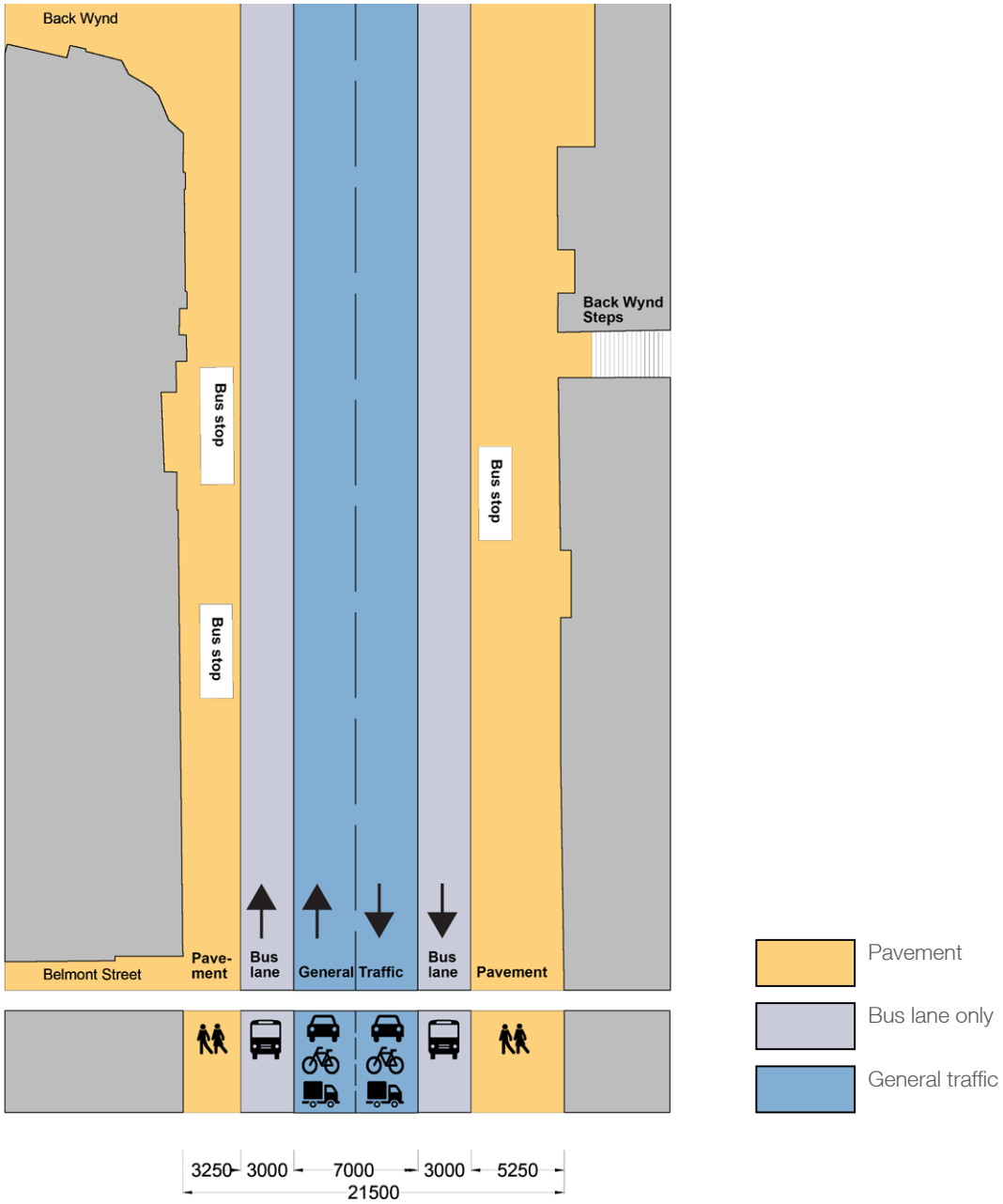
02
EXISTING CONDITIONS

TRANSPORT OPTIONS: EXISTING CONDITIONS

Union Street Central was temporarily pedestrianised following the implementation of the Spaces for People scheme during the Covid-19 pandemic. Prior to this, the street generally comprised of 2 bus lanes and 2 lanes of general traffic. The carriageway is approximately 13 metres wide with pavements a minimum width of 3 metres on either side.

It should be noted that the pre-Covid-19 street layout does not reflect modern guidance on lane widths and configuration. The National Roads Development Guide (NRDG) states that road lanes where buses and cyclists share the carriageway should be minimum 4m to allow safe overtaking of cyclists by buses, this is also reinforced by Cycle By Design Guidance. NRDG also states that bus only lanes should be 3.25m wide. Currently, the general traffic lanes are 3.5m wide and the existing bus lanes are only 3m wide.

There are a significant number of bus stops and shelters along the length of Union Street Central, reducing the amount of pavement available to pedestrians and wheeled movement.



Union Street Central during Covid-19 - Spaces for People



Union Street Central pre Covid-19



03
INITIAL OPTION SIFTING

INITIAL LONG LIST OF OPTIONS

The following long list of options has been identified for Union Street Central transformation:

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)

- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)

- Option 3: Bus / cycle / taxi only – 1 lane
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility

- Option 4: Bus / cycle / taxi only – 2 lanes
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
  - E: With bus stop laybys, with segregated cycle facility
  - F: With bus stop laybys, without segregated cycle facility

Option 5: Bus / cycle / taxi only – 3 lanes
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility

- Option 6: Bus / cycle / taxi only – 4 lanes
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility

INITIAL OPTION SIFTING: FEASABLITY

Initial Option Sifting

To reduce this longlist of options to a manageable number for further appraisal, each was subject to initial sifting based on Feasibility, Affordability and Public Acceptability. Any option that does not meet all of these criteria is sifted out from further appraisal.

Feasibility Appraisal		
Option	**Feasible**	**Comments**
1	Yes	Reverting to the pre-Spaces for People situation would be technically and operationally feasible.
2	Yes	Full pedestrianisation is technically feasible to deliver. This option would also be operationally feasible, with time-limited servicing available and public transport routed around the Market Street – Guild Street – Bridge Street loop.
3A	No	All options that only allow for one lane of traffic would not be operationally feasible as this would not enable servicing of frontages or taxi pick up / drop off without causing delays to other vehicles and traffic backing up along the street. Similarly, in the case of a breakdown or accident, there is no scope for vehicles already on the street to navigate away, resulting in delays and in some circumstances, potentially affecting emergency service response times.
3B		
3C		
3D		
4A	No	Operationally challenging if servicing of frontages and taxi pick up/drop off to be accommodated, as any vehicle stopping for loading/unloading would likely cause tailbacks and delays to vehicles behind.
4B		
4C	No	Not considered feasible from an operational perspective. Given the volume of buses traditionally using (and passengers boarding and alighting on) this section of Union Street, vehicles are likely to be constantly delayed, sitting behind stationary buses as passengers board and alight, causing tailbacks along the street. As per Options 4A and 4B, servicing and taxi pick up and drop off also difficult to accommodate for similar reasons.
4D		
4E	Yes	Option is technically and operationally feasible.
4F	Yes	Option is technically and operationally feasible.
5A	Yes	Option is technically and operationally feasible.
5B	Yes	Option is technically and operationally feasible.
5C	Yes	Option is technically and operationally feasible.
5D	Yes	Option is technically and operationally feasible.
6A	Yes	Space constraints are likely to render this option unfeasible.
6B	Yes	Option is technically and operationally feasible.
6C	No	Space constraints are likely to render this option unfeasible.
6D	Yes	Similar to the Do Minimum scenario, so technically and operationally feasible.

INITIAL OPTION SIFTING: AFFORDABILITY

Affordability Appraisal		
Option	Affordable	Comments
1	Yes	Although options will differ in terms of costs depending on the level of intervention required, all options are considered broadly affordable.
2		
3A		
3B		
3C		
3D		
4A		
4B		
4C		
4D		
4E		
4F		
5A		
5B		
5C		
5D		
6A		
6B		
6C		
6D		

INITIAL OPTION SIFTING: ACCEPTABILITY

Acceptability Appraisal		
Option	**Acceptable**	**Comments**
1	Yes	Broadly acceptable, notwithstanding some groups and individuals would welcome positive change.
2	Yes	Broadly acceptable, although full pedestrianisation not universally welcomed.
3A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The impacts of this option, in terms of delays and tailbacks on Union Street, are likely to be unpopular.
3B		
3C	No	From a public transport passenger perspective, one-way routeing is not desirable as buses would have to travel different routes to and from their destinations, and it may not be clear for passengers where they should board for a return journey. The impacts of this option, in terms of delays and tailbacks on Union Street, likely to be unpopular.
3D		
4A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The impacts of this option, in terms of delays and tailbacks on Union Street, are likely to be unpopular.
4B		
4C	No	The potential for congestion and delays is unlikely to make these options acceptable to the public and stakeholders.
4D		
4E	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
4F	Yes	This option is considered broadly acceptable.
5A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. This option also reduces footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
5B	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders
5C	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
5D	Yes	This option is considered broadly acceptable.
6A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
6B	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders.
6C	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
6D	Yes	This option is considered broadly acceptable.

INITIAL OPTION SIFTING: SUMMARY & DISCOUNTED OPTIONS

Initial Option Sifting Summary				
	Feasible	Affordable	Acceptable	Sift in / out
1	Yes	Yes	Yes	IN
2	Yes	Yes	Yes	IN
3A	No	Yes	No	OUT
3B	No	Yes	No	OUT
3C	No	Yes	No	OUT
3D	No	Yes	No	OUT
4A	No	Yes	No	OUT
4B	No	Yes	No	OUT
4C	No	Yes	No	OUT
4D	No	Yes	No	OUT
4E	Yes	Yes	No	OUT
4F	Yes	Yes	Yes	IN
5A	Yes	Yes	No	OUT
5B	Yes	Yes	No	OUT
5C	Yes	Yes	No	OUT
5D	Yes	Yes	Yes	IN
6A	No	Yes	No	OUT
6B	Yes	Yes	No	OUT
6C	No	Yes	No	OUT
6D	Yes	Yes	Yes	IN

Following initial sifting therefore, the following options have been sifted OUT from further appraisal:

- **Option 3: Bus / cycle / taxi only – 1 lane**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
- **Option 4: Bus / cycle / taxi only – 2 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
  - E: With bus stop laybys, with segregated cycle facility
- **Option 5: Bus / cycle / taxi only – 3 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
- **Option 6: Bus / cycle / taxi only – 4 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility.

INITIAL OPTION SIFTING: OPTIONS FOR FURTHER APPRAISAL

This results in the following remaining options proceeding to further appraisal:

Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)

Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)

Option 4: Bus / cycle / taxi only – 2 lanes
F: With bus stop laybys, without segregated cycle facility

Option 5: Bus / cycle / taxi only – 3 lanes
D: With bus stops, without segregated cycle facility

Option 6: Bus / cycle / taxi only – 4 lanes
D: With bus stops, without segregated cycle facility

04
OPTIONS PROCEEDING TO FURTHER APPRAISAL

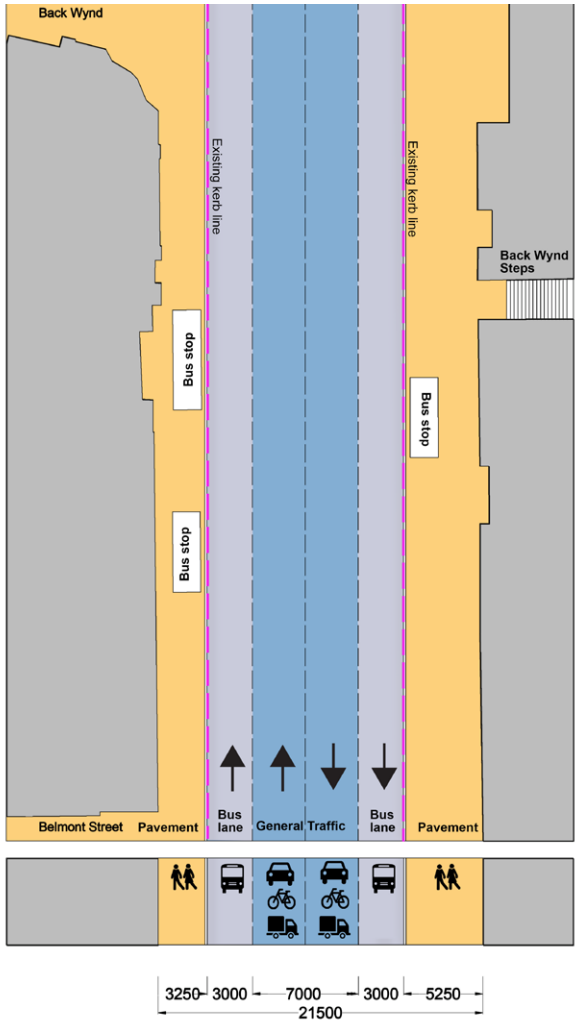
OPTIONS 1 + 2

The adjacent schematic diagrams show the layout of each transport option which passed the initial option sifting exercise. They highlight the spatial configuration of each layout including minimum pavement widths, number of lanes, lane widths and bus stopping provisions.

Note: Diagrams are based on the narrowest section of Union Street Central and therefore represent the narrowest pavement width for each option.

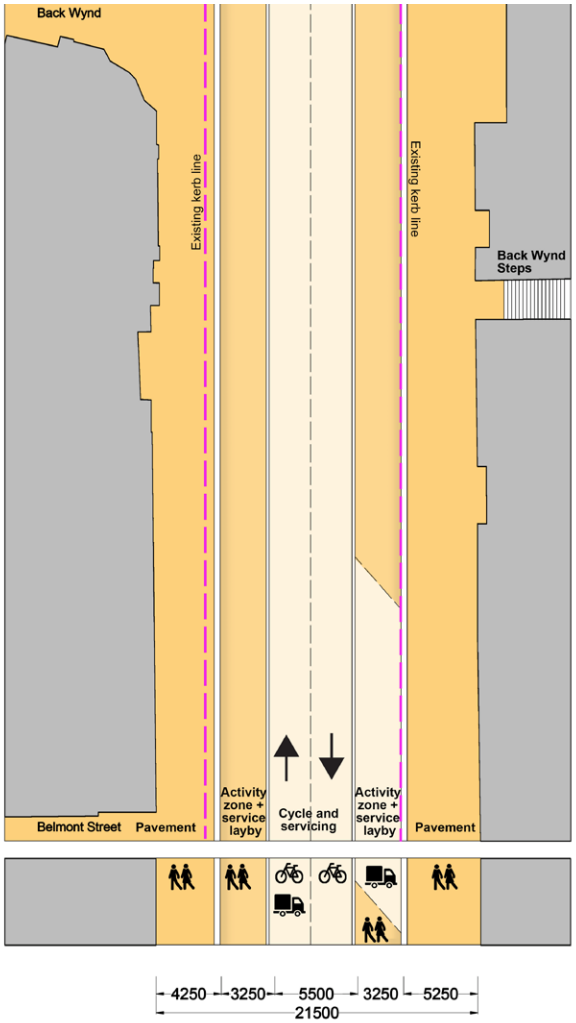
Option 1

Do minimal



Option 2

Full pedestrianisation



Pavement
Bus lane
General traffic (inc. cyclists)

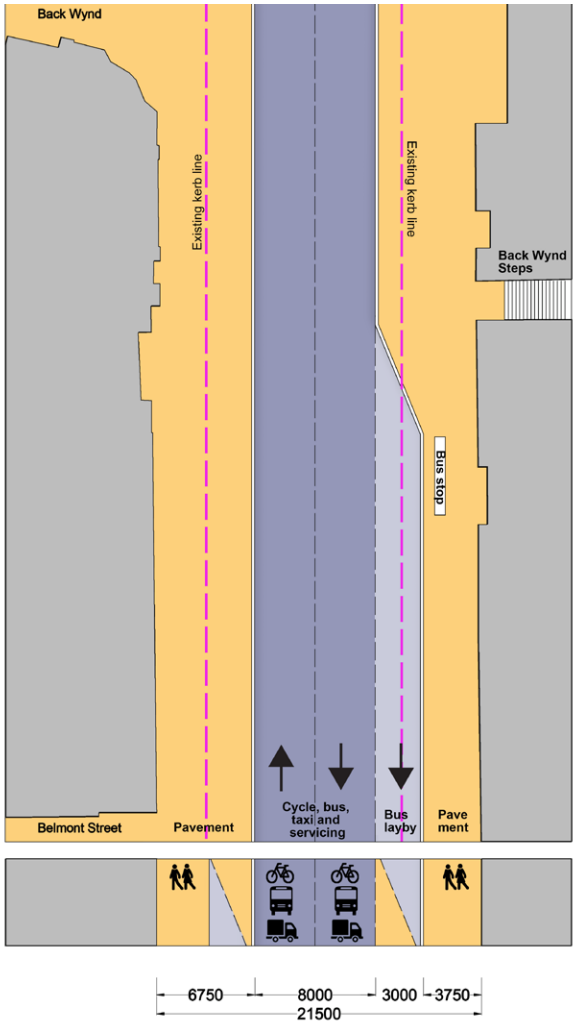
Existing kerb line

Pavement & activity zone
Cycle & one way servicing

OPTIONS 4F, 5D + 6D

Option 4F

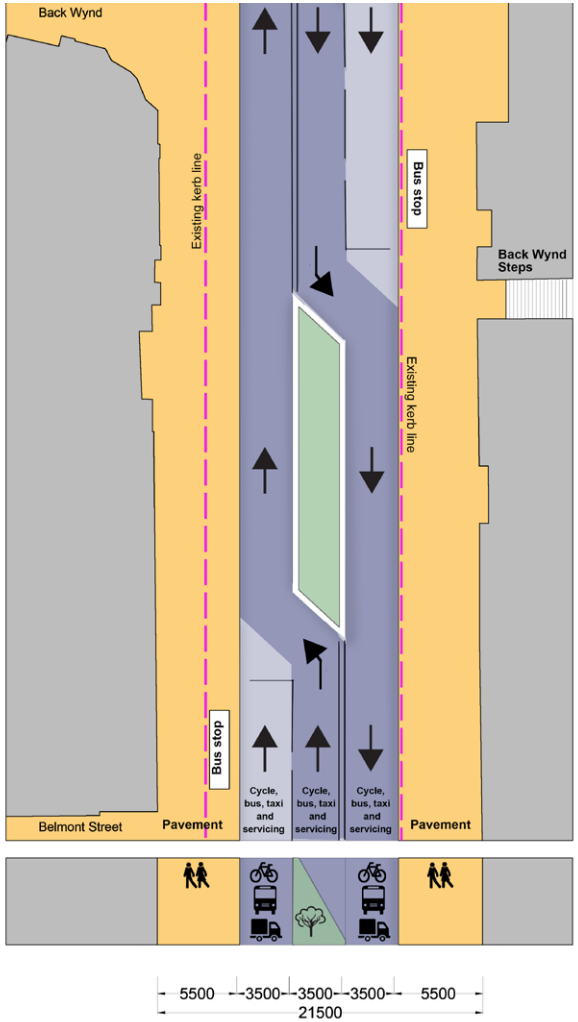
Two lanes with bus stop laybys, without segregated cycle facility



Pavement
Bus layby
Cycle, bus, taxi & servicing

Option 5D

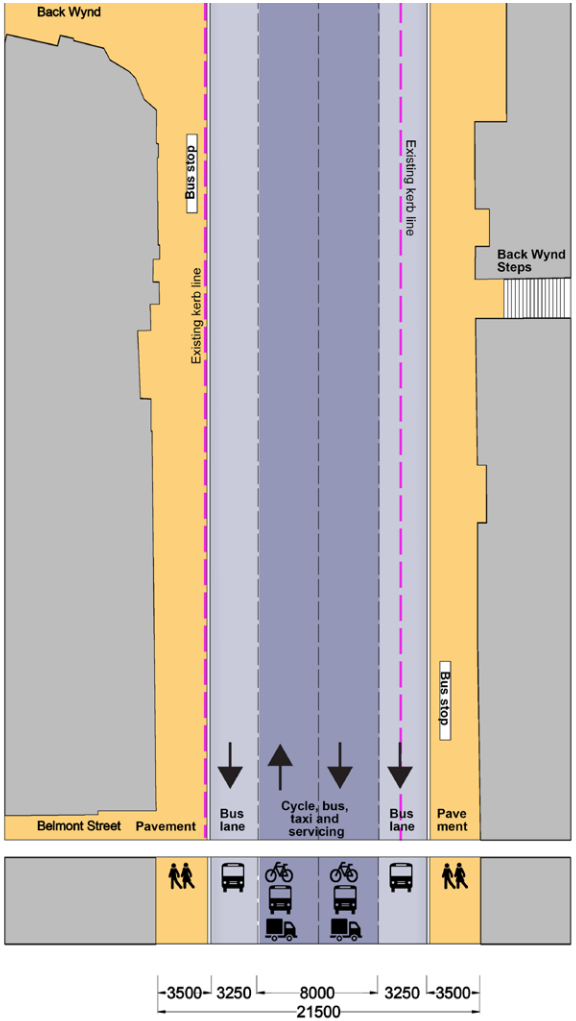
Three lanes with bus stops, without segregated cycle facility



Street greening
Pavement
Bus stopping area
Cycle, bus, taxi & servicing

Option 6D

Four lanes with bus stops, without segregated cycle facility



Pavement
Bus lane
Cycle, bus, taxi & servicing

05
OPTION SCORING MATRIX APPRAISAL

SCORING MATRIX APPRAISAL: CRITERIA AND METHODOLOGY

Initial option sifting in chapter 3 assessed the long list of options against feasibility, affordability and acceptability categories. It reduced the list of potential options from 20 to 5. The remaining 5 options will go through the a scoring appraisal on the following pages. The appraisal seeks to assess the performance of each option against STAG criteria and the Strategic Objectives set out by the CCMP, in order to understand which options should be progressed in the outline business case. The following process will be used for this exercise:

STAG Appraisal

The remaining options were subject to high-level appraisal using the framework provided by STAG (Scottish Transport Appraisal Guidance), Transport Scotland's recommended appraisal tool for transport projects.

During STAG, all options remaining under consideration following initial sifting are subject to appraisal against:

- The project's Transport Planning Objectives (TPOs), typically identified at the start of the STAG process;
- The STAG criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; Equality and Accessibility) and
- Established policy directives.

Options are awarded a score against each of these criteria on a 7 point scale as shown in the table below:

✓✓✓	Option has major positive impact
✓✓	Option has moderate positive impact
✓	Option has minor positive impact
-	Option has neutral or no impact
×	Option has minor negative impact
××	Option has moderate negative impact
×××	Option has major negative impact

The appraisal process can therefore aid in the further sifting out of options (should they, for example, be found to have negative impacts on a number of the objectives or STAG criteria) and the identification of a preferred option or options, by considering those that are shown to perform best across the various criteria.

Strategic Objective appraisal

In lieu of any specific TPOs having been identified for Central Union Street, options have been appraised against the objectives adopted for the visioning and design proposals during the 2021 City Centre Masterplan review:

1. Maximise pedestrian space
2. Ensure access for all
3. Encourage active travel
4. Improve air quality
5. Incorporate public transport
6. Accommodate events, parades, marches etc.
7. Include appropriate urban greenery
8. Maximise the potential of commercial units
9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading
10. Include space that facilitates appropriately controlled servicing
11. Allow emergency service access to all areas.

Appraisal summary table

A summary of the STAG and Strategic Objective appraisal is collated into a single table which highlights the outcome of the scoring process and will lead to a number of options being discounted. This will allow for the remaining, non discounted options to be taken forward to the outline business case and explored in greater detail.

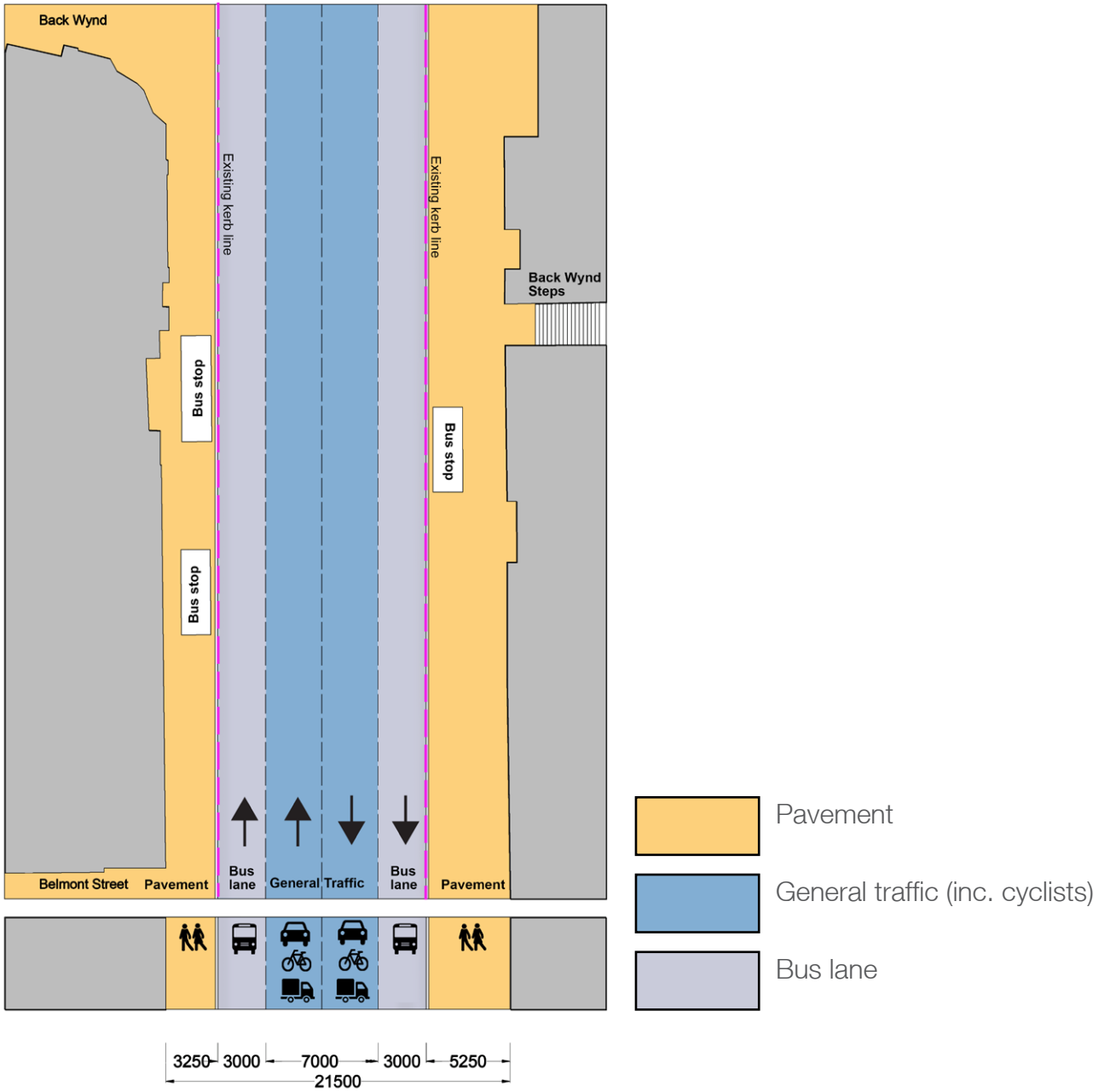
SCORING MATRIX APPRAISAL: OPTION 1

Option 1

This option involves minimal intervention on the central section of Union Street. Kerb lines are retained as existing and the street returns to pre Covid-19 pandemic conditions with access for general traffic, cyclists, buses and servicing on Union Street Central.

The carriageway remains at 13 metres wide with no pavement widening on either side.

Key interventions for this option would involve resurfacing areas of poor quality paving and reduction of street clutter where possible.



SCORING MATRIX APPRAISAL: OPTION 1 CCMP OBJECTIVE APPRAISAL

Option 1: Do Minimum (essentially reverting to pre-Spaces for People situation)

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space -	This option does not allow for any significant additional space to be given to pedestrians.
Objective 2: Ensure access for all -	Accessibility of Central Union Street by bus, car and taxi is retained. There are no opportunities for any improvements to pedestrian or cycle accessibility
Objective 3: Encourage active travel -	This option does not afford opportunities for any improvements to pedestrian or cycle networks.
Objective 4: Improve air quality -	This option is not anticipated to significantly impact on air quality.
Objective 5: Incorporate public transport ✓✓	This option maintains full public transport accessibility of Central Union Street although buses are still required to share the space with general traffic, with potential for delays.
Objective 6: Accommodate events, parades, marches etc. -	Union Street can still act as an ad hoc events space, although such events will continue to impact on the travelling public.
Objective 7: Include appropriate urban greenery -	No significant greening opportunities afforded by this option.
Objective 8: Maximise the potential of commercial units -	This option is not anticipated to impact on this objective.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading -	This option is not anticipated to impact on this objective.

SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

Objective 10: Include space that facilitates appropriately controlled servicing ✓✓✓	This option maintains pre-Spaces for People servicing arrangements.
Objective 11: Allow emergency service access to all areas ✓✓✓	This option allows for emergency service access.
Appraisal Against STAG Criteria	
Environment -	No significant impacts anticipated.
Climate Change -	No significant impacts anticipated.
Health, Safety and Wellbeing -	No significant impacts anticipated.
Economy -	This option is not anticipated to impact on this objective.
Equality and Accessibility -	This option is not anticipated to impact on this objective.
Established Policy Directives ××	**ACC Partnership Policy Statement** By maintaining a traffic-dominated environment on Union Street Central, this option conflicts with the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel, and the following commitments identified in the Council's Partnership Policy Statement: • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.

SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

Established Policy Directives ××	**Local Outcome Improvement Plan (LOIP)** This option conflicts with the following Stretch Outcomes and associated Key drivers identified in the LOIP, in that it maintains a traffic-dominated environment on Union Street Central with limited opportunities for encouraging transport modal shift and reducing emissions: • SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. • Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap. • SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. • Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence. **Aberdeen City – Central Locality Plan** This option conflicts with the following priorities identified by those living in the Central Locality: • Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – in that it maintains the current arrangement of 4 traffic lanes on Union Street Central, thus reducing opportunities for additional space to be given over to people; • Improve mental health & wellbeing of the population – in that it maintains a traffic-dominated environment on Union Street Central and does not address noise or emissions. **Regional Economic Strategy** • By reverting to a traffic-dominated environment, with no additional benefits for active travel or public transport, this option conflicts with the following objectives and actions of the Regional Economic Strategy: Objectives: • To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; • To improve deployment of low carbon transport in the city and urban areas, through active travel networks; • To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and

SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

Established Policy Directives ××	Actions: • Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact; and • Secure significant improvements in the city's green / active travel (walking, cycling) network. **Strategic and Local Development Plan** This option does not support the Strategic Development Plan's aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic. It also potentially conflicts with the aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre. **National, Regional and Local Transport Strategy** The second National Transport Strategy (NTS2) emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By continuing to prioritise vehicles rather than people, this option conflicts with the Sustainable Travel and Investment Hierarchies. NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' identified in the revised Regional Transport Strategy (RTS): Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option does little to contribute to NTS2 and RTS priorities, with neutral impacts noted against the Equality and Accessibility, Climate Change, Economy and Health and Wellbeing criteria. This option does not contribute towards achieving the aims and outcomes of the Aberdeen Local Transport Strategy (LTS) which seeks to reduce travel, encourage modal shift and reduce the negative impacts of transport on health and the environment. In particular, conflicts have been noted with the following aims and outcomes: Aims: • A cleaner, greener transport system; • A transport system that facilitates healthy and sustainable living; and Outcomes: • Increased modal share for public transport and active travel; and • Improved air quality and the environment.

SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

Established Policy Directives ××	**Sustainable Urban Mobility Plan (SUMP) and Roads Hierarchy** This option supports the following outcome identified in the SUMP: A city centre that is accessible to all. However, the option conflicts with many SUMP objectives and outcomes which seek to discourage vehicles in the city centre and devote more space to people walking, cycling and using public transport, specifically: Objectives: • Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre; • Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry; • Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change; • Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure; • Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; • Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; and Outcomes: • Improved physical and mental health of the local population; • Improved air quality in the city centre; • A reduction in the volume of private vehicles passing through the city centre; • A more pedestrian- and cycle-friendly city centre; • Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; • An improved National Cycle Network Route 1 (NCN1) through the city centre; • A city centre that prioritises the movement of people over the movement of vehicles; • More journeys being undertaken within the city centre by low- or no-emission forms of transport; • Increased mode share for active travel to, from and within the city centre; • Increased mode share for public transport to, from and within the city centre; and • Shorter public transport journey times and improved journey time reliability through the city centre. This option conflicts with the revised North East Scotland Roads Hierarchy by maintaining access to Union Street Central for all vehicles, including through-routeing traffic.

SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

Established Policy Directives ××	**Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy** This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand. This option also conflicts with the Council's Net Zero Routemap, specifically the Mobility theme, with its key outcomes of: • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; • Increased number of people taking public transport; • Increased number of people walking and cycling; and • Reduced emissions from transport. **Aberdeen Low Emission Zone (LEZ)** This option conflicts with the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.

SCORING MATRIX APPRAISAL: OPTION 2

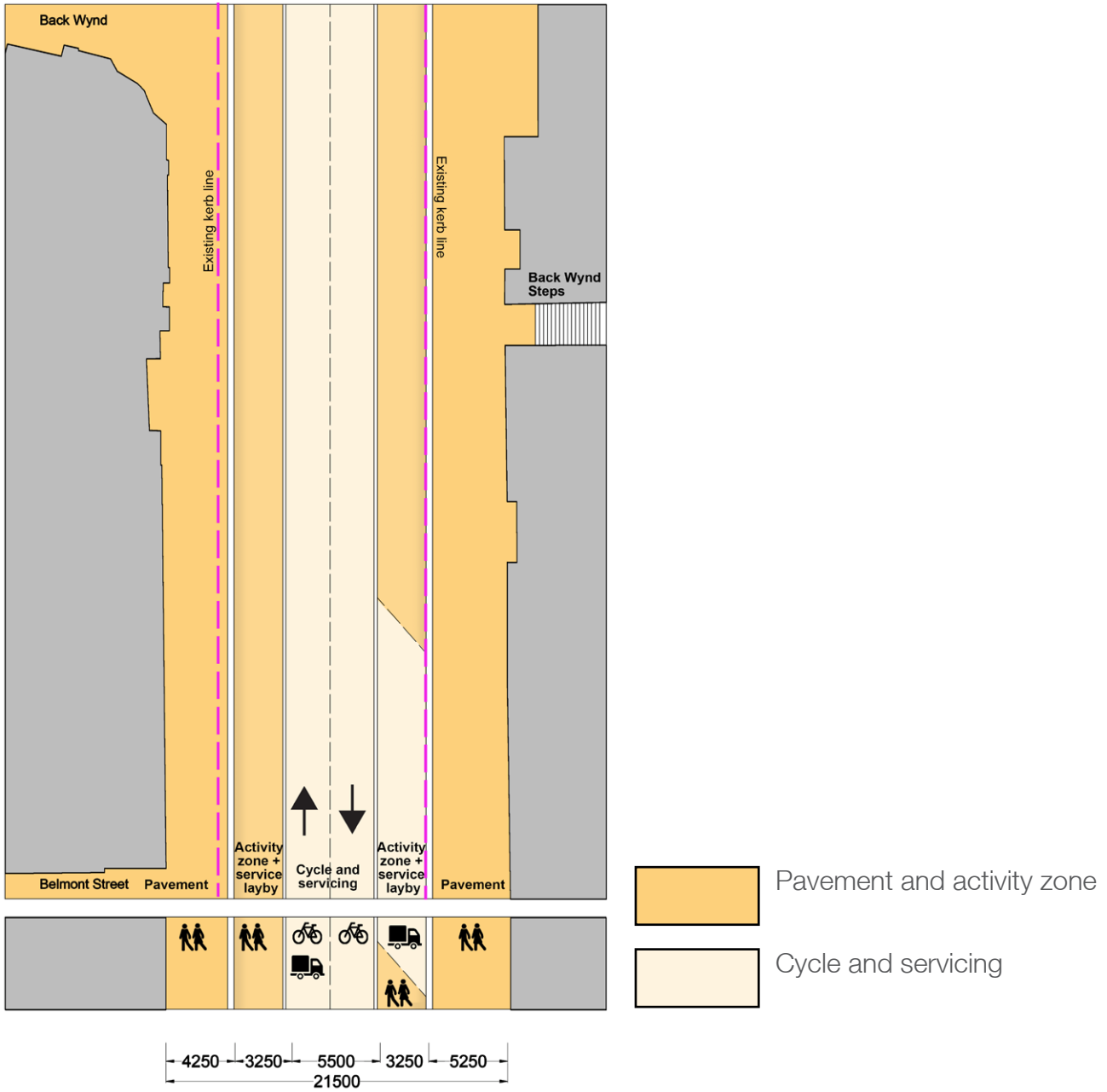
Option 2

Option 2 comprises of the pedestrianisation option which has been developed as part of the Aberdeen City Vision. In this option, all motorised traffic except service and emergency vehicles are removed from the street. A central zone of 5.5 metres wide prioritises cyclists but allows one way servicing at restricted times. Pavements are widened to a minimum of 4 metres, providing a clutter free corridor for pedestrians.

In the remaining space, an activity zone is created which facilitates street greening, seating, play and other street furniture. The furniture is moveable to facilitate an 8m wide corridor for events or temporary planned emergency use by buses due to roadworks or breakdowns elsewhere in the city centre. Key architectural moments on this section of Union Street are highlighted with plazas, which create breathing room within the street and facilitate outdoor markets and other events.

This option considers and accommodates for the likely future needs of Aberdeen Rapid Transport (ART) proposals.

In this option, upstand kerbs provide segregation between the 4 metre clear pavement and the activity zones and plazas. The pavement and activity zone will be segregated with a 60mm upstand kerb. At the plazas, the segregation consists of a 20mm upstand kerb and tactile paving adjacent to the footway to ensure legibility of spaces.



SCORING MATRIX APPRAISAL: OPTION 2 CCMP OBJECTIVES APPRAISAL

Option 2: Pedestrianisation (with central cycle and servicing corridor and servicing laybys)

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space ✓✓✓	By restricting access to Central Union Street to pedestrians, bicycles and essential vehicles only (and the latter on a time-limited basis), this option requires only one central traffic lane, allowing the remaining space to be dedicated to pedestrian activities.
Objective 2: Ensure access for all ✓✓	Pedestrian accessibility and permeability of Central Union Street will improve via the removal of the majority of traffic, which allows significant additional (and uncluttered) space to be devoted to pedestrians. This will allow people to move around the space with ease, with particular benefits for those with visual and mobility impairments. The creation of more pedestrian space also allows opportunities for additional seating and rest areas, with particular benefits for the elderly and mobility impaired. Cycling accessibility will significantly improve via the implementation of safe cycle facilities on Central Union Street, which will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre cycle network are anticipated, of which the facilities on Central Union Street form the first step. This option removes the ability to access Central Union Street by bus or taxi. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core, additional blue badge parking spaces, and the appropriate siting of taxi ranks, albeit walking distances to some destinations on Central Union Street will increase which may have negative impacts on any mobility impaired individuals looking to access a service in the pedestrianised area. Conversely, however, with the implementation of supporting bus and taxi priority measures on Guild Street, Market Street and Bridge Street and the routeing of additional city centre buses along this loop, other key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.
Objective 3: Encourage active travel ✓✓✓	This option prioritises walking, wheeling and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel. This will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre walking and cycling networks are anticipated, of which the facilities on Central Union Street form the first step.

SCORING MATRIX APPRAISAL: OPTION 2 CCMP OBJECTIVES APPRAISAL

Objective 4: Improve air quality ✓✓	Air quality will improve in the central section of Union Street via the removal of most vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further traffic restrictions around the central core and implementation of the Low Emission Zone (LEZ). There is also scope to encourage modal shift to and from the city centre via further prioritisation of active and sustainable modes of transport, which will continue to contribute to emissions reductions.
Objective 5: Incorporate public transport -	This option removes the ability to access Central Union Street by bus. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core. With the implementation of supporting bus priority measures on Guild Street, Market Street and Bridge Street and the routeing of city centre buses along this loop as an alternative to Union Street, key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present.
Objective 6: Accommodate events, parades, marches etc. ✓✓✓	By maximising the available pedestrian space, this option offers the best opportunity for Union Street to act as a regular event space, and to achieve this with minimal disruption to the travelling public.
Objective 7: Include appropriate urban greenery ✓✓✓	By maximising the available pedestrian space, this option offers significant opportunities for enhanced greening of the area.
Objective 8: Maximise the potential of commercial units ✓✓✓	Pedestrianisation could make vacant units on Union Street more attractive to prospective leasees, increasing the retail and leisure offering in the area, and supporting the creation of new businesses and therefore new jobs. This option maximises the use of Central Union Street for people-focussed activities. This could encompass outdoor eating spaces, thus supporting local businesses in the area to expand and diversify their offering.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading ✓✓✓	By maximising the available pedestrian space, this option offers the best opportunity for enabling and encouraging on-street activities, including play zones, street trading and eating and drinking spaces.
Objective 10: Include space that facilitates appropriately controlled servicing ✓	This option requires time-limited servicing on Union Street with vehicles having to travel one-way in an eastbound direction. Layby opportunities are available for vehicles to pull in for loading and unloading.
Objective 11: Allow emergency service access to all areas ✓✓✓	Changes would be designed in a way that allows for unhindered emergency service access.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Appraisal Against STAG Criteria	
Environment ✓✓✓	Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction. Air quality will improve in the central section of Union Street via the removal of the majority of vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of the majority of vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant. The visual landscape of the street will improve through the removal of the majority of traffic, opening up the vista, and the creation of a much enhanced public realm, with the addition of people-friendly spaces and greenery. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance, including a number of listed buildings. While care will need to be taken during construction to ensure these assets are protected, in the long term the value of these historic structures will be enhanced by their improved setting, brought about by the removal of the majority of traffic, the opening up of the vista, and public realm improvements.
Climate Change ✓✓	The removal of the majority of traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. The introduction of planting and street trees will improve environmental quality and climate resilience.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Health, Safety and Wellbeing ✓✓✓	This option prioritises walking, wheeling and cycling on Central Union Street, therefore offers the most potential for modal shift to active travel out of all the options. This will be supported by future improvements to the active travel environment on east and west Union Street and more widely through the city centre. The removal of the majority of traffic on Central Union Street will make this a much safer space for all users, significantly reducing the potential for road accidents on this section. Migration of traffic to surrounding streets could, however, see such streets becoming less safe, unless appropriate mitigations are put in place. On Central Union Street, pedestrian safety will improve as a result of the creation of additional clutter-free space, reducing the likelihood of trips and falls. The segregation of cyclists from other road users (apart from during the servicing window) will result in a safer cycling environment for all ages and abilities. Increased opportunities for street play will support children and their families to be more physically active and feel welcomed in the space Footway widening and the creation of activity zones allows for the implementation of more rest areas, thus supporting those with mobility impairments to take recreation in the space, with the comfort that rest stops will be possible when required. People may benefit from the improved visual amenity provided by streetscape improvements and additional greenery, and may be encouraged to use and enjoy the space more, free from the noise and distractions of motorised traffic. This option should see more people using the full space available, which should results in feelings of increased safety and security for all, especially vulnerable members of society. While the removal of traffic could see a loss of passive surveillance during night-time hours, this may be compensated by increased use of the space at this time for other activities such as eating out and by making the area more attractive to city centre living.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Economy ✓✓✓	Many members of the local business community have been vocal in their support for pedestrianisation, noting how this can act as a catalyst for encouraging more people back into the city centre for dining, retail and leisure, thus supporting the continued economic wellbeing of the city centre. Pedestrianisation could make vacant units on Union Street more attractive to prospective leasees, further increasing the retail and leisure offering in the area, supporting the creation of new businesses and therefore new jobs. This option maximises the use of Central Union Street for people-focussed activities. This could encompass outdoor eating spaces, thus supporting local businesses in the area to expand and diversify their offering. On a more ad hoc basis, the increase in space enables the hosting of large events in the city centre, further encouraging footfall and spend. The creation of a new and attractive pedestrian priority space could act as an attraction in its own right, encouraging visits from both locals and those from further afield, increasing the attractiveness of Aberdeen as a short break destination. The removal of the majority of traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times for vehicles. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.
Equality and Accessibility ✓✓	Pedestrian accessibility and permeability of Central Union Street will improve via the removal of the majority of traffic, which allows significant additional (and uncluttered) space to be devoted to pedestrians. This will allow people to move around the space with ease, with particular benefits for those with visual and mobility impairments. The creation of more pedestrian space also allows opportunities for additional seating and rest areas, with particular benefits for the elderly and mobility impaired. Cycling accessibility will significantly improve via the implementation of safe cycle facilities on Central Union Street, which will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre cycle network are anticipated, of which the facilities on Central Union Street form the first step. This option removes the ability to access Central Union Street by bus or taxi. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core, additional blue badge parking spaces, and the appropriate siting of taxi ranks, albeit walking distances to some destinations on Central Union Street will increase which may have negative impacts on the any mobility impaired individuals looking to access a service in the pedestrianised area.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Equality and Accessibility ✓✓	With the implementation of supporting bus and taxi priority measures on Guild Street, Market Street and Bridge Street and the routing of additional city centre buses along this loop, other key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.
Established Policy Directives ✓✓✓	**Partnership Policy Statement** By prioritising walking, wheeling and cycling on Union Street Central, this option largely supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel, and fully contributes to the following commitments identified in the Council's Partnership Policy Statement: • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. **Local Outcome Improvement Plan (LOIP)** This option contributes to the following LOIP Stretch Outcomes and associated Key drivers: • SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. • Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap. As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space. • SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. • Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence. By prioritising active travel on Union Street Central, this option has significant potential to encourage more walking and cycling journeys to, from and within the City Centre.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Established Policy Directives ✓✓✓	**Aberdeen City – Central Locality Plan** This option supports the following priorities identified by those living in the Central Locality: • Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the pedestrianised space will act as a focal point for the community, and a place for meeting and interaction. Physical activity will be supported by increased opportunities for walking, cycling and play; and • Improve mental health & wellbeing of the population – people may benefit from the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space, free from the noise and distractions of motorised traffic. **Regional Economic Strategy** By prioritising walking, wheeling and cycling on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy: Objectives: • To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; • To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and • To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and Actions: • Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact; and • Secure significant improvements in the city's green / active travel (walking, cycling) network. **Strategic and Local Development Plan** This option supports the Strategic Development Plan's aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic. It also supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Established Policy Directives ✓✓✓	**National, Regional and Local Transport Strategy** NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian and other vulnerable users first, this option fully aligns with the Sustainable Travel and Investment Hierarchies. NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the appraisal against the STAG criteria, this option fully supports the NTS2 and RTS priorities of: • Equality - with a moderate positive impact on the Equality and Accessibility criteria noted; • Climate - with a moderate positive impact on the Climate Change criteria noted; • Economic prosperity - with a major positive impact on the Economy criteria noted; and • Health and wellbeing - with a major positive impact on the Health, Safety and Wellbeing criteria noted. Via its potential to encourage modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes identified in the LTS: Aims: • A safe and more secure transport system; • A cleaner, greener transport system; • A transport system that facilitates healthy and sustainable living; and Outcomes: • Increased modal share for public transport and active travel; • Improved road safety within the City; and • Improved air quality and the environment. **Sustainable Urban Mobility Plan and Roads Hierarchy** Similarly, the option contributes to the following objectives and outcomes of the SUMP: Objectives: • Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre; • Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry; • Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change; • Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society; • Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure;

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Established Policy Directives ✓✓✓	• Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre; • Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; • Improve opportunities for multimodal journeys to, from and within the city centre; and Outcomes: • A city centre that is accessible to all; • A safer city centre; • Improved physical and mental health of the local population; • Improved air quality in the city centre; • A reduction in the volume of private vehicles passing through the city centre; • A more pedestrian- and cycle-friendly city centre; • Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; • An improved National Cycle Network Route 1 (NCN1) through the city centre; • A city centre that prioritises the movement of people over the movement of vehicles; • More journeys being undertaken within the city centre by low- or no-emission forms of transport; and • Increased mode share for active travel to, from and within the city centre. As a result of diverting public transport away from Union Street Central, however, this option does potentially conflict with the following SUMP objective and outcome: • Objective - Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and • Outcome - Shorter public transport journey times and improved journey time reliability through the city centre. This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes.

SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Established Policy Directives ✓✓✓	**Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy** This option supports the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand. It also supports the Net Zero Routemap, specifically the Mobility theme, with its key outcomes of: • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; • Increased number of people walking and wheeling; and • Reduced emissions from transport. **Aberdeen Low Emission Zone** • This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.

SCORING MATRIX APPRAISAL: OPTION 4F

Option 4F

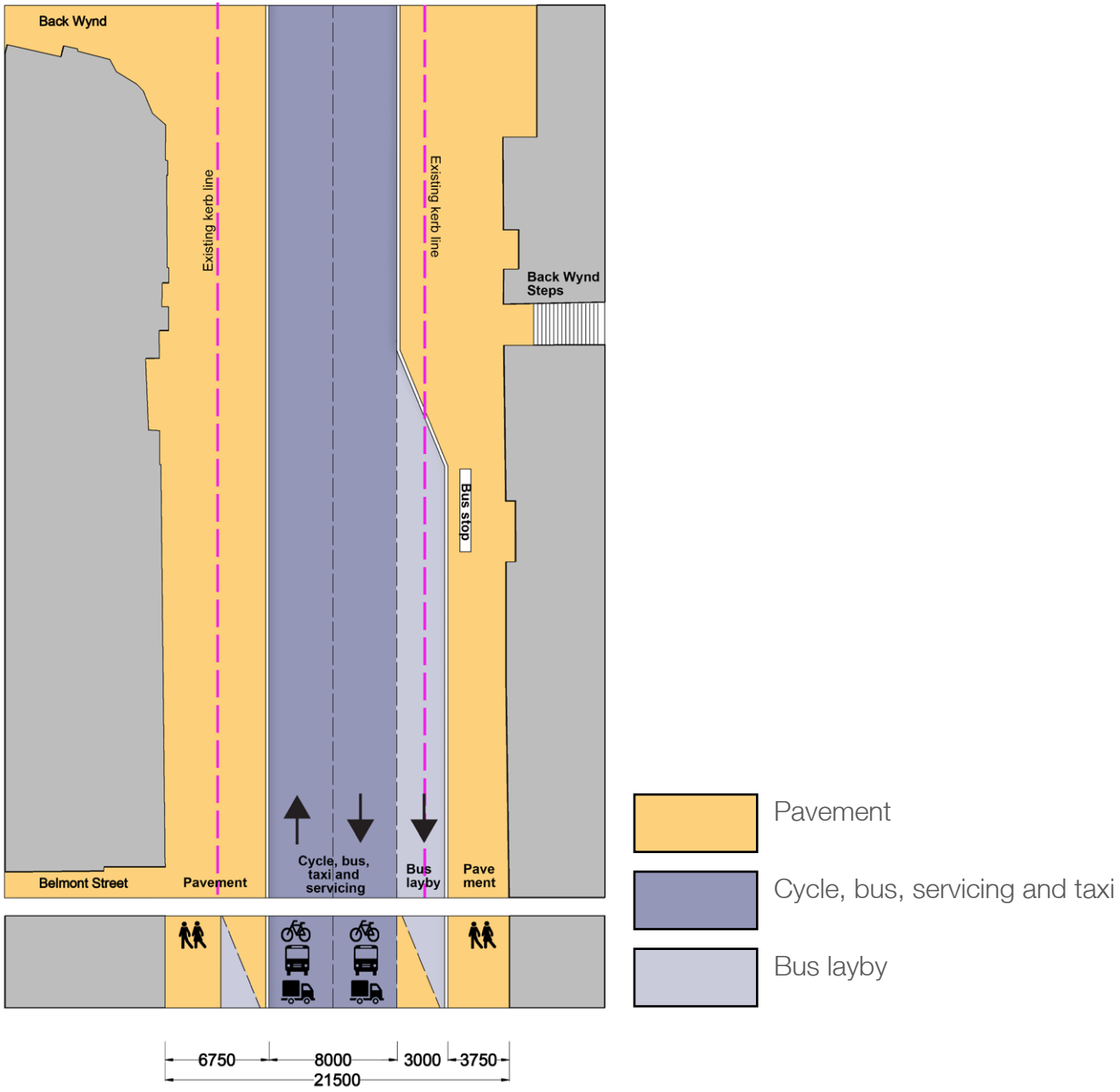
Option 4F is comprised of two lanes for cyclists, buses, taxis and service vehicles with intermittent pull off laybys for buses in order to facilitate boarding and alighting.

This would allow for significant pavement widening as the carriageway ranges from 8m -11m width, leaving minimum 10.5 metres for pedestrians, split between both sides of the street.

The adjacent layout shows a large pull off bus layby. In the full layout, there will be provision for three laybys, one on the east bound lane and two on the west bound lane, where the street width allows the placement of bus shelters.

Two of the bus laybys are indicated as 80 metres long, allowing a straightening distance of 45 metres which would allow 3 buses to stop. The third layby is 53m long, providing a straightening distance of 18m, which would allow 1 bus to stop. Two 16m long service laybys have also been incorporated into the full length layout.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.



SCORING MATRIX APPRAISAL: OPTION 4F CCMP OBJECTIVES APPRAISAL

Option 4F: Bus / cycle / taxi only – 2 lanes, With bus stop laybys, without segregated cycle facility

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space ✓	This option is likely to require a reduction in the south footway width, although this would be compensated by opportunities to increase the north footway width. Overall footway space available is projected to increase in comparison to the 'do minimum' option
Objective 2: Ensure access for all ✓	The removal of general traffic, and rationalisation of traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways. The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.
Objective 3: Encourage active travel ✓	The removal of general traffic increases the priority for people walking and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel, although the non-standard road layout and lack of dedicated cycle facilities could remain a barrier to cycling. Road lane widths for shared bus and cycle use are likely to be the minimum recommended which could act as a barrier to cycling amongst the less confident.
Objective 4: Improve air quality ✓✓	Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.
Objective 5: Incorporate public transport ✓✓	This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. Buses will be able to stop without impacting on the progress of other services, although stopping locations will be restricted to layby areas
Objective 6: Accommodate events, parades, marches etc. ✓	The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.

SCORING MATRIX APPRAISAL: OPTION 4F CCMP OBJECTIVES APPRAISAL

Objective 7: Include appropriate urban greenery ✓	The rationalisation of traffic lanes in sections introduces minor greening opportunities.
Objective 8: Maximise the potential of commercial units ✓	The development of more of a more people-focussed space with less traffic may increase footfall in the area, improving the viability of commercial units.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading ✓	The additional pedestrian space facilitated by the rationalisation of traffic lanes may increase opportunities for more on-street activities.
Objective 10: Include space that facilitates appropriately controlled servicing ✓	Bus stop laybys could also function as loading bays, although loading may be impeded by the quantum of buses using the area. Two service laybys have been incorporated into this option, allowing service vehicles to pull off the carriageway.
Objective 11: Allow emergency service access to all areas ✓✓✓	This option will allow for appropriate emergency service access.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Appraisal Against STAG Criteria	
Environment ✓	Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction. Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.
Climate Change ✓✓	The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. The introduction of some planting and street trees will improve environmental quality and climate resilience.
Health, Safety and Wellbeing ✓	The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians. The reduced space for vehicles could improve pedestrian crossing opportunities and reduce speeds, further improving safety. However, the non-standard road layout, and the absence of any dedicated cycle facilities means that this could be perceived as an unsafe space for cyclists. Road lane widths are likely to be the minimum recommended for shared bus and cycle use, therefore may raise safety concerns amongst less confident cyclists. Migration of traffic to surrounding streets could see such streets becoming less safe, unless appropriate mitigations are put in place. The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Economy ✓	The development of more of a more people-focussed space with less general traffic may increase footfall in the area, improving the viability of commercial units. The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.
Equality and Accessibility ✓	The removal of general traffic, and rationalisation of traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways. The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Established Policy Directives ✓✓	**Partnership Policy Statement** By prioritising public transport, this option supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. However, by failing to substantially improve walking and cycling facilities, there are potential conflicts with the following commitments identified in the Council's Partnership Policy Statement: • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. **Local Outcome Improvement Plan** This option contributes to the following Stretch Outcome and associated Key drivers: • SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. • Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap. As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space. • SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. • Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence. By removing general traffic from Union Street Central, this option has potential to encourage more walking and cycling journeys to, from and within the City Centre. **Aberdeen City – Central Locality Plan** This option supports the following priorities identified by those living in the Central Locality: • Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the increase in pedestrian space will improve opportunities for interaction and physical activity; • Improve mental health & wellbeing of the population – people should benefit from the reduction in traffic noise and emissions and the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Established Policy Directives ✓✓	**Regional Economic Strategy** By prioritising walking, wheeling, cycling and public transport on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy: Objectives: • To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; • To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and Action: • Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact. However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy: Objective: • To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and Action • Secure significant improvements in the city's green / active travel (walking, cycling) network. **Strategic and Local Development Plan** This option supports the Strategic Development Plan's aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic. It also supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Established Policy Directives ✓✓	**National, Regional and Local Transport Strategy** NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian first, this option aligns with the Sustainable Travel and Investment Hierarchies, although the lack of a dedicated cycle facility in preference to maintaining carriageway space for public transport potentially conflicts with the hierarchy. NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of: • Equality - with a minor positive impact on the Equality and Accessibility criteria noted; • Climate - with a moderate positive impact on the Climate Change criteria noted; • Economic prosperity - with a minor positive impact on the Economy criteria noted; and • Health and Wellbeing - with a minor positive impact on the Health and Wellbeing criteria noted. Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes identified in the Aberdeen Local Transport Strategy: Aims: • A transport system that enables the efficient movement of people and goods; • A safe and more secure transport system; • A cleaner, greener transport system; • An integrated, accessible and socially inclusive transport system; • A transport system that facilitates healthy and sustainable living; and Outcomes: • Increased modal share for public transport and active travel; • Improved journey time reliability for all modes; and • Improved air quality and the environment.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Established Policy Directives ✓✓	**Sustainable Urban Mobility Plan and Roads Hierarchy** Similarly, the option contributes to the objectives and outcomes of the SUMP: Objectives: • Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre; • Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry; • Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change; • Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society; • Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure; and • Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and Outcomes: • A city centre that is accessible to all; • A safer city centre; • Improved physical and mental health of the local population; • Improved air quality in the city centre; • A reduction in the volume of private vehicles passing through the city centre; • A more pedestrian- and cycle-friendly city centre; • A city centre that prioritises the movement of people over the movement of vehicles; • More journeys being undertaken within the city centre by low- or no-emission forms of transport; • Increased mode share for active travel to, from and within the city centre; • Increased mode share for public transport to, from and within the city centre; and • Shorter public transport journey times and improved journey time reliability through the city centre.

SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Established Policy Directives ✓✓	However, the lack of any dedicated cycling infrastructure associated with this option potentially conflicts with the following objectives and outcomes: Objectives: • Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre; • Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; • Improve opportunities for multimodal journeys to, from and within the city centre; and Outcomes: • Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; and • An improved National Cycle Network Route 1 (NCN1) through the city centre. This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes. **Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy** This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project which envisages: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand. The option does support elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of: • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; • Increased number of people taking public transport; • Increased number of people walking and wheeling; and • Reduced emissions from transport. **Aberdeen Low Emission Zone** This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.

SCORING MATRIX APPRAISAL: OPTION 5D

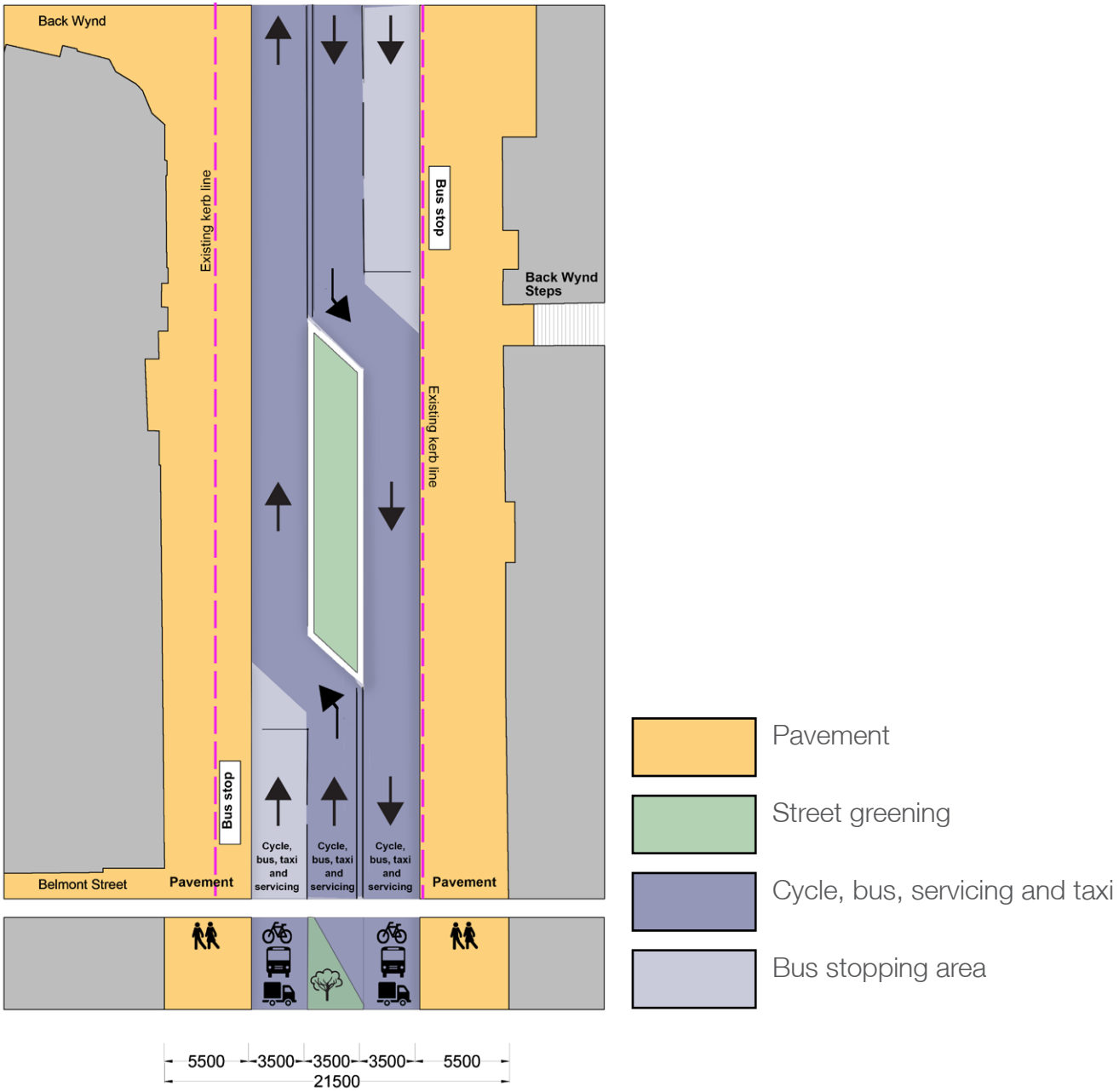
Option 5D

Option 5D comprises of three lanes for cyclists, buses, taxis and service vehicles, where in addition to a standard two lane configuration, a third lane is introduced intermittently on either side of the street to allow for bus stops. The main carriageway diverts around the third lane allowing buses, service vehicles and taxis to overtake stationary vehicles.

When the third lane switches from one side of the carriageway to the other, a large central reservation is introduced, creating the opportunity for the introduction of some street greening and crossing points for pedestrians.

This option reduces the existing carriageway from four lanes to three, allowing for some pavement widening, particularly on the north side of the street.

Cycle, bus, service and taxi lanes are shown as 3.5 metres wide. In this option, the cyclists, buses, taxis and service vehicles will share the same space.



SCORING MATRIX APPRAISAL: OPTION 5D CCMP OBJECTIVES APPRAISAL

Option 5D: Bus / cycle / taxi only – 3 lanes, with bus stops, without segregated cycle facility

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space ✓	Reducing the existing carriageway space to 3 lanes will enable footway widening and some additional space to be given over to pedestrians
Objective 2: Ensure access for all ✓	The removal of general traffic, and rationalisation of the space to 3 traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways. The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.
Objective 3: Encourage active travel ✓	The removal of general traffic increases the priority for people walking and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel, although the non-standard road layout and lack of dedicated cycle facilities could remain a barrier to cycling.
Objective 4: Improve air quality ✓✓	Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.
Objective 5: Incorporate public transport ✓✓	This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. By preserving three lanes of traffic, opportunities for buses to overtake one another will be available, although stopping locations will be restricted to sections where there is a third lane available
Objective 6: Accommodate events, parades, marches etc. ✓	The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.

SCORING MATRIX APPRAISAL: OPTION 5D CCMP OBJECTIVES APPRAISAL

Objective 7: Include appropriate urban greenery ✓	The additional pedestrian space and a central reservation in the carriageway introduce minor greening opportunities.
Objective 8: Maximise the potential of commercial units ✓	The development of a more people-focussed space with less traffic may increase footfall in the area, improving the viability of commercial units.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading ✓	The additional pedestrian space may increase opportunities for an increase in on-street activities.
Objective 10: Include space that facilitates appropriately controlled servicing ✓	This option will include servicing laybys, although access and egress may be impeded by the volume of buses in the area.
Objective 11: Allow emergency service access to all areas ✓✓✓	This option will allow for appropriate emergency service access.

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Appraisal Against STAG Criteria	
Environment ✓	Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction. Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.
Climate Change ✓✓	The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. The introduction of some planting and street trees will improve environmental quality and climate resilience.
Health, Safety and Wellbeing ×	The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians. The reduced space for vehicles could improve pedestrian crossing opportunities and reduce speeds, further improving safety. However, the non-standard road layout, with one central overtaking lane intermittently on either side of the street, could cause some confusion, especially in terms of who has priority on the central lane and when merging. There is also a risk of vehicles getting 'stuck' in the central lane, and having to undertake risky manoeuvres to get back to the main carriageway. These issues could see an increase in collisions, resulting in the feeling of an unsafe space for all users. The road layout, coupled with the absence of any dedicated cycle facilities, means that this could be perceived as an unsafe space for cyclists in particular. Migration of traffic to surrounding streets could see such streets becoming less safe, unless appropriate mitigations are put in place. The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Economy ✓	The development of a more people-focussed space with less general traffic may increase footfall in the area, improving the viability of commercial units. The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.
Equality and Accessibility ✓	The removal of general traffic, and rationalisation of the space to 3 traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways. The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Established Policy Directives ✓	**Partnership Policy Statement** By prioritising public transport on Union Street, this option supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. By failing to substantially improve cycling facilities, however, there are potential conflicts with the following commitments identified in the Council's Partnership Policy Statement: • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. **Local Outcome Improvement Plan** • This option contributes to the following Stretch Outcome and associated Key driver: • SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. • Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap. • As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space. However, it potentially conflicts with the following, as a result of the safety concerns, especially for cyclists, noted during the appraisal: • SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. • Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence. **Aberdeen City – Central Locality Plan** • This option supports the following priorities identified by those living in the Central Locality: • Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the increase in pedestrian space will improve opportunities for interaction and physical activity; • Improve mental health & wellbeing of the population – people should benefit from the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space, given the reduction in motorised traffic. **Regional Economic Strategy** • By prioritising public transport on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy:

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Established Policy Directives ✓	Objectives: • To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; • To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and Action: • Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact. However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy: • Objective: To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and • Action: Secure significant improvements in the city's green / active travel (walking, cycling) network. **Strategic and Local Development Plan** This option supports the Strategic Development Plan's aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic. It also potentially supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre. **National, Regional and Local Transport Strategy** NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian first, this option aligns with the Sustainable Travel and Investment Hierarchies, although the lack of a dedicated cycle facility in preference to maintaining carriageway space for vehicles conflicts with the hierarchy. NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of: • Equality - with a minor positive impact on the Equality and Accessibility criteria noted; • Climate - with a minor positive impact on the Climate Change criteria noted; • Economic prosperity - with a minor positive impact on the Economy criteria noted. However it may be in conflict with national and regional Health and Wellbeing priorities, with a minor negative impact on the Health, Safety and Wellbeing criteria noted.

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Established Policy Directives ✓	Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes of the Aberdeen Local Transport Strategy: Aims: • A transport system that enables the efficient movement of people and goods; • A cleaner, greener transport system; • An integrated, accessible and socially inclusive transport system; • A transport system that facilitates healthy and sustainable living; and Outcomes: • Increased modal share for public transport and active travel; and • Improved air quality and the environment. However, as a result of safety concerns noted during appraisal of this option, it potentially conflicts with the following aim and outcome: • Aim - A safe and more secure transport system; and • Outcome - Improved road safety within the City. **Sustainable Urban Mobility Plan and Roads Hierarchy** The option contributes to the following objectives and outcomes of the SUMP: Objectives: • Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre; • Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry; • Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and Outcomes: • Improved air quality in the city centre; • A reduction in the volume of private vehicles passing through the city centre; • A city centre that prioritises the movement of people over the movement of vehicles; • More journeys being undertaken within the city centre by low- or no-emission forms of transport; • Increased mode share for active travel to, from and within the city centre; • Increased mode share for public transport to, from and within the city centre; and • Shorter public transport journey times and improved journey time reliability through the city centre.

SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Established Policy Directives ✓	However, given the safety concerns noted during appraisal of this option, it potentially conflicts with the following objectives and outcomes: Objectives • Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society; • Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure; • Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre; • Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; • Improve opportunities for multimodal journeys to, from and within the city centre; and Outcomes • A city centre that is accessible to all; • A safer city centre; • Improved physical and mental health of the local population; • A more pedestrian- and cycle-friendly city centre; • Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; and • An improved National Cycle Network Route 1 (NCN1) through the city centre. This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes. **Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy** This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand. The option supports elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of: • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; • Increased number of people taking public transport; • Increased number of people walking and wheeling; and • Reduced emissions from transport. **Aberdeen Low Emission Zone** This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.

SCORING MATRIX APPRAISAL: OPTION 6D

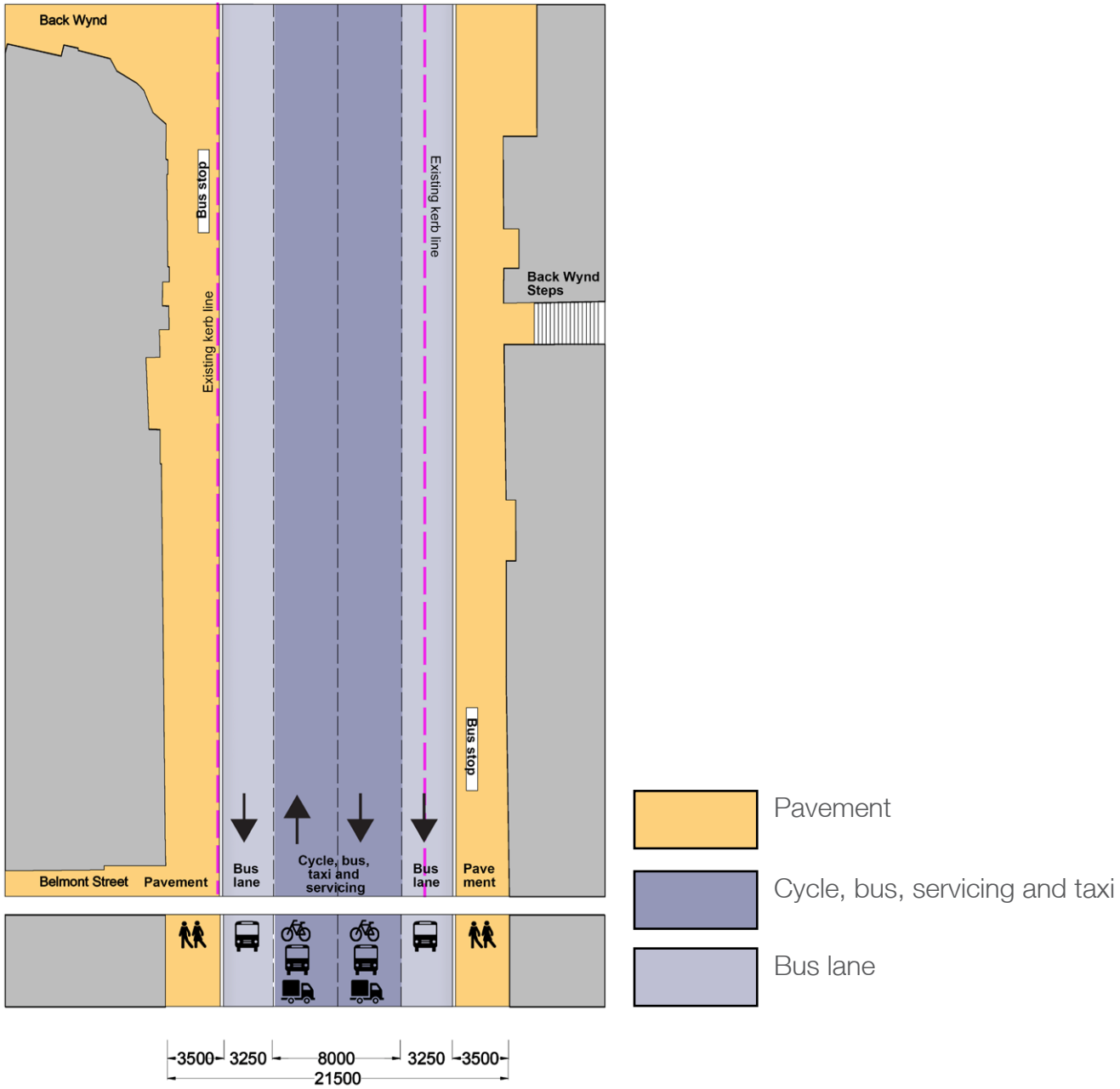
Option 6D

Option 6D is similar in transport logistics to option 1, but with the removal of general traffic. The carriageway comprises of four lanes of traffic, 2 for cycling, buses, taxi's and servicing and 2 outer lanes for buses only.

The carriageway is widened to 14.5m to comply with modern road design guidance with the central lanes at 4m and bus lanes at 3.25m. This leads to a narrowing of the pavements to a minimum of 3m wide, reducing the amount of space for pedestrians and wheeled users.

Due to the narrow pavements in this option, there is no provision for street greening, play or seating along the length of Union Street Central and bus shelters are limited to areas where the pavement is wide enough to accommodate them.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.



SCORING MATRIX APPRAISAL: OPTION 6D CCMP OBJECTIVES APPRAISAL

Option 6D: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space ××	This option requires the loss of footway space in order to accommodate 4 traffic lanes of the required modern standard.
Objective 2: Ensure access for all -	The space required to deliver 4 traffic lanes will restrict opportunities for any improvements to pedestrian and cycle accessibility, although the removal of private traffic from the space will have some minor benefits. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.
Objective 3: Encourage active travel ×	The space required to deliver 4 modern standard traffic lanes reduces the available pedestrian space on a traditionally crowded section of Union Street, potentially reducing the attractiveness of walking, although the removal of private traffic from the space will have some minor benefits. Road lane widths are likely to be the minimum recommended which could act as a barrier to cycling for the less confident.
Objective 4: Improve air quality ✓	Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ.
Objective 5: Incorporate public transport ✓✓✓	This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. Four vehicle lanes allows stopping of buses on Union Street without impacting on the progress of other services.
Objective 6: Accommodate events, parades, marches etc. ✓	The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.

SCORING MATRIX APPRAISAL: OPTION 6D CCMP OBJECTIVES APPRAISAL

Objective 7: Include appropriate urban greenery -	The space required to deliver 4 traffic lanes will restrict opportunities for any significant greening of the space.
Objective 8: Maximise the potential of commercial units ✓	The removal of general traffic may increase footfall in the area, improving the viability of commercial units.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading -	The space required to deliver 4 traffic lanes will restrict opportunities for any increase in on-street activities.
Objective 10: Include space that facilitates appropriately controlled servicing ✓✓✓	This option offers most scope for unhindered servicing.
Objective 11: Allow emergency service access to all areas ✓✓✓	This option allows for emergency service access.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Appraisal Against STAG Criteria	
Environment ✓	Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction. Given this is the option that most closely mirrors the existing layout, the requirement for construction and associated negative environmental impacts will be minimised. Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.
Climate Change ✓	The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ.
Health, Safety and Wellbeing ✓	The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians and cyclists, and reduce the volume of harmful emissions released in this area. Migration of traffic to surrounding streets could, however, see such streets becoming less safe, unless appropriate mitigations are put in place. Road lane widths are likely to be the minimum recommended for shared bus and cycle use, therefore may raise safety concerns amongst less confident cyclists. The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Economy ✓	The removal of general traffic may increase footfall in the area, improving the viability of commercial units, however this could be counteracted by the narrower pavements. The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.
Equality and Accessibility -	The removal of general traffic may allow pedestrians to move around the space more freely, although there will still be a large volume of buses in the space and there are no improvements to cycle accessibility. Accessibility of Central Union Street by bus and taxi is retained. Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all. Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Established Policy Directives ✓	**Partnership Policy Statement** By prioritising public transport on Union Street, this option supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. By failing to improve walking and cycling facilities, however, there are conflicts with the following commitments identified in the Council's Partnership Policy Statement: • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. **Local Outcome Improvement Plan** This option contributes to the following Stretch Outcome and associated Key driver: • SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. • Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap. As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space. However, it potentially conflicts with the following: • SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. • Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence. This option reduces the footway space for pedestrians and does not provide significant improvements to cycle facilities. **Aberdeen City – Central Locality Plan** This option conflicts with the following priorities identified by those living in the Central Locality: • Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – in that it reduces pedestrian space to accommodate 4 modern standard traffic lanes; and • Improve mental health & wellbeing of the population – in that it maintains a traffic-dominated environment.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Established Policy Directives ✓	**Regional Economic Strategy** By prioritising public transport on Union Street Central, this option potentially contributes positively to the following objectives and actions of the Regional Economic Strategy: Objectives: • To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; • To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and Action: Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact. However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy: • Objective: To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and • Action: Secure significant improvements in the city's green / active travel (walking, cycling) network. **Strategic and Local Development Plan** This option supports the Strategic Development Plan's aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic. It also potentially supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre. **National, Regional and Local Transport Strategy** NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of public transport users above the needs of people walking, wheeling and cycling, this option conflicts with the Sustainable Travel and Investment Hierarchies.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Established Policy Directives ✓	NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of: • Climate - with a minor positive impact on the Climate Change criteria noted; • Economic prosperity - with a minor positive impact on the Economy criteria noted; and • Health and wellbeing - with a minor positive impact on the Health, Safety and Wellbeing criteria noted. Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes of the Aberdeen Local Transport Strategy: Aims: • A transport system that enables the efficient movement of people and goods; • A cleaner, greener transport system; • An integrated, accessible and socially inclusive transport system; • A transport system that facilitates healthy and sustainable living; and Outcomes: • Increased modal share for public transport and active travel; and • Improved air quality and the environment. **Sustainable Urban Mobility Plan and Roads Hierarchy** This option contributes positively to the following objectives and outcomes of the SUMP. Objectives: • Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre; • Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society; • Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Established Policy Directives ✓	Outcomes: • A city centre that is accessible to all; • Improved air quality in the city centre; • A reduction in the volume of private vehicles passing through the city centre; • More journeys being undertaken within the city centre by low- or no-emission forms of transport; • Increased mode share for public transport to, from and within the city centre; and • Shorter public transport journey times and improved journey time reliability through the city centre. Given the limited impacts of this option, however, in enabling and encouraging more active travel journeys within Union Street Central, it potentially conflicts with the following SUMP objectives and outcomes: Objectives: • Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry; • Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change; • Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure; • Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre; • Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; • Improve opportunities for multimodal journeys to, from and within the city centre; and Outcomes: • Improved physical and mental health of the local population; • A more pedestrian- and cycle-friendly city centre; • Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; • An improved National Cycle Network Route 1 (NCN1) through the city centre; • A city centre that prioritises the movement of people over the movement of vehicles; and • Increased mode share for active travel to, from and within the city centre.

SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Established Policy Directives ✓	This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Central Union Street (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes). **Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy** This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand. The option does support elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of: • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; • Increased number of people taking public transport; and • Reduced emissions from transport. **Aberdeen Low Emission Zone** This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.

SCORING MATRIX APPRAISAL SUMMARY

The following tables summarise the outcomes of the options appraisal process and highlights the performance of each option against the CCMP objectives and STAG criteria.

	Option 1 Do minimum	**Option 2** Full pedestrianisation	**Option 4F** 2 lanes with bus stop laybys	**Option 5D** 3 lanes	**Option 6D** 4 lanes
Appraisal Against CCMP Objectives					
Objective 1: Maximise pedestrian space	-	✓✓✓	✓	✓	××
Objective 2: Ensure access for all	-	✓✓	✓	✓	-
Objective 3: Encourage active travel	-	✓✓✓	✓	✓	×
Objective 4: Improve air quality	-	✓✓	✓✓	✓✓	✓
Objective 5: Incorporate public transport	✓✓	-	✓✓	✓✓	✓✓✓
Objective 6: Accommodate events, parades, marches etc.	-	✓✓✓	✓	✓	✓
Objective 7: Include appropriate urban greenery	-	✓✓✓	✓	✓	-
Objective 8: Maximise the potential of commercial units	-	✓✓✓	✓	✓	✓
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading	-	✓✓✓	✓	✓	-
Objective 10: Include space that facilitates appropriately controlled servicing	✓✓✓	✓	✓	✓	✓✓✓
Objective 11: Allow emergency service access to all areas.	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Appraisal Against STAG Criteria					
Environment	-	✓✓✓	✓	✓	✓
Climate Change	-	✓✓	✓✓	✓✓	✓
Health, Safety and Wellbeing	-	✓✓✓	✓	×	✓
Economy	-	✓✓✓	✓	✓	✓
Equality and Accessibility	-	✓✓	✓	✓	-
Established Policy Directives	××	✓✓✓	✓✓	✓	✓

SCORING MATRIX APPRAISAL SUMMARY

There is therefore evidence from the high-level appraisal exercise to sift out:

- Option 5D as a result of safety concerns, suggesting a minor negative impact on the Health, Safety and Wellbeing criteria. This is explained further in the following section.

This results in the following remaining options proceeding to further appraisal:

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)
- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)
- Option 4F: Bus / cycle / taxi only – 2 lanes, with bus stop laybys, without segregated cycle facility
- Option 6D: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

Hereafter, the shortlisted options will be renumbered in order to improve readability of the final sections of the document as follows;

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)
- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)
- Option 3: Bus / cycle / taxi only – 2 lanes, with bus stop laybys, without segregated cycle facility
- Option 4: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

06
OPTIONS CONSIDERED NOT FEASIBLE

INTERVENTION 5D: 3 LANES WITH NO SEGREGATED CYCLEWAY & WITH BUS STOPS

SUMMARY STATEMENT

Option 5D comprises of three lanes for cycling, buses, taxis and servicing, where in addition to a standard two lane configuration, a third lane is introduced intermittently on either side of the street to allow for bus stops. The main carriageway diverts around the third lane allowing buses, services and taxis to overtake stationary vehicles.

When the third lane switches from one side of the carriageway to the other, a large central reservation is introduced, creating the opportunity for the introduction of some street greening and crossing points for pedestrians.

This option reduces the existing carriageway from four lanes to three, allowing for some pavement widening, particularly on the north side of the street.

Cycle, bus, service and taxi lanes are shown as 3.5 metres wide. In this option, the cyclists, buses, taxis and service vehicles will share the same space.

PROS

- Reduced carriageway allows for some widening of pavements to increase pedestrian user experience and augment likely commercial activity
- Central reservation provides opportunity for street greening and crossing islands
- Bus access allows drop off for pedestrians in Union Street Central at bus stops
- Restricted vehicular corridors create less space for vehicles, slowing them down, creating safer space for pedestrians
- Overtaking lane allows vehicles to overtake static buses
- Vehicles moving through the street provide passive surveillance
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles – though this depends on bus quality

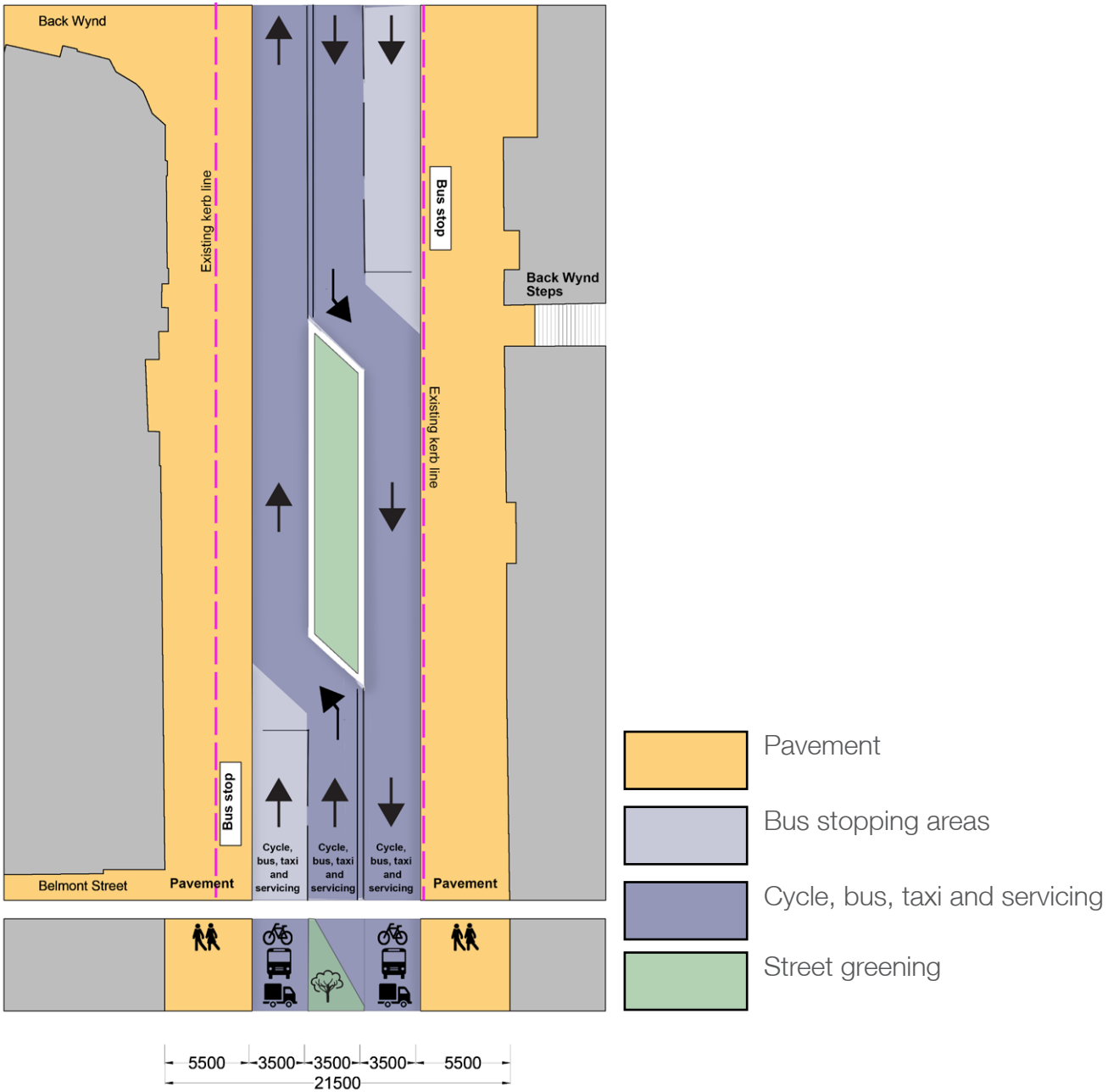
CONS

- Non standard road layout, lane priority may be ambiguous to road users, particularly cyclists
- Service layby and taxi drop off may be impeded by quantum of buses
- Pedestrians will be restricted to crossing the streets at crossing points
- Safety concerns caused by lack of clarity regarding priority on the carriageway
- Conflict between cyclists, buses, and service vehicles
- Less flexibility for different types of events
- It is unlikely that vehicles would use the overtaking lane as this puts them at a disadvantage and may become stuck, introducing unnecessary scenarios which could compound gridlock
- Greenspace vertical and profile likely to introduce risk to/nullify events/parades
- It is not clear who has priority at the merge of 2 lanes down to one.
- It is not clear where service vehicles would stop.
- Limited opportunities for play and street greening
- Signalised crossings for pedestrians will further impact tailbacks and delays

BASIS FOR DISCOUNTING

Option 5D has been discounted on the basis of road safety concerns regarding two lanes merging into one. A lack of understanding of priority could potentially lead to accidents, with a particular risk to cyclists.

The central reservations provides the opportunity for street greening, however this would generally be unusable space due to its proximity to traffic, meaning pedestrians gain limited benefit from the reduced carriageway.

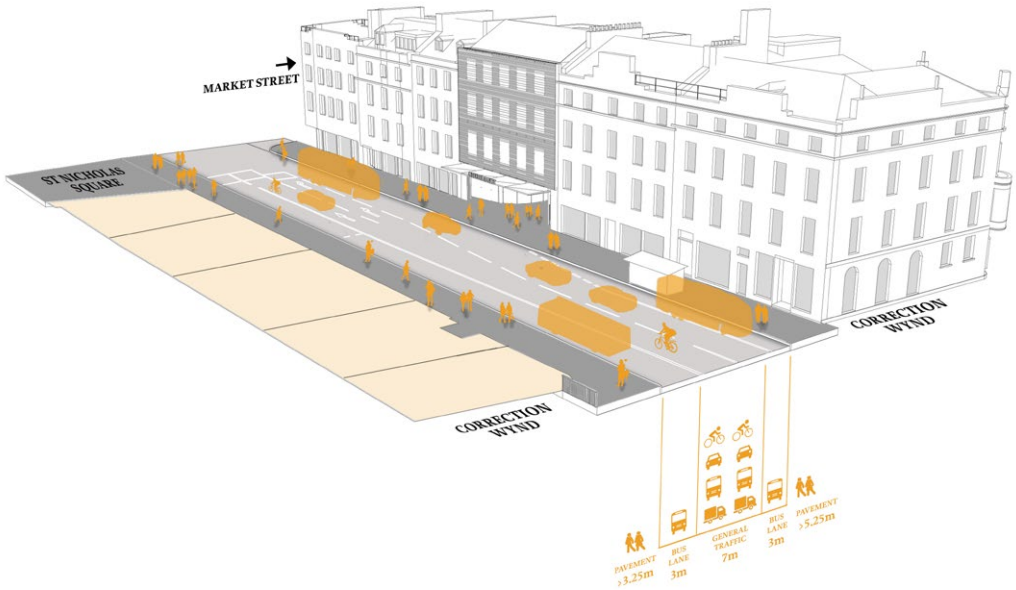


07
OPTIONS SHORTLIST

OPTIONS SHORTLIST

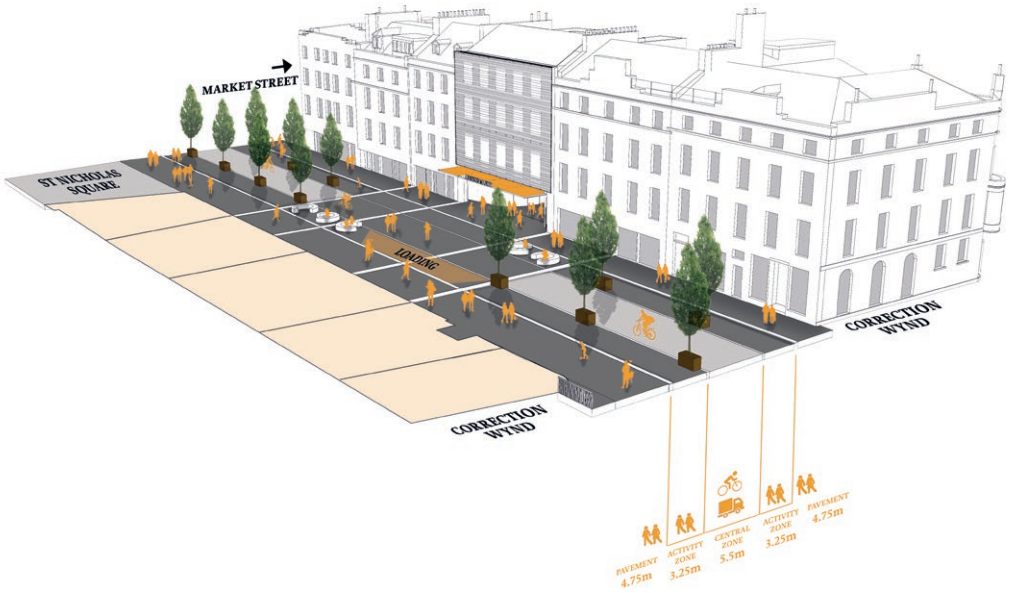
As stated previously, the 4 shortlisted options have been re-numbered from 1,2 4F and 6D to 1, 2, 3 and 4 in order to improve readability of the final sections of the document.

Option 1: Do minimum



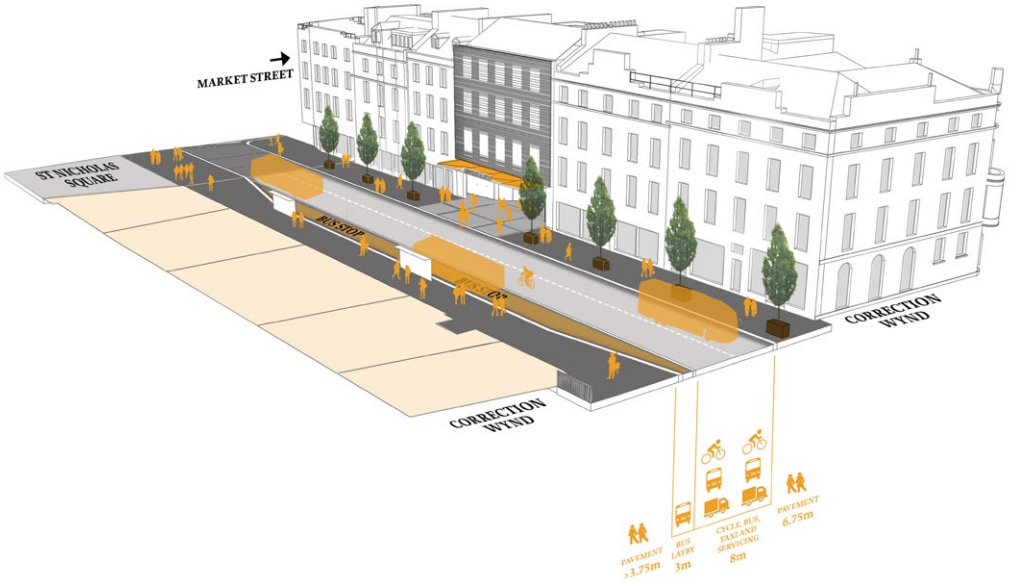
Street returns to pre-covid 19 conditions with general traffic, buses, cyclists and service vehicles using the existing 13m wide carriageway. There is no pavement widening and interventions are made in the form of resurfacing poor quality surface areas and reducing street clutter. This option presents the lowest cost implications due to the retention of existing kerb lines, however there is no additional space for pedestrians and vehicle traffic remains the dominating feature of the street. In this option there is no provision for street greening and furniture and pedestrians are limited to crossing at designated signalised crossing points.

Option 2: Pedestrianisation



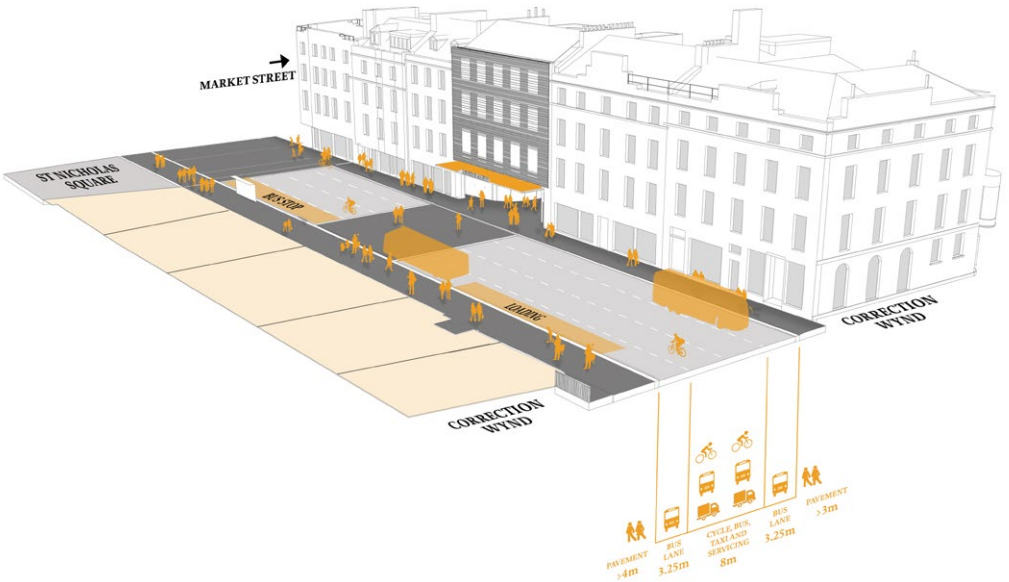
Pedestrianisation of Union Street Central which features removal of all general traffic and buses. A central 5.5m wide zone allows for cycling and one-way, eastbound service vehicle access at certain times of the day. Additional space is provided to pedestrians in the form of a 4m clear pavement and an activity zone which features street greening, play and furniture. Plaza spaces facilitate events and service laybys. This option puts pedestrians and cyclists first, however as buses are unable to access Union Street Central, accessibility is reduced for some. This option aims to make Union Street Central a key destination in the city, increasing visitors and encouraging economic investment.

Option 3: 2 lanes with bus laybys and no cycle segregation



Option 3 retains bus, taxi and servicing access on Union Street Central. These vehicles share a 2 lane carriageway with cyclists and there are a number of laybys to facilitate passengers boarding and alighting buses. Outside of these laybys, there is pavement widening which allows for some street greening and furniture. This provides improvements to the public realm whilst still facilitating bus access to the street. Pedestrians may only cross the street at designated crossing points, however raised tables at either end of the street highlight a change in character along this section of Union Street.

Option 4: 4 lanes with bus stops and no cycle segregation



As in 3 this option retains cycle, bus, taxi and service access. 6D proposes a 4 lane carriageway, the outer 2 lanes are for buses only. The carriageway in this option is wider than in option 1 so as to comply with modern guidance. There is no provision for pavement widening and pedestrians may only cross at designated crossings. Bus shelters are provided where the width of the pavement allows and visitors may board and alight bus services throughout Union Street Central. Raised tables at either end of the street highlight a change in character along this section of Union Street.

Option 1
Do Minimum

OPTION 1: DO MINIMUM

SUMMARY STATEMENT

This option involves minimal intervention on the central section of Union Street. Kerb lines are retained as existing and the street returns to pre Covid-19 pandemic conditions with access for general traffic, cyclists, buses and servicing on Union Street Central.

The carriageway remains at 13 metres wide with no widening of pavements on either side.

Key interventions for this option would involve public realm enhancements through resurfacing areas of poor quality paving and reduction of street clutter where possible.

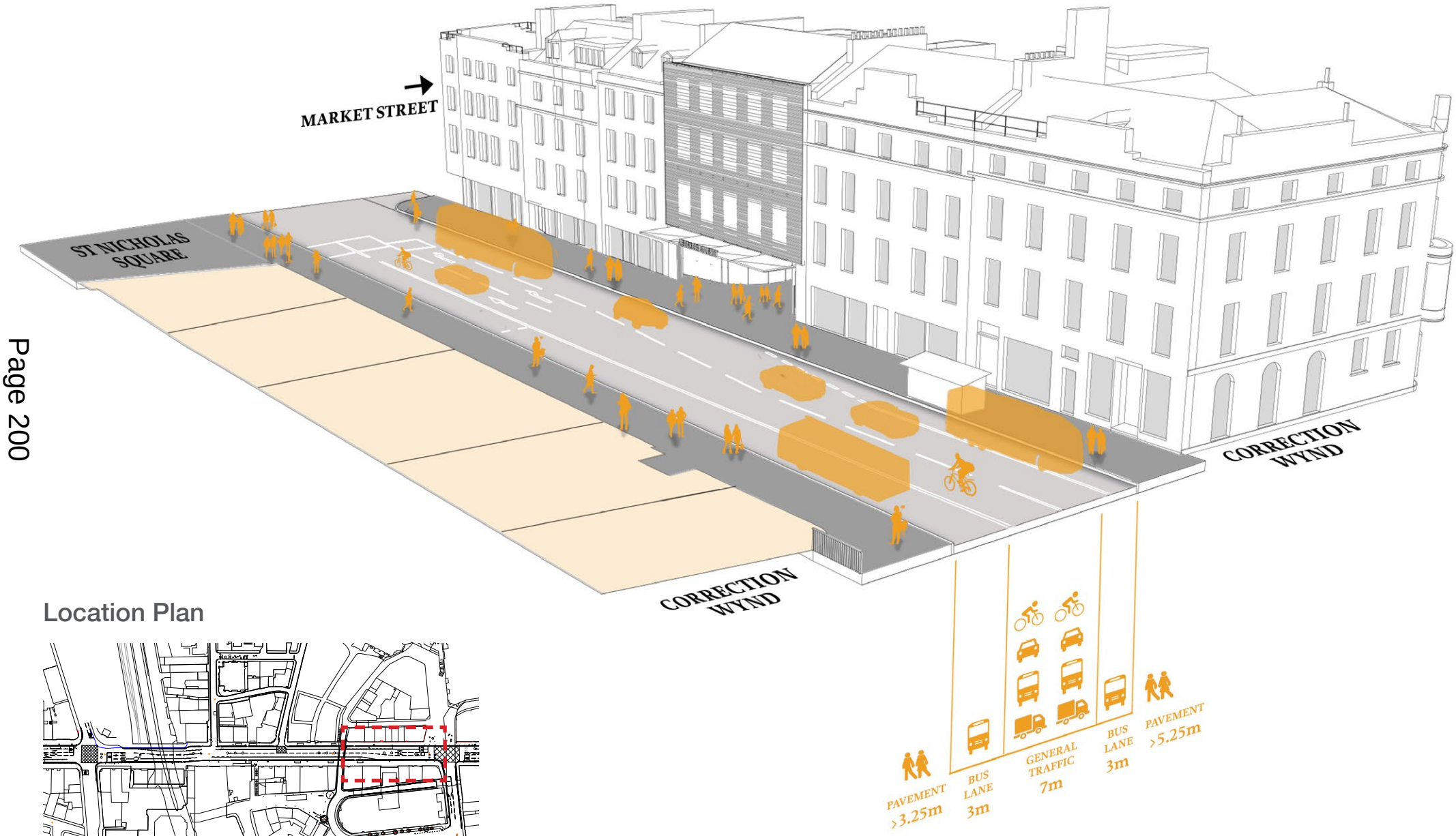
PROS

- Minimal costs to implement
- Retaining general traffic access improves access to city centre via car.
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Clear place management of uses / functionality
- Greater operation of public transport network, with buses able to dwell or route without being impeded.
- Vehicles moving through the street provide passive surveillance.

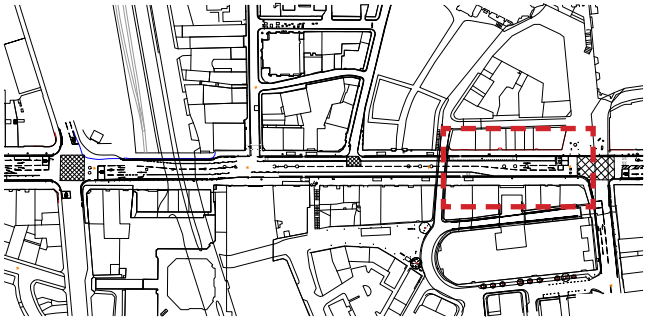
CONS

- Large carriageway means wide distance for pedestrians to cross
- No space for widening pavements
- No space for street furniture or street greening
- Bus shelters reduce unobstructed pavement space
- Reintroduction of buses have inherent visual impact on the street
- Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians
- Almost no change from existing pre-covid conditions
- Limited opportunities to reduce air and noise pollution levels
- Pedestrians will be restricted to crossing the streets at crossing points
- No opportunity for play and child friendly spaces on this section of Union Street
- Safety issue for cyclists routing along a general traffic lane, with buses pulling in and out of bus lane.

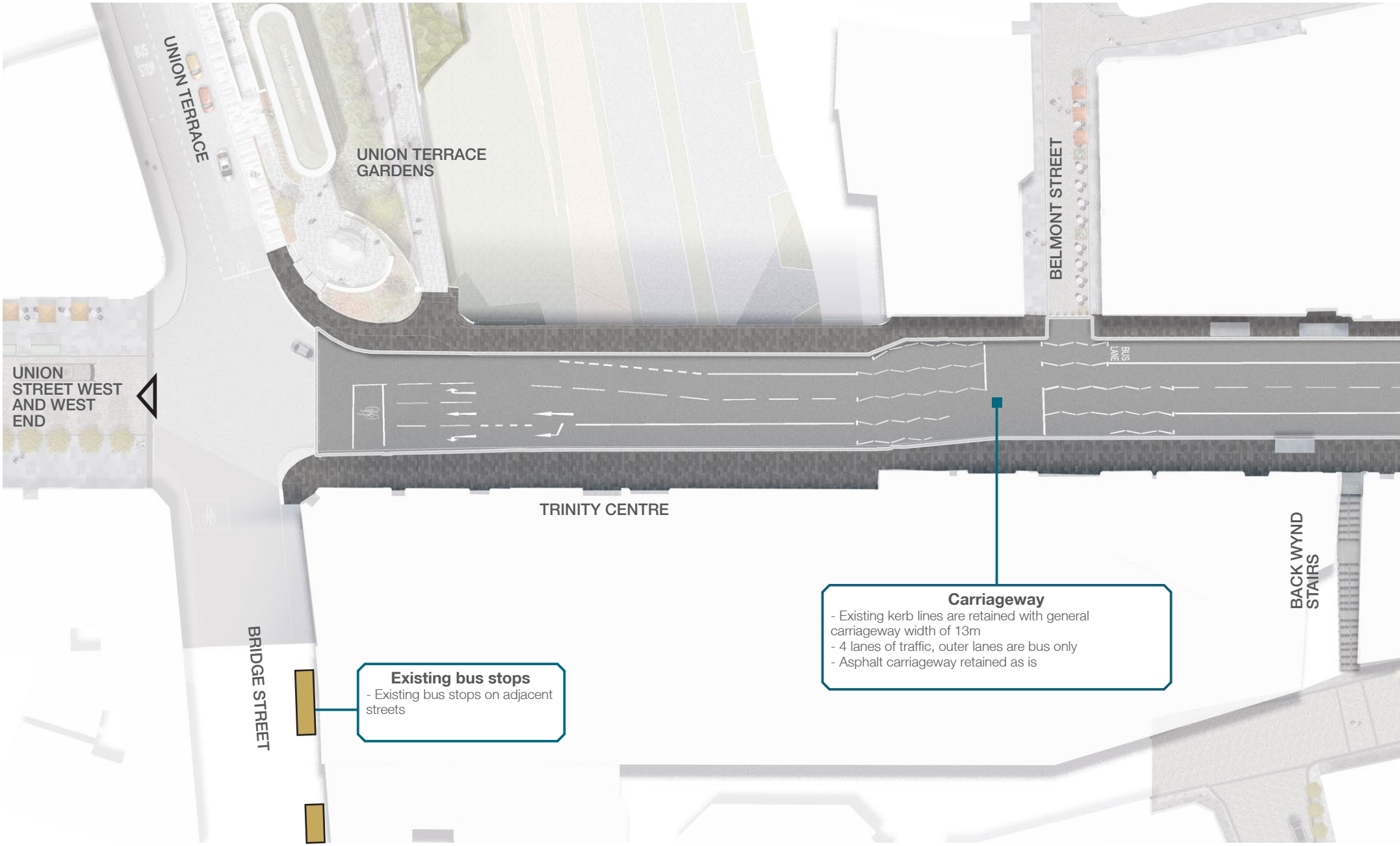
OPTION 1: ILLUSTRATIVE ISOMETRIC

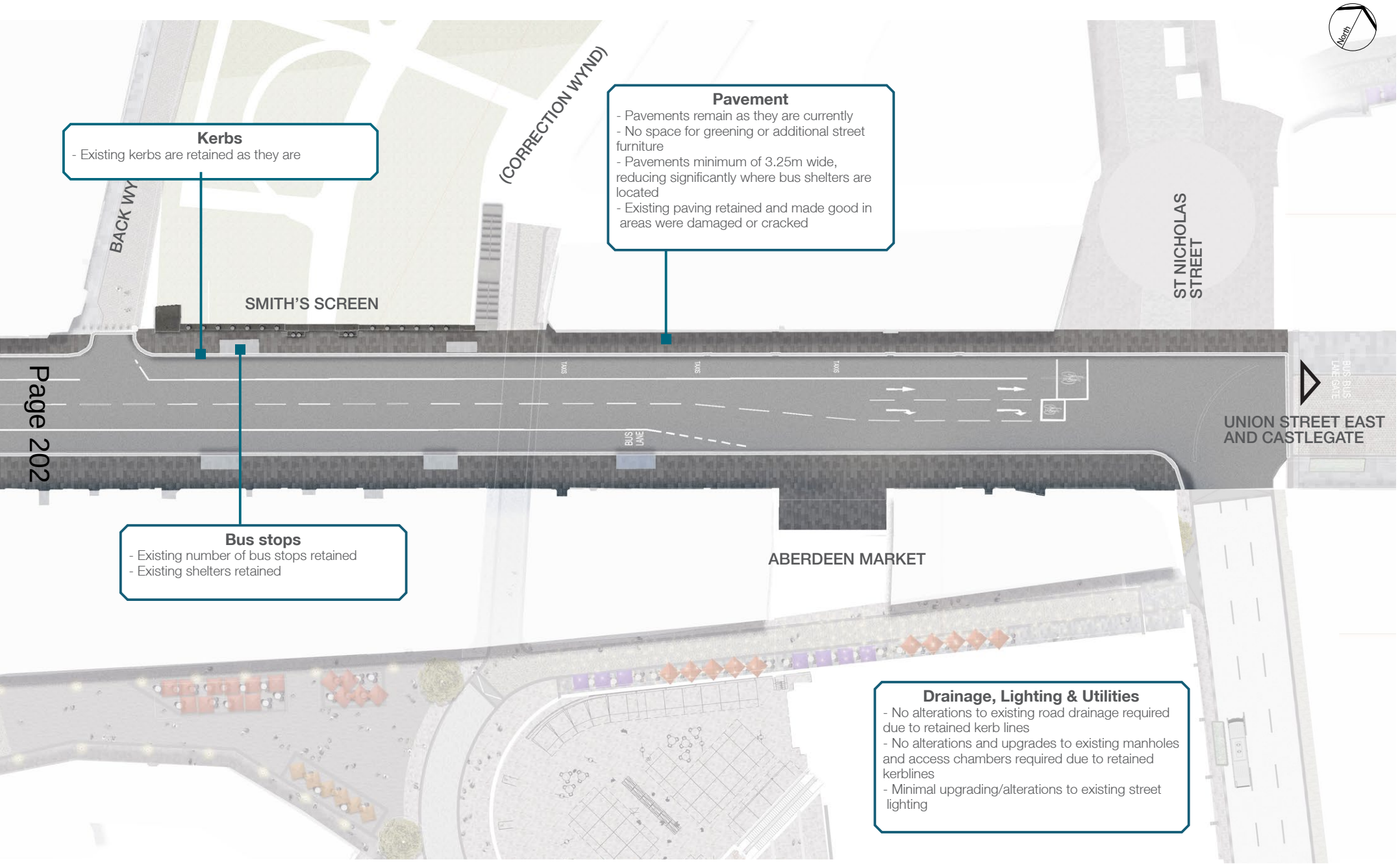


Location Plan



OPTION 1: OVERALL PLAN




Kerbs
- Existing kerbs are retained as they are
Pavement
- Pavements remain as they are currently
- No space for greening or additional street furniture
- Pavements minimum of 3.25m wide, reducing significantly where bus shelters are located
- Existing paving retained and made good in areas were damaged or cracked
Bus stops
- Existing number of bus stops retained
- Existing shelters retained
Drainage, Lighting & Utilities
- No alterations to existing road drainage required due to retained kerb lines
- No alterations and upgrades to existing manholes and access chambers required due to retained kerblines
- Minimal upgrading/alterations to existing street lighting
(CORRECTION WYND)
BACK WY
SMITH'S SCREEN
ST NICHOLAS STREET
UNION STREET EAST AND CASTLEGATE
ABERDEEN MARKET
BUS LANE
North

OPTION 1: PRE-COVID 19 CONDITIONS

The adjacent images show the conditions on Union Street Central pre-Covid 19. This is representative of the proposal set out in option 1 with general traffic and buses reintroduced on the street, existing bus shelters retained and no pavement widening.

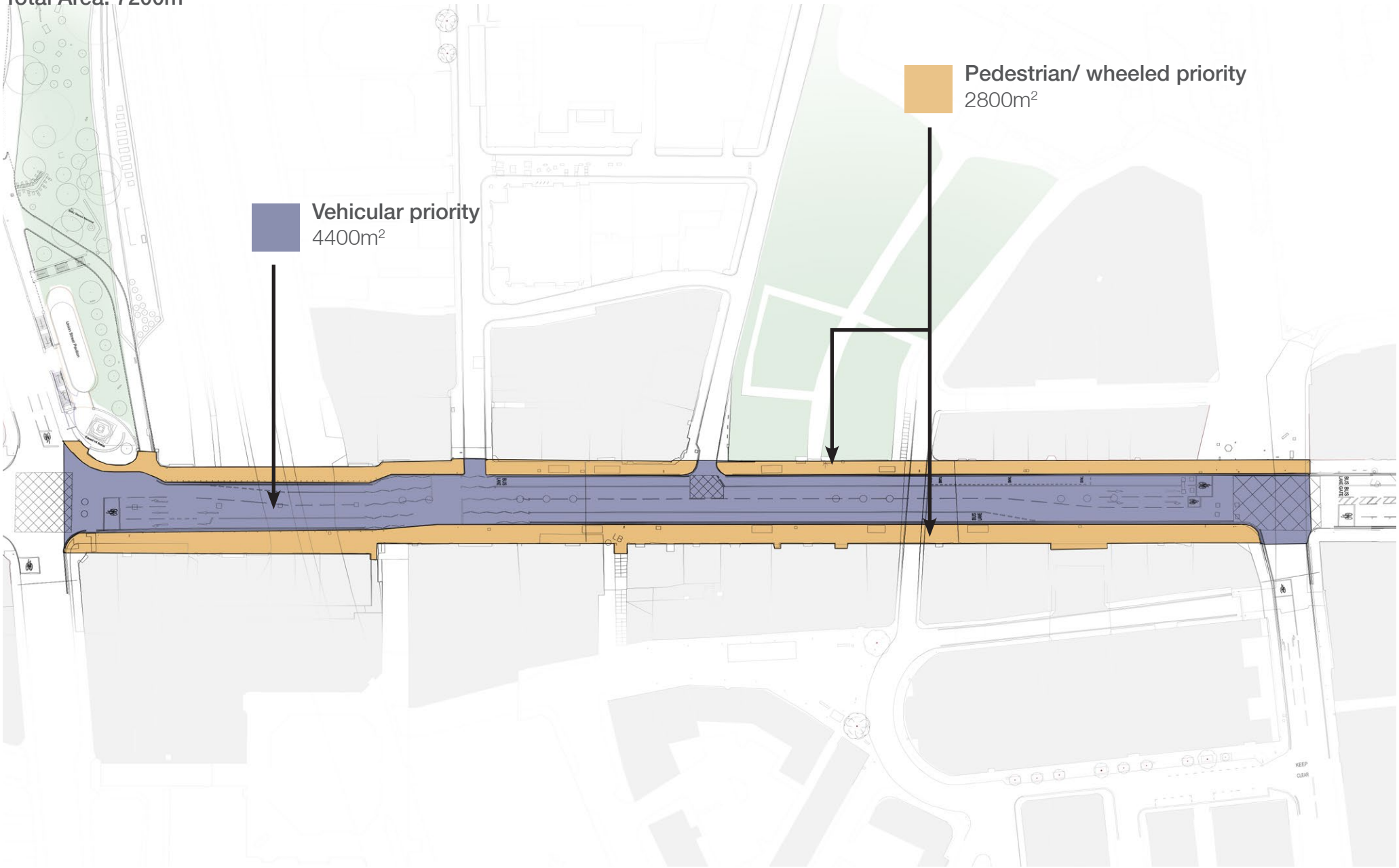



BUS LANE
SCOTLAND

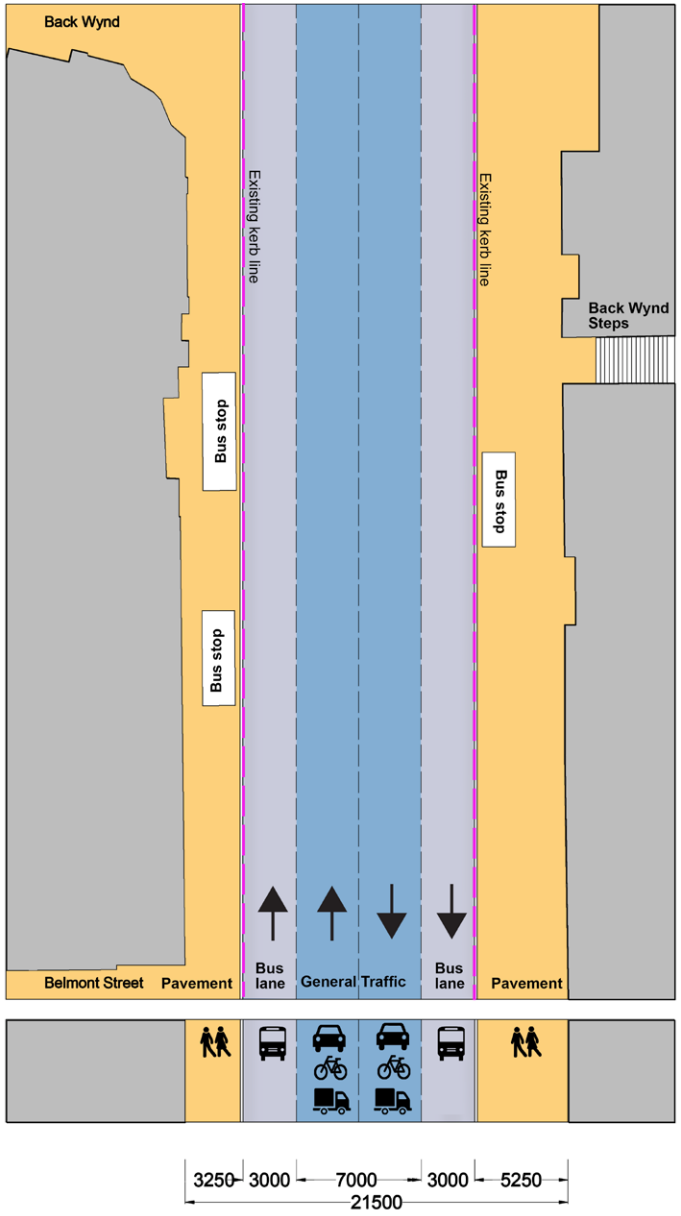

size?
shoezone
BUS ADVERTISING
ABERDEEN
Beach Retail Park
Union Grove
15

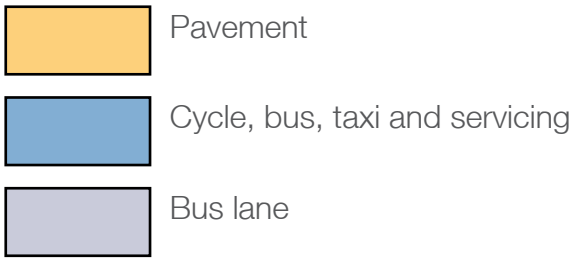
OPTION 1: ALLOCATION OF PUBLIC REALM

Total Area: 7200m²



OPTION 1: SPATIAL CONFIGURATION





DESIGN GUIDANCE

In this option, the existing lane widths are retained. It should be noted that the existing lane sizes are not in alignment with modern standards and design guidance.

This option is also not compliant with pavement width guidance. In areas were there are bus shelters, pinch points in the pavement are created, at times leaving less than 1.2m free pavement space.

Option 2
Pedestrianisation

OPTION 2: PEDESTRIANISATION

SUMMARY STATEMENT

Option 2 comprises of the pedestrianisation option which has been developed as part of the Aberdeen City Vision. In this option, all motorised traffic except service and emergency vehicles are removed from the street. A central zone of 5.5 metres wide prioritises cyclists but allows one way servicing at restricted times. Pavements are widened to a minimum of 4 metres, providing a clutter free corridor for pedestrians.

In the remaining space, an activity zone is created which facilitates street greening, seating, play and other street furniture. The furniture is moveable to facilitate an 8m wide corridor for events or temporary planned emergency use by buses due to roadworks or breakdowns elsewhere in the city centre.
Key architectural moments on this section of Union Street are highlighted with plazas, which create breathing room within the street and facilitate outdoor markets and other events.

This option considers and accommodates for the likely future needs of the Aberdeen Rapid Transport (ART) proposals.

In this option, upstand kerbs provide segregation between the 4m clear pavement and the activity zones and plazas. The pavement and activity zone will be segregated with a 60mm upstand kerb. At the plazas, the segregation consists of a 20mm upstand kerb and tactile paving adjacent to the footway to ensure legibility of spaces.

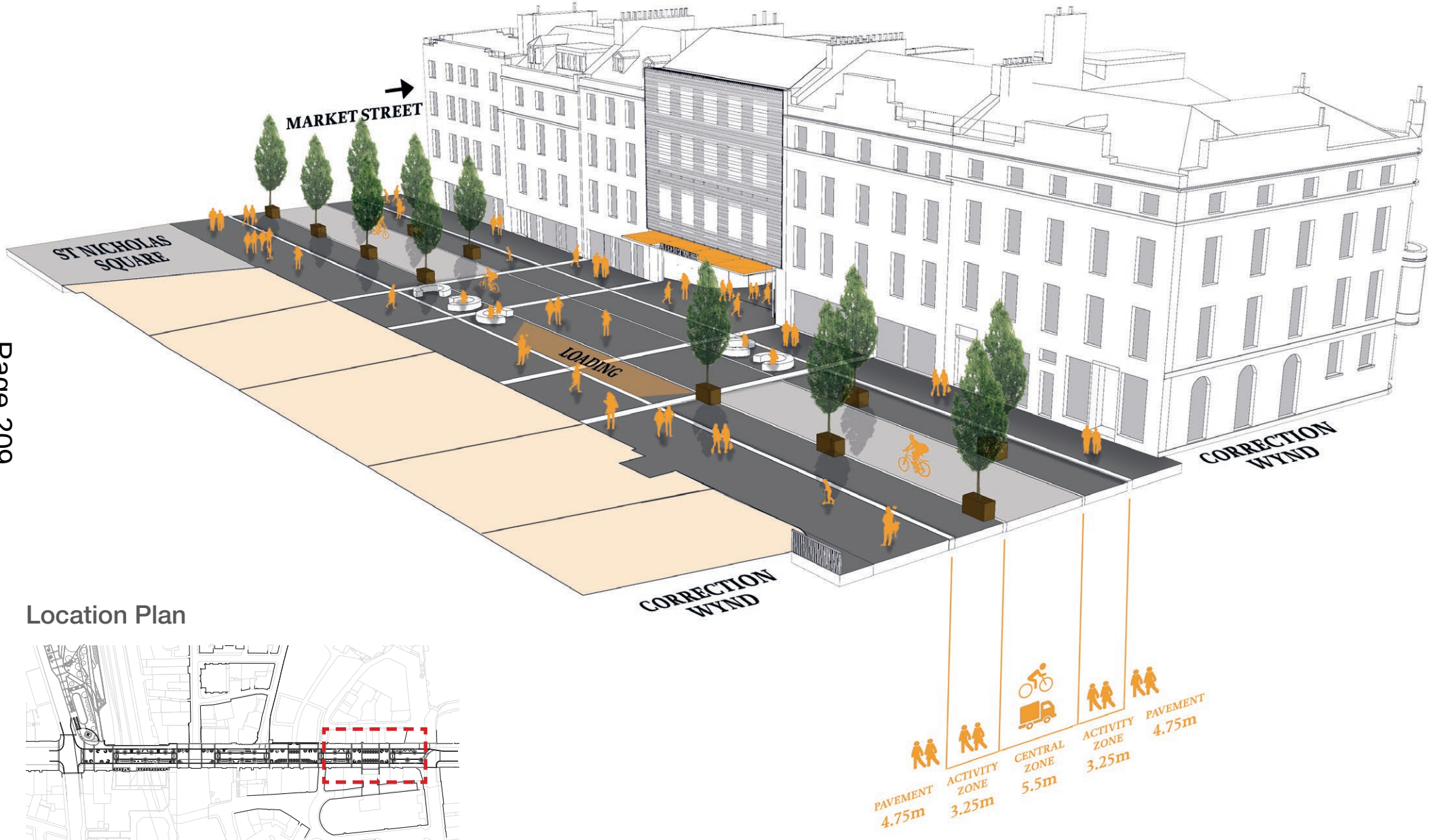
PROS

- Space allows for 4m of clutter free pavement for pedestrians
- Space for street furniture, play and art in activity zones, creating an enhanced public realm experience
- Introduction of planting and street trees improves environmental quality and improves climate resilience
- Central zone provides segregated cycle provision (significantly increasing cycle safety in the area) and promotes active travel
- Plaza spaces give more space to pedestrians and flexibility for different types of events, not shown on extract
- Moveable street furniture allows for 8m of clutter free extended central zone for events, emergencies or road closures elsewhere in the city
- Improvements in air quality and noise pollution levels
- Promotes walking and wheeling as transport modes by making the experience more enjoyable
- Potentially the safest option from a pedestrian and cycle point of view as this is the option with the least traffic
- Likely improvements in economic spend on Union Street
- Allows clear footways to be provided with all street furniture in the ‘activity zone’ improving pedestrian movement/comfort/ enjoyment
- Improved Public Transport provision to transport interchange area (bus & rail station)

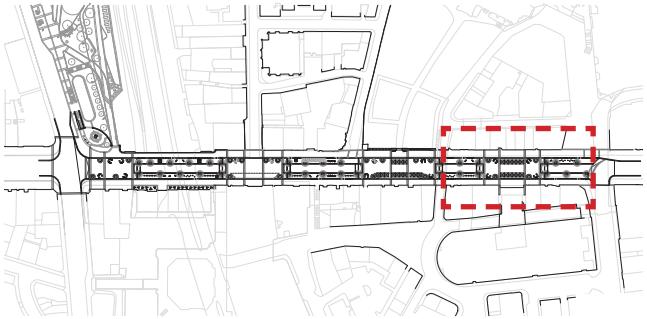
CONS

- Buses and taxis removed from this section of Union Street
- Closest drop off for pedestrians would be from bus hubs at either Market Street or Bridge Street
- Potential for conflict between pedestrians, cyclists and service vehicles in central zone
- Time management for central zone required to facilitate servicing

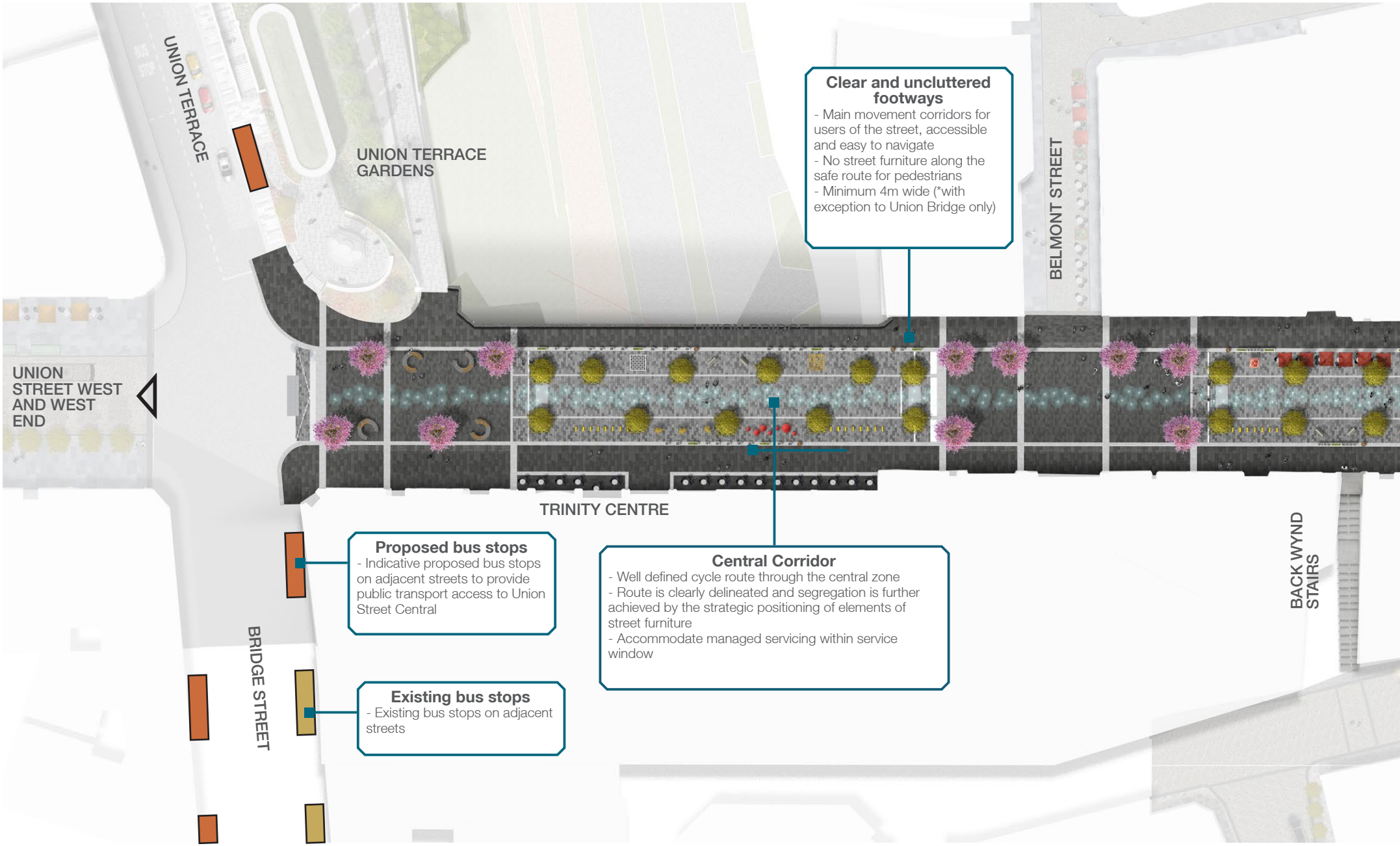
OPTION 2: ILLUSTRATIVE ISOMETRIC

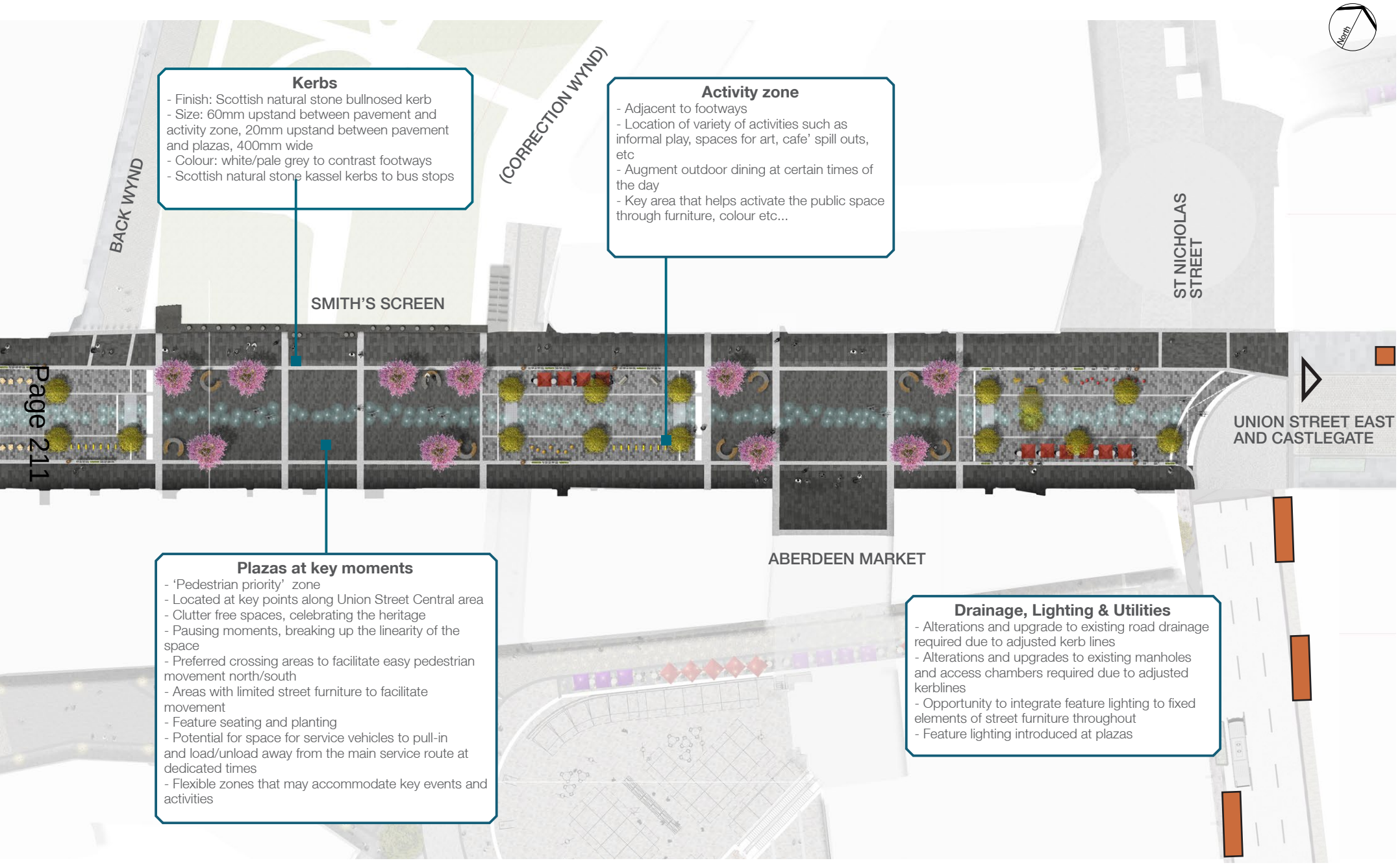


Location Plan



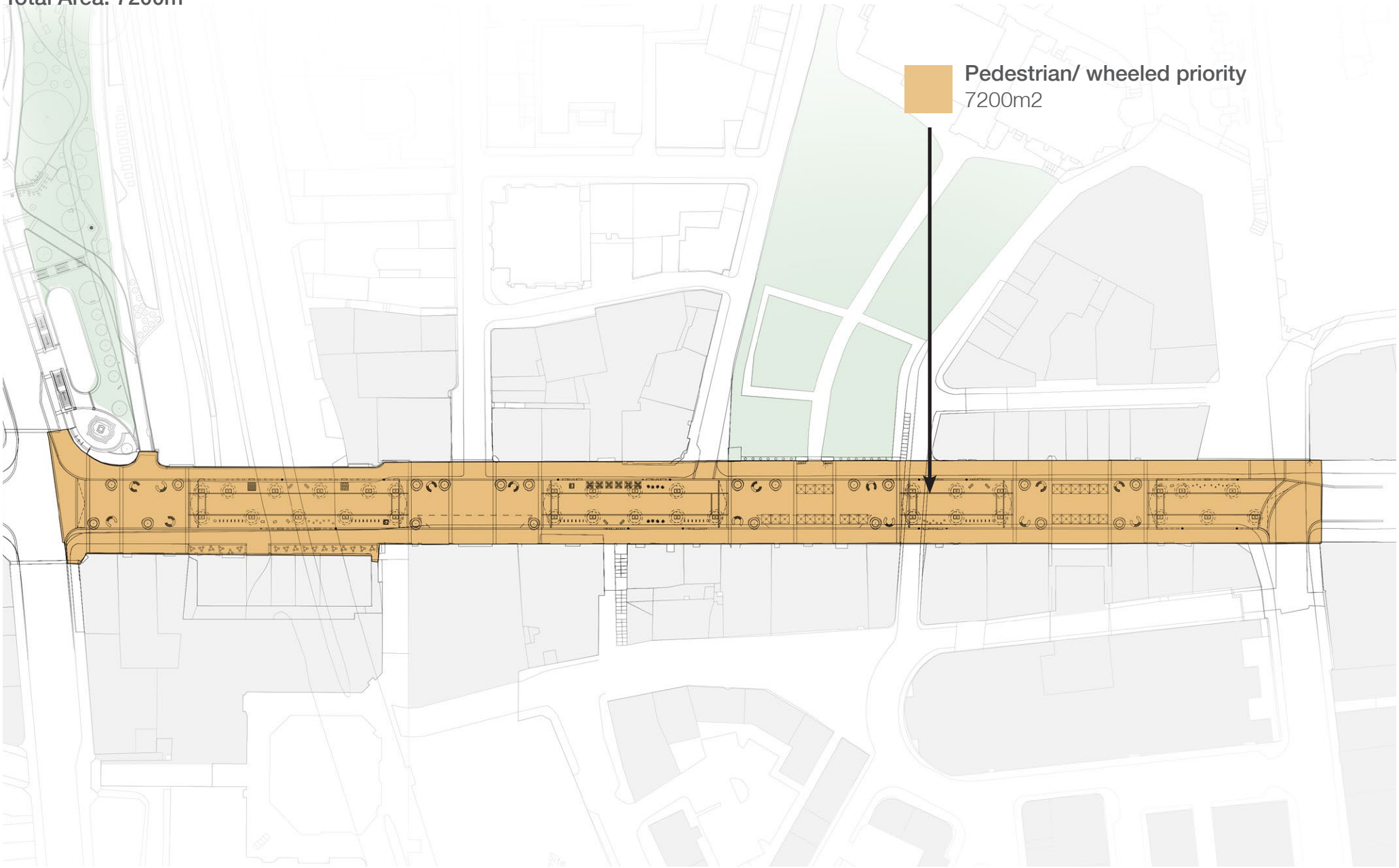
OPTION 2: OVERALL PLAN



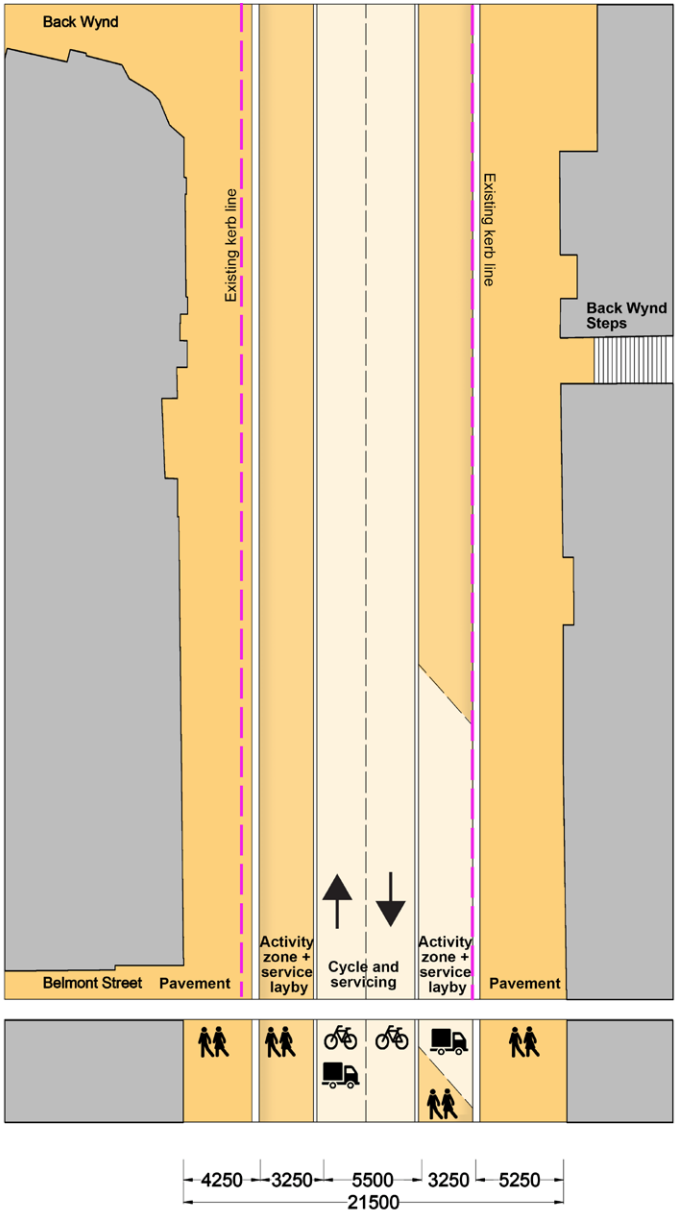

Kerbs
- Finish: Scottish natural stone bullnosed kerb
- Size: 60mm upstand between pavement and activity zone, 20mm upstand between pavement and plazas, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops
Activity zone
- Adjacent to footways
- Location of variety of activities such as informal play, spaces for art, cafe' spill outs, etc
- Augment outdoor dining at certain times of the day
- Key area that helps activate the public space through furniture, colour etc...
BACK WYND
(CORRECTION WYND)
SMITH'S SCREEN
ST NICHOLAS STREET
UNION STREET EAST AND CASTLEGATE
ABERDEEN MARKET
Plazas at key moments
- 'Pedestrian priority' zone
- Located at key points along Union Street Central area
- Clutter free spaces, celebrating the heritage
- Pausing moments, breaking up the linearity of the space
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Areas with limited street furniture to facilitate movement
- Feature seating and planting
- Potential for space for service vehicles to pull-in and load/unload away from the main service route at dedicated times
- Flexible zones that may accommodate key events and activities
Drainage, Lighting & Utilities
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Opportunity to integrate feature lighting to fixed elements of street furniture throughout
- Feature lighting introduced at plazas
North

OPTION 2: ALLOCATION OF PUBLIC REALM

Total Area: 7200m^2



OPTION 2: SPATIAL CONFIGURATION



Pavement + Activity zone

Bidirectional cycle way and one way, eastbound service access with service laybys

DESIGN GUIDANCE

- Pedestrian priority street with segregated central zone for cyclists. There is no provision for buses in this option
- Servicing is allowed in the central cycle zone during restricted times with service laybys in the plazas to minimise disruption to the central route
- Central zone for cycling is segregated with upstand kerb from main pedestrian areas
- Central zone is 5.5m wide to allow for one way servicing on Union Street Central

Option 3

2 lanes with bus stop laybys, with no segregated cycling

OPTION 3: 2 LANES WITH BUS LAYBYS & BUS STOPS

SUMMARY STATEMENT

Option 3 is comprised of two lanes for cycle, bus, taxi and servicing with intermittent pull off laybys for buses in order to facilitate boarding and alighting.

This would allow for significant pavement widening as the carriageway ranges from 8 metres - 11 metres in width, leaving minimum 10.5 metres for pedestrians, split between both sides of the street.

The layout shows a large pull off bus layby. In the full layout, there will be provision for three laybys, one on the east bound lane and two on the west bound lane, where the street width allows the placement of bus shelters.

Two of the bus laybys are indicated as 80 metres long, allowing a straightening distance of 45 metres which would allow 3 buses to stop. The third layby is 53m long, providing a straightening distance of 18m, which would allow 1 bus to stop. Two 16m long service laybys have also been incorporated into the full length layout.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.

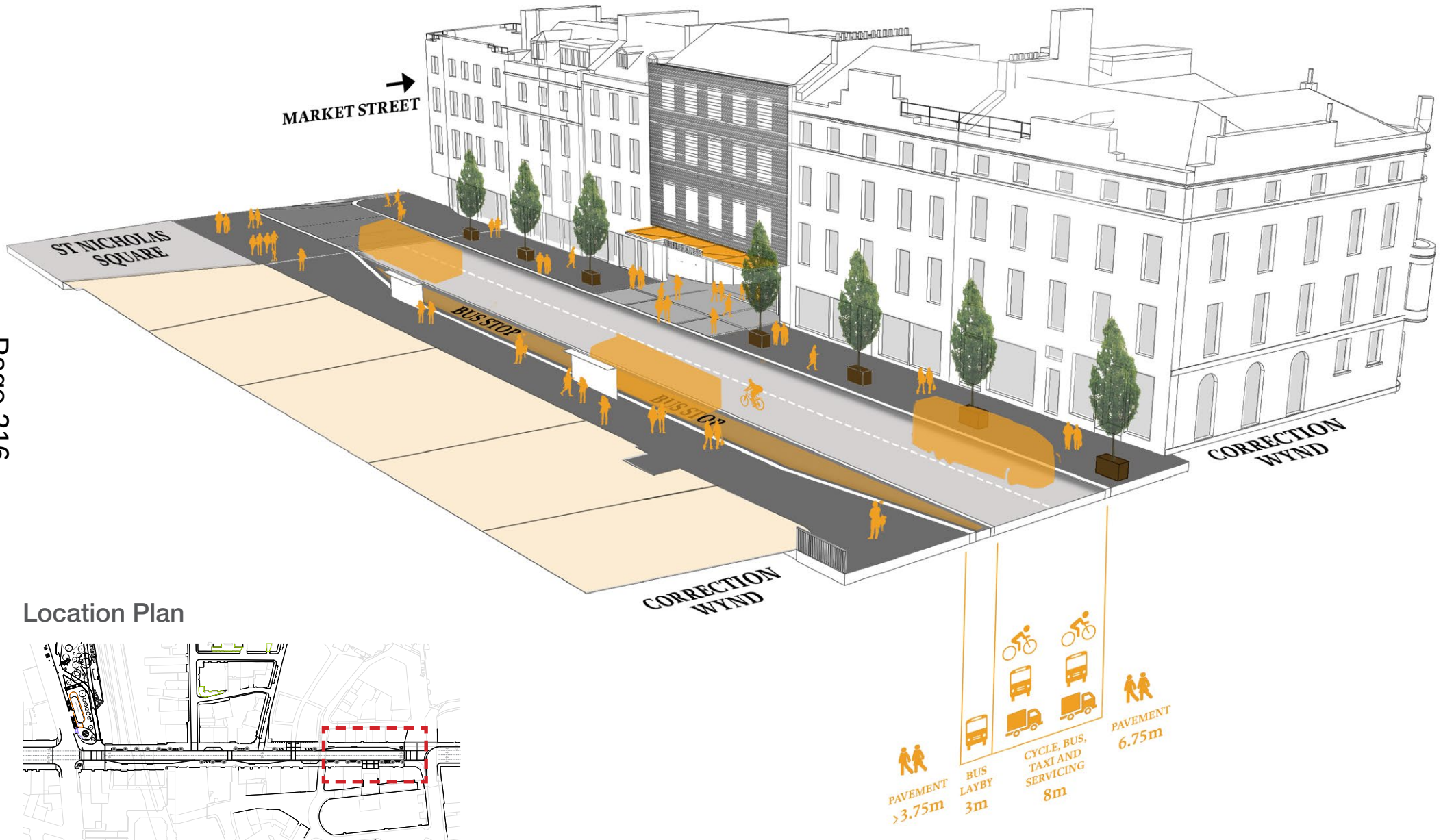
PROS

- Intermittent laybys in key areas allow buses to pull off to drop off passengers
- In areas without bus laybys, there is space to significantly widen the pavement
- Potential for street greening and street furniture on widened pavements
- Crossing points out with layby areas means shorter distance for pedestrians to cross the street
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Vehicles moving through the street provide passive surveillance
- Carefully designed laybys could act as loading bays and reduce the servicing conflict
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles
- Potential to improve economic activity
- Laybys allow service vehicles or emergency service vehicles to pull off carriageway, minimising grid lock

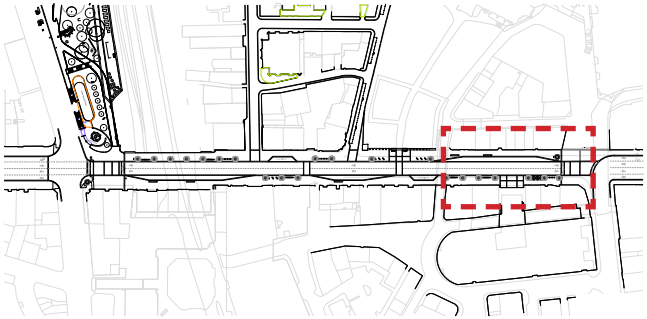
CONS

- Only possible to position bus shelters where pavement width permits
- Bus stops could be at less desirable locations along the street (e.g at either end rather than the centre) due to width constraints.
- Potential conflict between cyclists and buses pulling out of laybys
- Bus shelters reduce unobstructed pavement space
- Service layby and taxi drop off may be impeded by quantum of buses
- Pedestrians will be restricted to crossing the streets at crossing points
- Crossing the street at Market and Trinity Centre is potentially impeded by bus laybys and waiting buses
- Specialist maintenance equipment may be required to remove snow from bus laybys during winter months

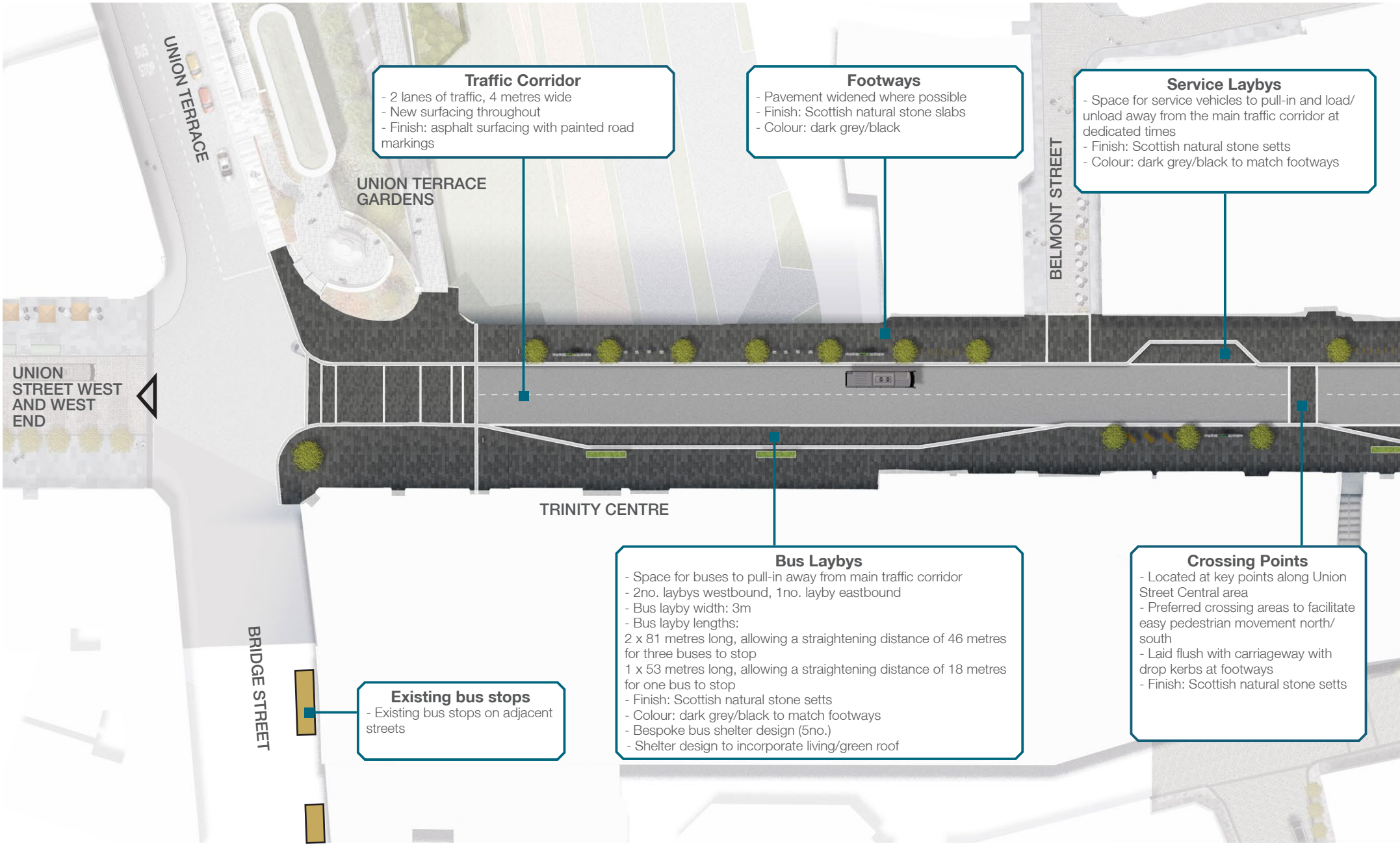
OPTION 3: ILLUSTRATIVE ISOMETRIC

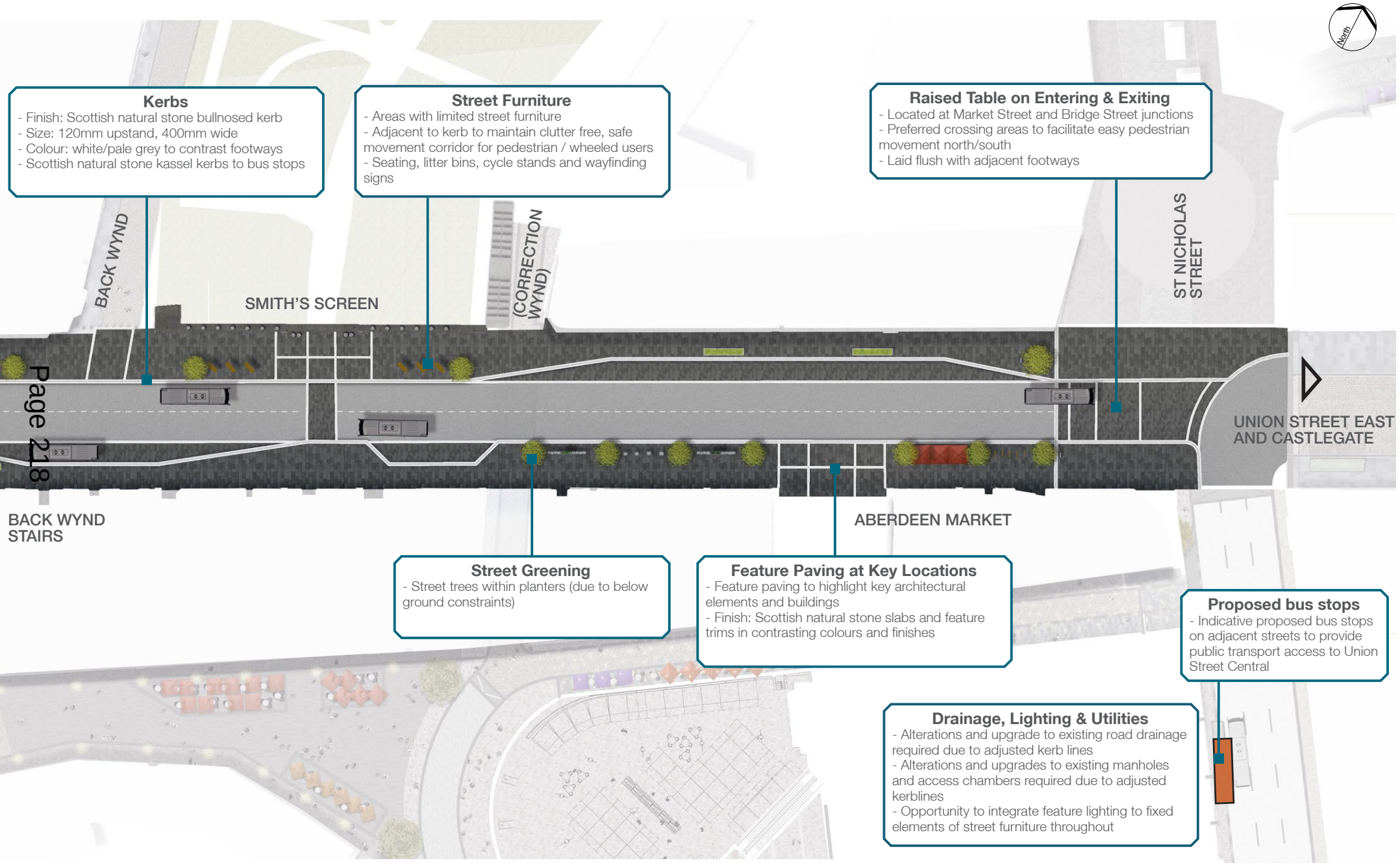


Location Plan



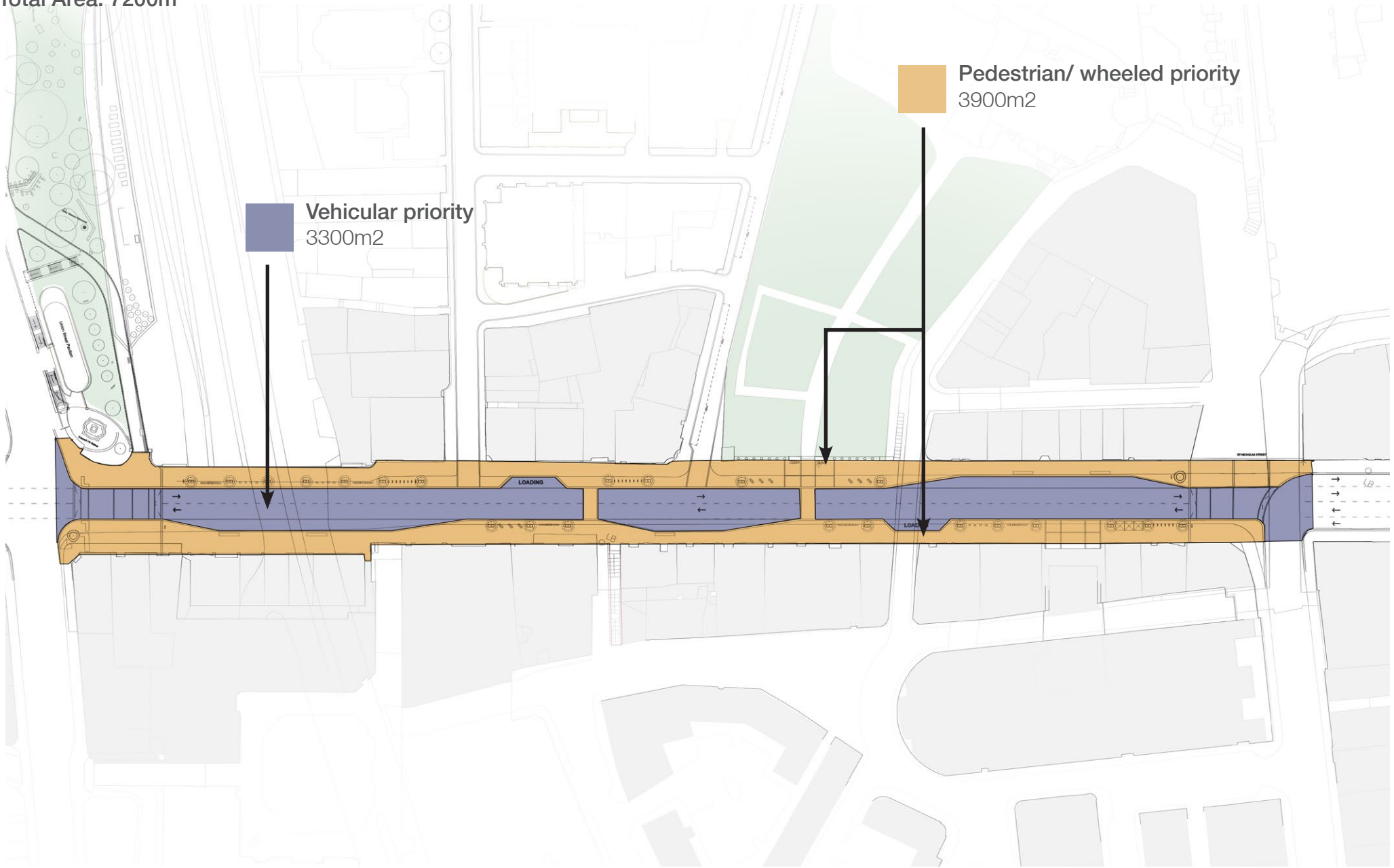
OPTION 3: OVERALL PLAN



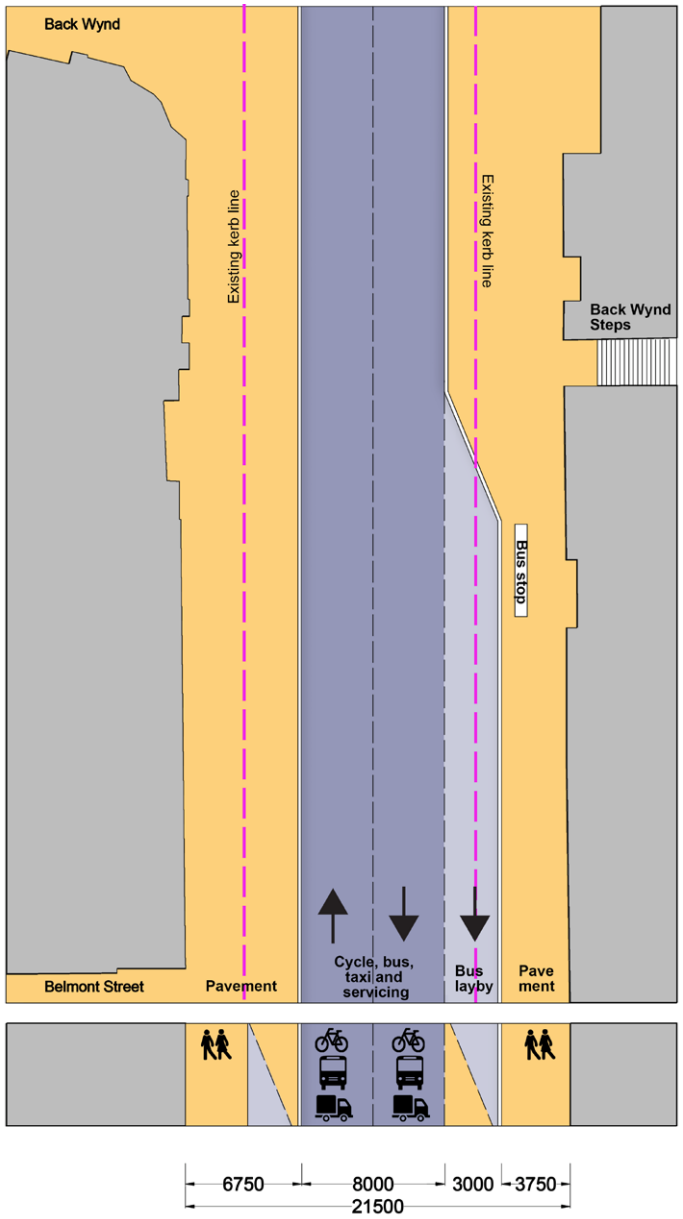

North
Kerbs
- Finish: Scottish natural stone bullnosed kerb
- Size: 120mm upstand, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops
Street Furniture
- Areas with limited street furniture
- Adjacent to kerb to maintain clutter free, safe movement corridor for pedestrian / wheeled users
- Seating, litter bins, cycle stands and wayfinding signs
Raised Table on Entering & Exiting
- Located at Market Street and Bridge Street junctions
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with adjacent footways
BACK WYND
SMITH'S SCREEN
(CORRECTION WYND)
ST NICHOLAS STREET
UNION STREET EAST AND CASTLEGATE
BACK WYND STAIRS
ABERDEEN MARKET
Street Greening
- Street trees within planters (due to below ground constraints)
Feature Paving at Key Locations
- Feature paving to highlight key architectural elements and buildings
- Finish: Scottish natural stone slabs and feature trims in contrasting colours and finishes
Proposed bus stops
- Indicative proposed bus stops on adjacent streets to provide public transport access to Union Street Central
Drainage, Lighting & Utilities
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Opportunity to integrate feature lighting to fixed elements of street furniture throughout

OPTION 3: ALLOCATION OF PUBLIC REALM

Total Area: 7200m^2



OPTION 3: SPATIAL CONFIGURATION



Pavement

Cycle, bus, taxi and servicing

Bus layby

DESIGN GUIDANCE

- Cycle by Design 'Mixed Use Street' which allows for medium level of service assuming 200-400 pcu[1] flow of vehicles and speed limit of 20mph.
- In the NRDG (National Road Development Guide) on the minimum road widths includes consideration for buses to overtake cyclists on a road width of 4m minimum, as cyclists, buses, taxis and service vehicles will share the centre 2 lanes, we have followed this guidance in the width of the central 2 lanes. This is also backed by Cycle by Design which states that 4m lanes allows buses to safely overtake cyclists.
- Bus stop laybys are introduced at 3m wide as suggested in Traffic Sign Regs and General Directions
- Minimum pavement width: 3.75m, therefore narrow bus shelters will need to be introduced rather than full width shelters to ensure sufficient pavement width is available beside shelters.

[1] PCU: Passenger car unit (PCU) is a metric used in transportation engineering, to assess traffic-flow rate on a highway. Essentially it compares the impact that a mode of transport has on traffic variables compared to a single car.
Typical values of PCU are:
Private car: 1, bicycle: 0.5, bus: 3

Option 4

4 lanes with bus stops, with no segregated cycle

OPTION 4: 4 LANES OF TRAFFIC WITH NO SEGREGATED CYCLEWAYS

SUMMARY STATEMENT

Option 4 is similar in transport logistics to option 1, but with the removal of general traffic. The carriageway comprises of four lanes of traffic, 2 for cycling, buses, taxi's and servicing and 2 outer lanes for buses only.

The carriageway is widened to 14.5m to comply with modern road design guidance with the central lanes at 4m and bus lanes at 3.25m. This leads to a narrowing of the pavements to a minimum of 3m wide, reducing the amount of space for pedestrians and wheeled users.

Due to the narrow pavements in this option, there is no provision for street greening, play or seating along the length of Union Street Central and bus shelters are limited to areas where the pavement is wide enough to accommodate them.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.

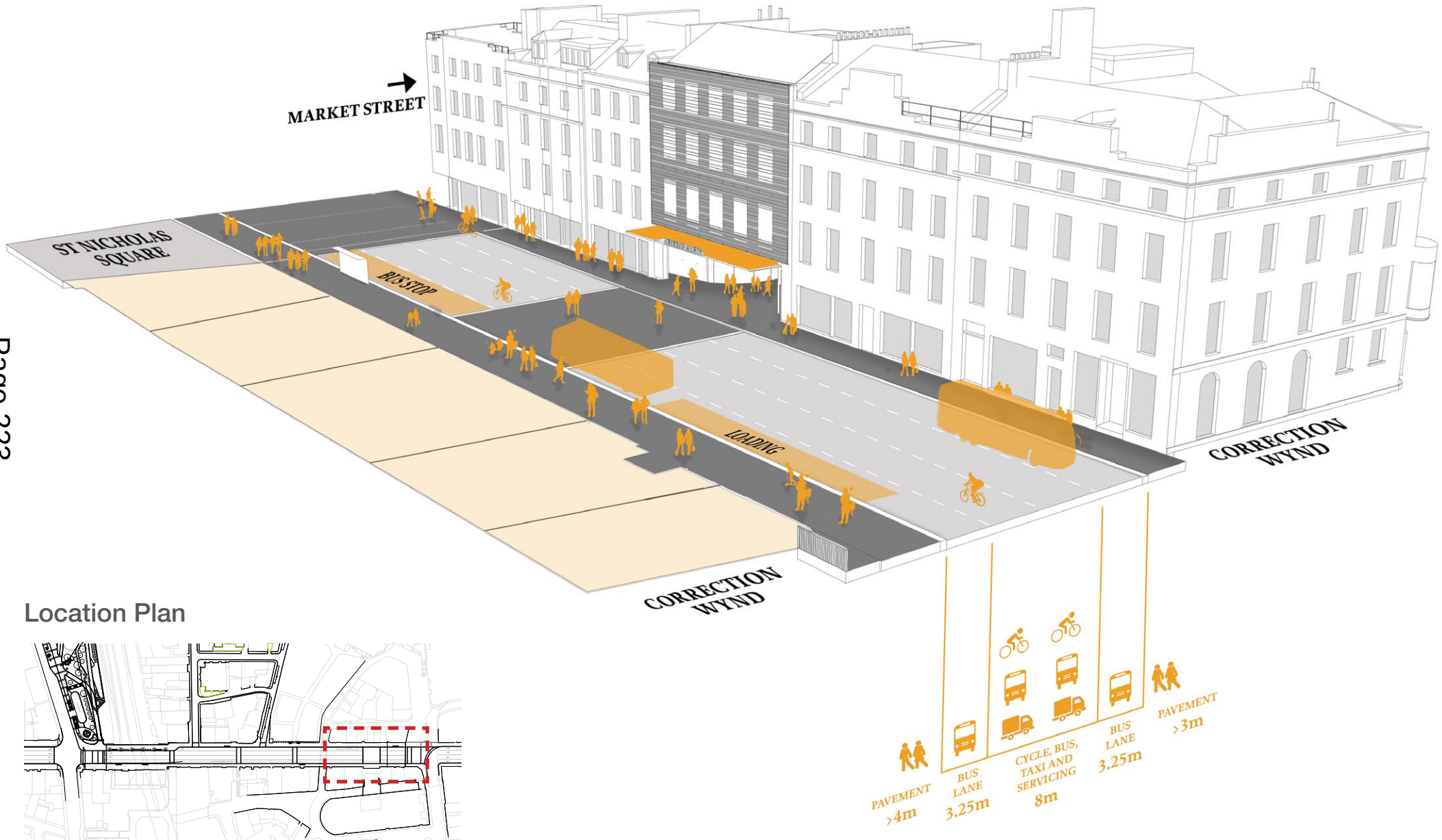
PROS

- Space for cyclists and buses to overtake static buses
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Vehicles moving through the street provide passive surveillance
- Presents betterment to Union Street Central pre Spaces for People in place/movement functionality with reduced number of vehicles
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles
- Clear place management of uses / functionality
- More efficient operation of public transport network, with buses able to dwell or route without being impeded.

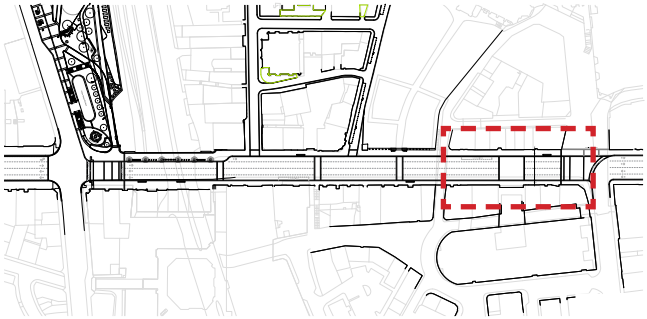
CONS

- Large carriageway means wide distance for pedestrians to cross
- Narrowing of pavements reduces space for pedestrians and wheeled users.
- Limited space for street furniture or street greening
- Bus shelters reduce unobstructed pavement space
- Reintroduction of buses has inherent visual impact on the street
- Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians
- Almost no change from existing pre-covid conditions
- Pedestrians will be restricted to crossing the streets at crossing points
- No opportunity for play, events and child friendly spaces on this section of Union Street
- Safety issue for cyclists routing along a general traffic lane, with buses pulling in and out of bus lane

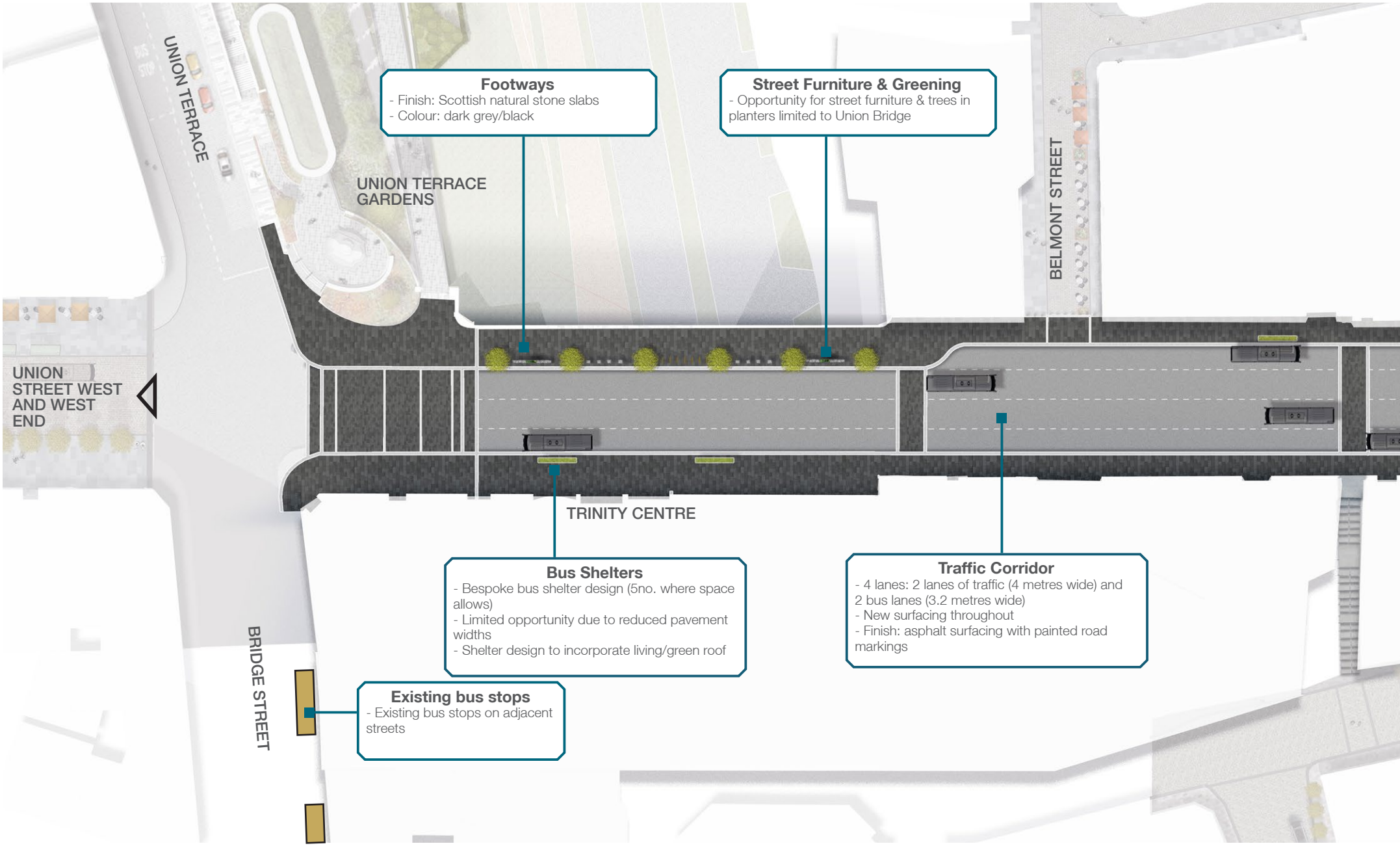
OPTION 4: ILLUSTRATIVE ISOMETRIC

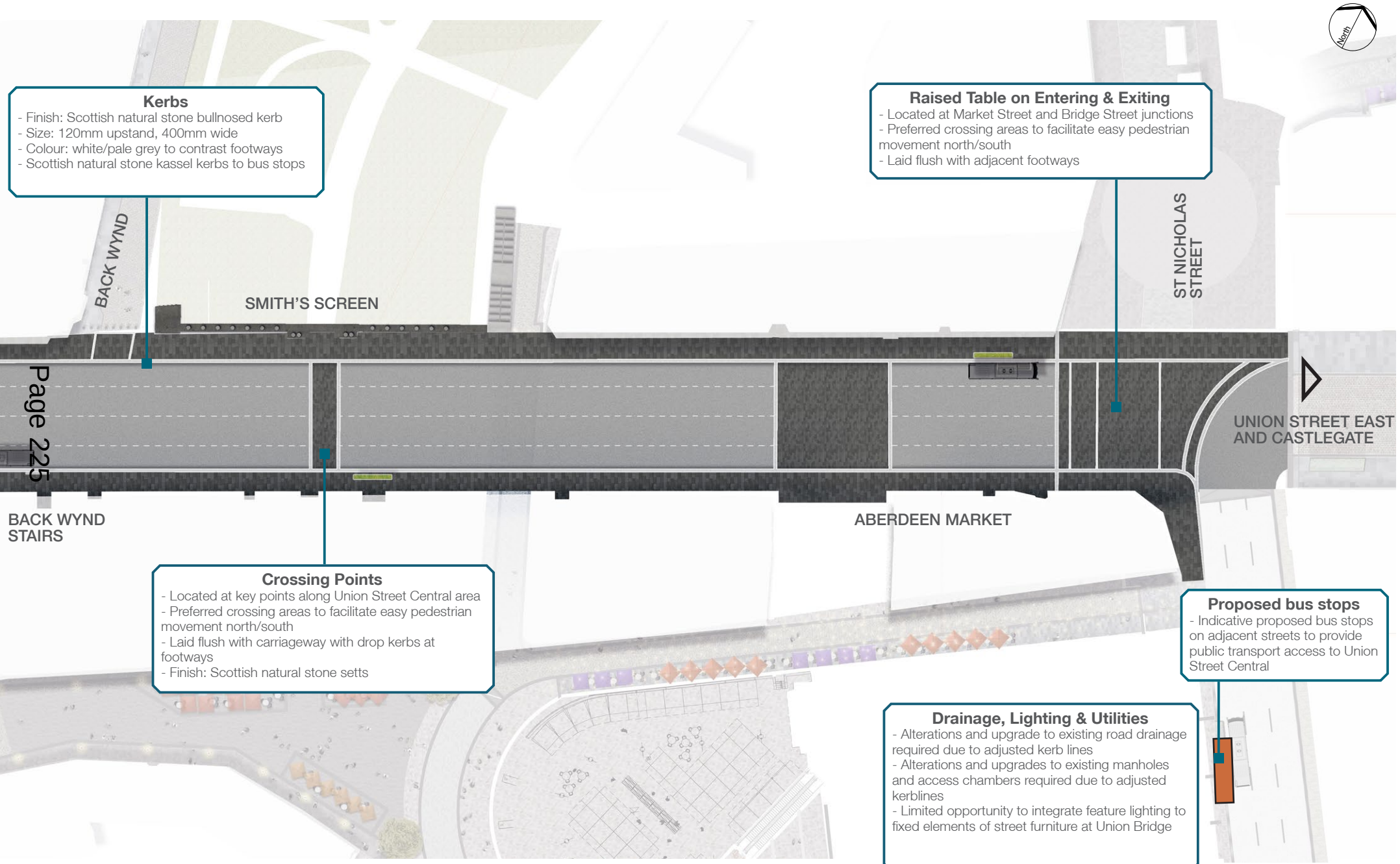


Location Plan



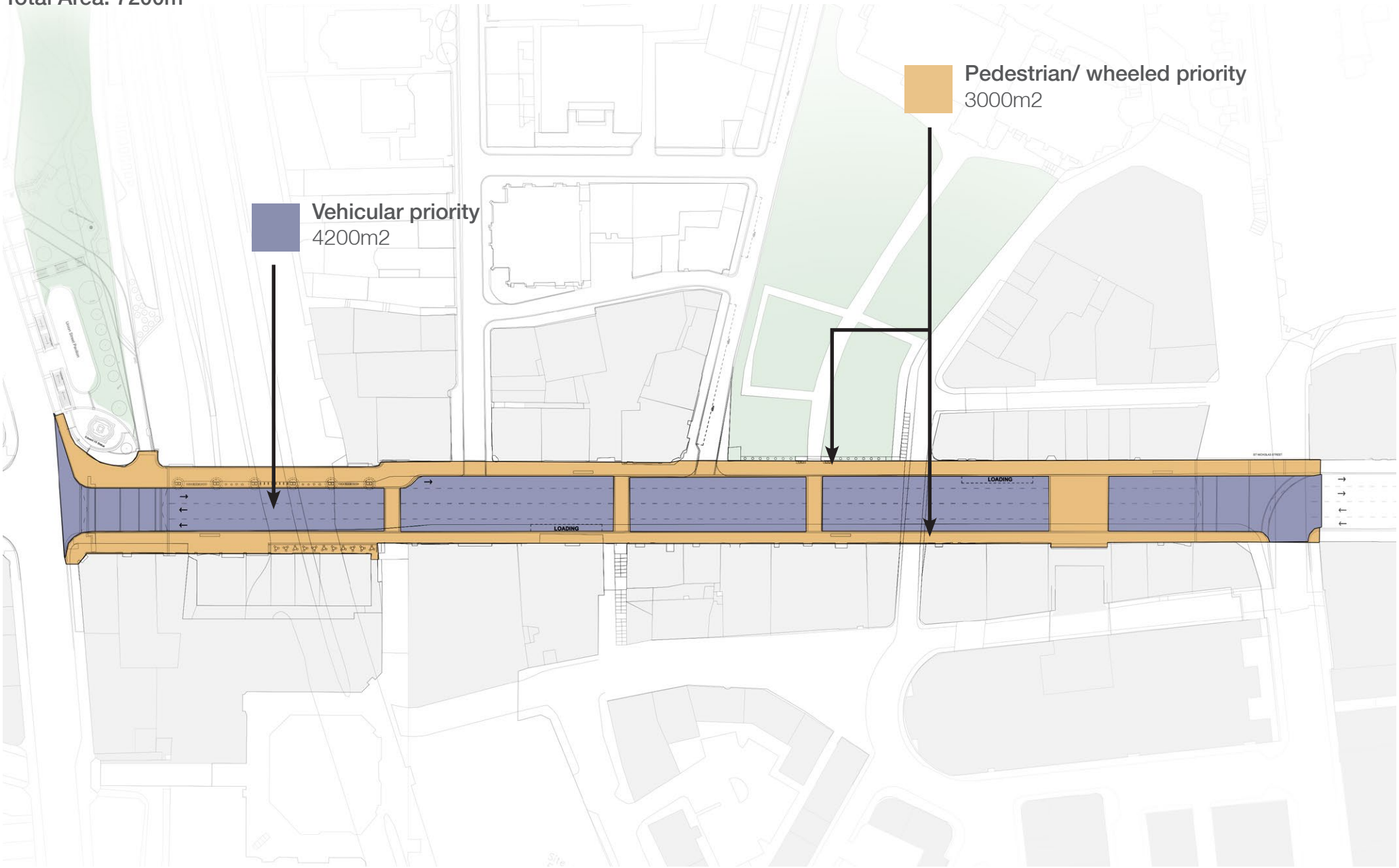
OPTION 4: OVERALL PLAN



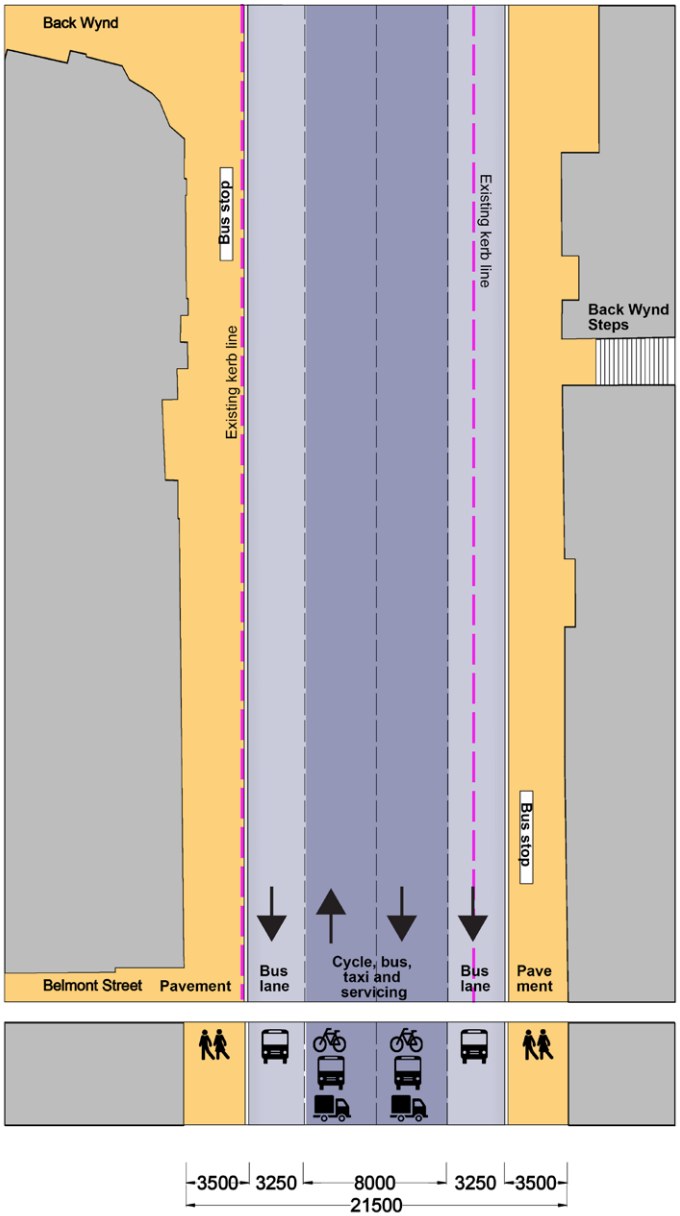

North
BACK WYND
SMITH'S SCREEN
ST NICHOLAS STREET
UNION STREET EAST AND CASTLEGATE
BACK WYND STAIRS
ABERDEEN MARKET
Kerbs
- Finish: Scottish natural stone bullnosed kerb
- Size: 120mm upstand, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops
Raised Table on Entering & Exiting
- Located at Market Street and Bridge Street junctions
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with adjacent footways
Crossing Points
- Located at key points along Union Street Central area
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with carriageway with drop kerbs at footways
- Finish: Scottish natural stone setts
Proposed bus stops
- Indicative proposed bus stops on adjacent streets to provide public transport access to Union Street Central
Drainage, Lighting & Utilities
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Limited opportunity to integrate feature lighting to fixed elements of street furniture at Union Bridge

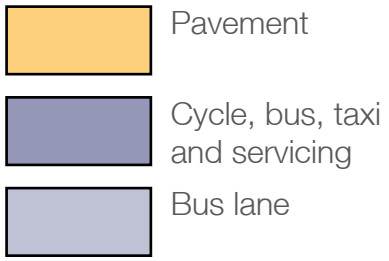
OPTION 4: ALLOCATION OF PUBLIC REALM

Total Area: 7200m^2



OPTION 4: SPATIAL CONFIGURATION





DESIGN GUIDANCE

- Cycle by Design 'Mixed Use Street' which allows for medium level of service assuming 200-400 pcu flow of vehicles and speed limit of 20mph.
- In the NRDG (National Roads Development Guide) on the minimum road widths includes consideration for buses to overtake cyclists on a road width of 4m minimum, as cyclists, buses, taxis and service vehicles will share the centre 2 lanes, we have followed this guidance in the width of the central 2 lanes. This is also backed by Cycle by Design which states that 4m lanes allows buses to safely overtake cyclists.
- The bus lanes are 3.2m wide to comply with Cycle by Design
- Minimum pavement width: 3.55m, therefore narrow bus shelters will need to be introduced rather than full width shelters to ensure sufficient pavement width is available beside shelters.
- As noted in option 1, this option proposes a wider carriageway than the existing 4 lane configuration, this is because the existing conditions does not comply with modern standards.

[1] PCU: Passenger car unit (PCU) is a metric used in transportation engineering, to assess traffic-flow rate on a highway. Essentially it compares the impact that a mode of transport has on traffic variables compared to a single car.
Typical values of PCU are:
Private car: 1, bicycle: 0.5, bus: 3

08
PRECEDENTS

PRECEDENTS

BUCHANAN STREET, GLASGOW (Option 2)

Before



After



SLOVENSKA BOULEVARD, SLOVENIA (Option 3)

Before



After



PRECEDENTS

MARIAHILFERSTRASSE, VIENNA (Option 2)

Before



After



DONEGALL PLACE, BELFAST (Option 3)

Before



After



09
ECONOMIC IMPACT

ECONOMIC IMPACT NOTE

INTRODUCTION

1.1.1 This section provides a summary of the key findings from Stantec UK Ltd's high-level assessment of the anticipated economic impacts of the four shortlisted options for Union Street Central, including an assessment of:

- Active travel benefits: the economic benefits associated with additional pedestrian and cycle journeys under each option
- Employment, turnover & GVA: additional jobs, sales and gross value added (GVA) arising from increased footfall in retail & hospitality businesses in the Union Street Central area[1]

OPTION 1: DO MINIMUM

1.1.2 Under the do minimum option the number of pedestrian and cycle visits to Union Street Central, and business turnover, employment and GVA figures are all expected to revert back to the levels that they were at prior to the implementation of the Spaces for People measures.

1.1.3 These have been estimated as follows:

- **Pedestrian numbers:** figures provided by Aberdeen City Council[2] indicate that Union Street received approximately 50,000 pedestrian visits per week (2.6 million per annum) in the latter half of 2019, prior to the start of the Covid-19 pandemic and the introduction of the Spaces for People measures.
- **Cyclist numbers:** while no comparable 2019 data is available for cyclist numbers on Union Street, figures provided by Aberdeen City Council[3] indicate that, in 2020, the number of peak daily cyclist using the street (c.180), was equivalent to approximately 2% of the number of peak daily pedestrians using the street (c. 9,000). Applying this 2% rule of thumb, the number of annual cyclists using the street is estimated at 52,000.
- **Full time equivalent employment:** figures from the Business Register and Employment Survey indicate that, in 2020, there were 1,275 people employed full time and 1,725 people employed part time in the retail and food & beverage sectors in the Union Street Central area, equivalent to a full time equivalent (FTE) employment of 2,1381[4].
- **Turnover and GVA**: this FTE employment contributes an estimates £176 million turnover and £49 million GVA to the national economy, based on turnover-employment and GVA-employment ratios from Scottish Annual Business Statistics.

[1] The Union Street Central area has been defined for the purpose of this analysis as the combined S01000107 and S01000109 datazone areas
[2] Https://committees.aberdeencity.gov.uk/documents/s117501/SFP%20-%20Appendix%201%20Intervention%20Areas.pdf
[3] Ibid.
[4] This assessment equates each full time role to 1 FTE job and each part time role to 0.5 FTE jobs.

OPTION 2: FULL PEDESTRIANISATION (WITH CENTRAL CYCLE AND SERVICING CORRIDOR AND SERVICING LAYBYS)

1.1.4 We have assumed an 30% uplift in footfall and retail sales under this option. This is equivalent to the increase in footfall and sales experienced by the similar pedestrianisation of Piccadilly in Stoke-on-Trent[5,6].

1.1.5 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £292 million. It has also been assumed that the option will create 641 full time equivalent jobs and will contribute £53 million per year to business turnover in the Union Street area. This is shown in the table below.

Estimated Gross Direct Economic Impact of Option 2

Area of impact	Value of impact
Figures included in the economic impact calculation	
Active travel benefit[7]	£14m
Contribution to retail & food & drink GVA	£278m
Total economic impact	**£292m**
Figures provided for information only	
FTE employment in the Union Street area	641
Contribution to turnover of businesses in the Union Street area per year	£53m

Source: Stantec 2022

[5] Source: The Pedestrian Pound, Living Streets, 2019.

[6] The Stoke on Trent project took place in 2021, and was similar, though not identical, in scale and ambition to ACC's proposals for Union Street, namely to take an important city centre retail street with few access restrictions, to reduce access to bikes and servicing vehicles only, and to introduce street furniture all in an attempt to make the street more appealing to shoppers.

[7] Includes impacts on reducing congestion, reducing infrastructure maintenance costs, reducing accidents, improving local air quality, reducing noise and greenhouse gas emissions, improved health, reduced absenteeism and improved journey ambience, adjusted to account for adverse impact on Government fuel duty receipts.

OPTION 3: BUS / CYCLE / TAXI ONLY – 2 LANES, WITH BUS STOP LAYBYS, WITHOUT SEGREGATED CYCLE FACILITY

1.1.6 We have assumed an 7.5% uplift in footfall and retail sales under this option. This is based on a pro-rate assumption related to the amount of extra pedestrian space created relative to Option 2[8].

1.1.7 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £74 million. It has also been assumed that the option will create 160 full time equivalent jobs, and will contribute £13 million per year to business turnover in the Union Street area. This is shown in the table below.

Estimated Gross Direct Economic Impact of Option 3

Area of impact	Value of impact
Figures included in the economic impact calculation	
Active travel benefits	£4m
Contribution to retail & food & drink GVA	£70m
Total economic impact	**£74m**
Figures provided for information only	
FTE employment in the Union Street area	160
Contribution to turnover of businesses in the Union Street area per year	£13m

Source: Stantec 2022

[8] Option 4F produces ¼ of the additional pedestrian space, therefore ¼ of the additional footfall impact was assumed.

OPTION 4: BUS / CYCLE / TAXI ONLY – 4 LANES, WITH BUS STOPS, WITHOUT SEGREGATED CYCLE FACILITY

1.1.8 We have assumed an 5% uplift in footfall and retail sales under this option. This is equivalent to the increase in footfall and sales experienced by the Brighton Old Town improvement scheme (a combination of removable bollard installations and trial closures) which was considered to be broadly comparable in scale[9].

1.1.9 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £49 million. It has also been assumed that the option will create 107 full time equivalent jobs, and will contribute £9 million per year to business turnover in the Union Street area. This is shown in the table below.

Estimated Gross Direct Economic Impact of Option 4

Area of impact	Value of impact
Figures included in the economic impact calculation	
Active travel benefits	£3m
Contribution to retail & food & drink GVA	£46m
Total economic impact	**£49m**
Figures provided for information only	
FTE employment in the Union Street area	107
Contribution to turnover of businesses in the Union Street area per year	£9m

Source: Stantec 2022

[9] Source: The Pedestrian Pound, Living Streets, 2019

SUMMARY

1.1.10 Based on the above analysis, Option 2 is expected to generate both the highest level of gross economic impact at £292 million, and the greatest gross economic impact per £ of investment

Summary of Economic Impacts

Option	Additional Total Gross Direct Economic Impact (£m, 30 year present value)	Total Project Costs (£m)	Additional gross direct benefit per £ invested
Option 1: Do Minimum	0	0	0
Option 2: Full Pedestrianisation	292	15,554	£18.79
Option 3: Bus / cycle / taxi only – 2 lanes	74	8,518	£8.69
Option 4: Bus / cycle / taxi only – 4 lanes	49	6,955	£7.05

Source: Stantec 2022

10
SUMMARY AND RECOMMENDATION

OPTION APPRAISAL SUMMARY

Table 1provides a summary of how each option performs against the CCMP objectives and the STAG criteria, whilst table 2 sets out the economic impact of each option.

Options

Option 1 - Do minimum
Option 2 - Full pedestrianisation
Option 3 - 2 lanes with bus stop laybys, with no segregated cycling
Option 4 - 4 lanes with bus stops, without segregated cycle facility

CCMP Objectives

1. Maximise pedestrian space
2. Ensure access for all
3. Encourage active travel
4. Improve air quality
5. Incorporate public transport
6. Accommodate events, parades, marches etc.
7. Include appropriate urban greenery
8. Maximise the potential of commercial units
9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading
10. Include space that facilitates appropriately controlled servicing
11. Allow emergency service access to all areas.

Table 1: CCMP Objectives and STAG appraisal summary table

	Option 1	Option 2	Option 3	Option 4
Appraisal Against CCMP Objectives				
Objective 1	-	✓✓✓	✓	××
Objective 2	-	✓✓	✓	-
Objective 3	-	✓✓✓	✓	×
Objective 4	-	✓✓	✓✓	✓
Objective 5	✓✓	-	✓✓	✓✓✓
Objective 6	-	✓✓✓	✓	✓
Objective 7	-	✓✓✓	✓	-
Objective 8	-	✓✓✓	✓	✓
Objective 9	-	✓✓✓	✓	-
Objective 10	✓✓✓	✓	✓	✓✓✓
Objective 11	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Appraisal Against STAG Criteria				
Environment	-	✓✓✓	✓	✓
Climate Change	-	✓✓	✓✓	✓
Health, Safety and Wellbeing	-	✓✓✓	✓	✓
Economy	-	✓✓✓	✓	✓
Equality and Accessibility	-	✓✓	✓	-
Established Policy Directives	××	✓✓✓	✓✓	✓

Table 2: Economic impact summary table

Option	Additional Total Gross Direct Economic Impact (£m, 30 year present value)	Total Project Costs (£m)	Additional gross direct benefit per £ invested
Option 1	0	0	0
Option 2	292	15,554	£18.79
Option 3	74	8,518	£8.69
Option 4	49	6,955	£7.05

RECOMMENDATION

This report has set out a comprehensive exploration and review of potential options for Union Street Central regarding the integration of public transport. It is clear from the preceding tables that option 2, pedestrianisation of Union Street Central provides the greatest benefits in terms of place-making, movement, accessibility and economic gain.

In terms of the CCMP objectives and STAG appraisal, option 2 scores significantly better than the alternative options in the majority of objectives, this is because;

- Removal of traffic allows for more space to be given to pedestrians and wheeled users, it also facilitates street greening, furniture and play.
- Flexible plaza spaces and street furniture create a future-proofed space that can host events and allows for service vehicle access.
- Creation of a designated central zone for cyclists promotes active travel and aligns with current policy and guidance. It also allows for emergency planned traffic use and any future Aberdeen Rapid Transit (ART) system to be accommodated
- The reduction of vehicular traffic improves air quality and provides an accessible, safe and more pleasant environment for people to spend time.
- The proposed bus priority measures on Market Street, Guild Street and Bridge street will allow people to access Union Street Central by bus, via stops at either end of Union Street Central.

As can be seen on table 2, despite having a project cost which is higher than that of the next highest option (3), option 2 will have a gross direct economic impact of £292m meaning the benefit per £ invested is greater than the other options. This figure is based upon the increase in footfall on Union Street Central, job creation and subsequent increased business turnover. These factors are highest in option 2 due to a number of reasons;

- Option 2 encourages Union Street Central to become a key destination within the city, increasing the number of visitors and expenditure at shops, restaurants and café's along the length of the street.
- Increased accessibility, and the improved environment will encourage more Aberdeen residents to shop on Union Street Central as well as indoor shopping centres, injecting life and activity back into the street.
- Improving active travel facilities encourages those who want to cycle to come to Union Street Central
- With additional traffic free space on Union Street Central, there is a potential for economic investment from hosting events, further boosting visitor footfall and expenditure.

Therefore, the Appraisal concludes that the greatest positive effect on the city centre would be achieved by introducing pedestrianisation proposals with cycle provision and timed service access (Option 2). This approach to Union Street Central will, combined with the bus priority measures to be implemented in Market Street, Guild Street and Bridge Street, provide benefits in terms of improved air quality, accessibility and active travel. This maximises pedestrian space, creating clear passage on pavements of a minimum of 4 metres, providing clutter free routes for pedestrians.

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END.

RIBA Stage 3 Report

Union Street Central

June 2022

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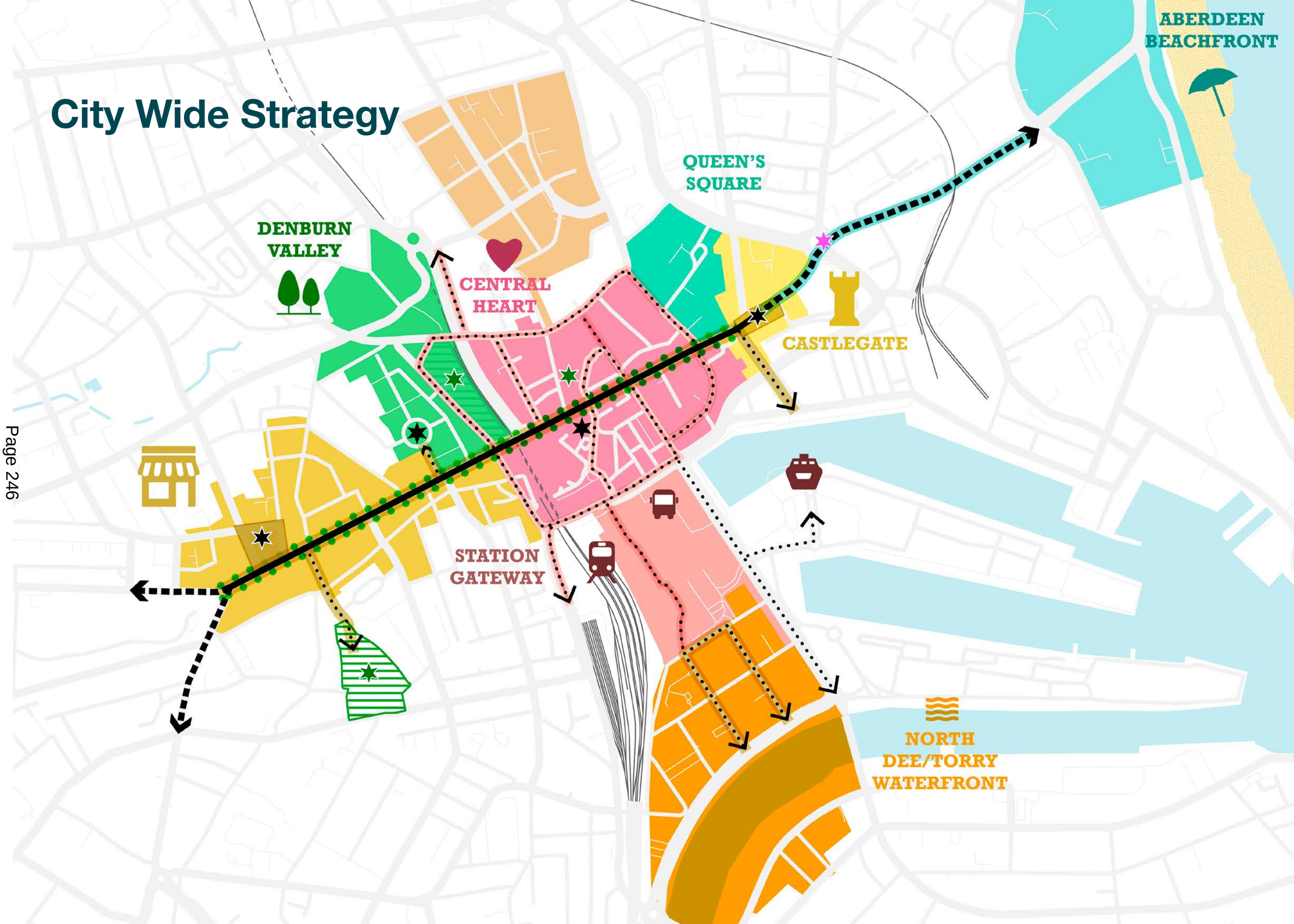
* General Arrangement drawings:
8153-LDA-01-XX-DR-L-1000 series

* Site Section drawings
8153-LDA-01-XX-DR-L-4000 series

* Detail drawings
8153-LDA-01-XX-DR-L-5000 series

1.0 Context / Site Analysis

City Wide Strategy



The Vision

"The creation of a world class City Centre that puts people at its heart, with a vibrant street environment that respects and enhances Aberdeen's unique qualities and characteristics."

Strategic objectives

- Create an exceptional public realm that respects and enhances Aberdeen's key heritage and cultural assets
- Enlarge and enhance public and pedestrian space to create a safe and vibrant environment for all
- Prioritise pedestrians, active travel and access for people with disabilities or impairments
- Ensure an adaptable and resilient public realm
- Encourage the economic sustainability of Aberdeen City Centre through the provision of appealing public spaces

SMART objectives

Create an exceptional public realm that respects and enhances Aberdeen's key heritage and cultural assets

- Retain and enhance unique quality of streets and public spaces
- Elimination of street clutter
- Protection of key views and vistas
- Careful consideration of street greening
- Use of high quality materials
- Subtle use of lighting to enhance key assets and character of spaces
- Respect the needs of local residents, now and in the future
- Complement the predominantly granite urban realm

Enlarge and enhance public and pedestrian space to create a safe and vibrant environment for all

- Learn from experiences of other successful cities and Spaces for People initiatives
- Increase existing space available for pedestrians and public
- Seek to promote and integrate cycles routes where possible
- Take cognizance of servicing, blue badge and resident parking requirements
- Seek to improve pedestrians' and cyclists' experience, particularly at key junctions and intersections
- Enhance the availability of public seating and other elements of amenity at key locations
- Provision of spaces where people feel safe to sit, walk and play where appropriate

Prioritise pedestrians, active travel and access for people with disabilities or impairments

- The user hierarchy should prioritise pedestrians first, followed by cyclists and public transport users and private motor vehicles last
- Careful consideration should be given to all users of the streets and public spaces and in particular people with mobility or sensory impairments
- Consideration should be given to taxi access and blue badge parking within or to near the streets and public spaces
- Careful consideration should be given to the integration of cycle routes

Ensure an adaptable and resilient public realm

- Consider the use the spaces, now and in the future and adaptability over time
- Take cognizance of the trend towards changing demographics, and city centre living
- Consider the use of the spaces for events
- Where appropriate, utilise lighting to transform and animate the public environment after dark and in the winter
- Consider the application of street greening and sustainable drainage measure where appropriate
- Consider seasonal use for events and impact of weather in key spaces

Encourage the economic sustainability of Aberdeen City Centre through the provision of appealing public spaces

- Enhance the unique qualities of Aberdeen's city centre
- Consider accessibility into the area, particularly for pedestrians, public transport users and people with disabilities or impairments
- Help integrate the individual streets and public spaces offering within the role of the wider city centre and beyond
- Improve the attractiveness of the streets and spaces as places to visit and spend time
- Consider the creation of spaces for commercial outdoor seating at key locations, where appropriate
- Help promote connections to the water, with 'sticky' spaces that people want to revisit throughout the day

As part of the understanding process, we have reviewed the desired objectives and outcomes from a range of initiatives and have attempted to distil these down to a single Vision, underpinned with Strategic Objectives and underpinned by SMART measures of success. We are keen to review these with Aberdeen City Council and key stakeholders to ensure we are all aligned in our understanding of the ambition for this exciting project.

For full city wide strategy refer to the following documents - August Committee
ACV-RYD-00-XX-RP-A-0002-S2-P1-Aberdeen City Centre Streetscape Report and Appendices
November Committee:
Appendix D_Streetscape Interventions_Aberdeen City Centre Streetscape Report

! VISION AND OBJECTIVES ARE CURRENTLY UNDER REVIEW AS PART OF THE WIDER STRATEGY FOR THE CITY CENTRE AND BEACHFRONT PROJECTS, TO BE FURTHER DISCUSSED AND REVIEWED WITH ABERDEEN CITY COUNCIL AND KEY STAKEHOLDERS

Heritage & History

Aberdeen City Centre - 1615

Predating the laying out of Union Street (Union Street overlayed for comparison)

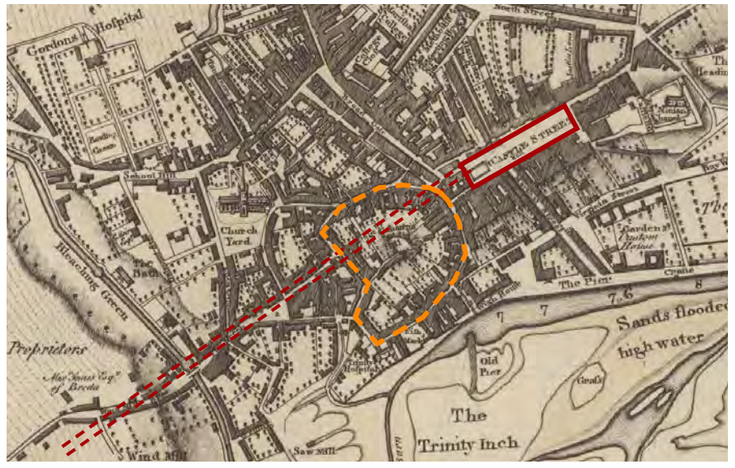
Prior to the construction of Union Street, Aberdeen City developed organically over the preceding centuries. The layout of its streets was dictated primarily by the constraints of topography and other geomorphic features such as the Denburn Valley to the west and the river Dee to the south.



Aberdeen City Centre - 1773

Predating the laying out of Union Street (Union Street overlayed for comparison).

Although present in many other Scottish Towns, Aberdeen was bereft of a High Street and as such Castle Street formed the principal civic heart within the City.



Medieval layout

Castle Street

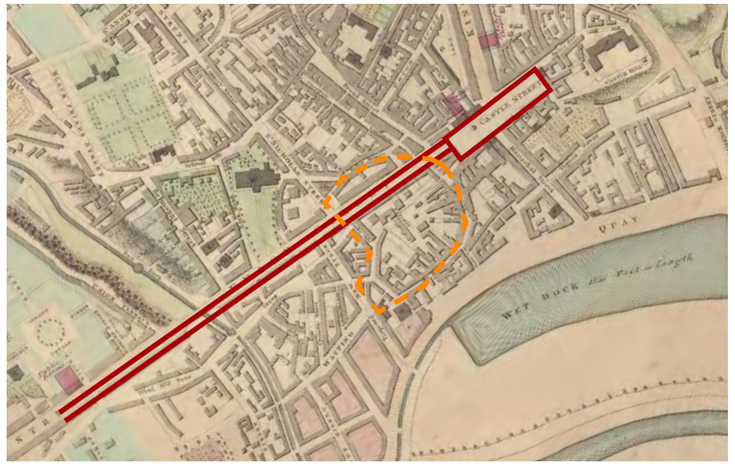
Union Street overlay

Aberdeen City Centre - 1810

The construction of Union Street bridged the Denburn Valley allowing for the generous expansion of the City to the west.

The formal planned nature of Union Street, with its grandeur and symmetry contrasted sublimely with the medieval streets below, whilst affording a framework and rigor to the subsequent development of the city.

Although the east-west connections across the city were improved greatly with the introduction of Union Street, the clarity of the historic north- south connections across the city were somewhat diluted given the multi-level nature of the city.

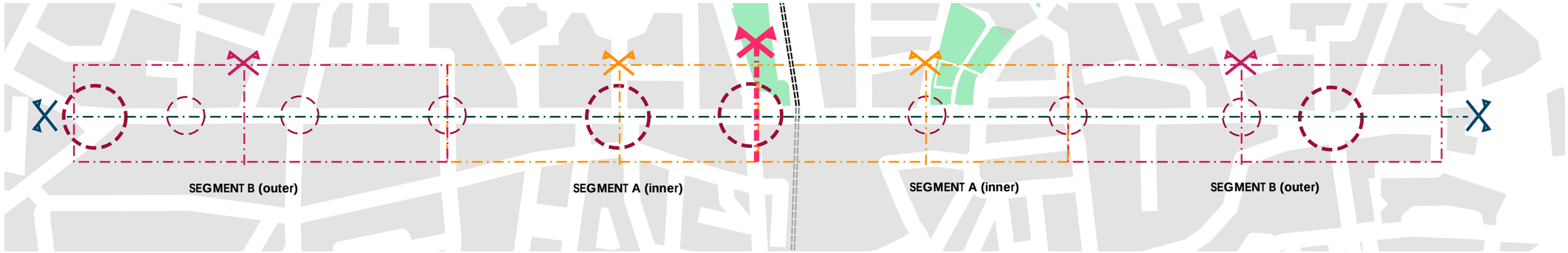


Medieval layout

Castle Street

Union Street

Existing Symmetry



Analysis

Abstract rhythms informed by retained medieval street patterns:

- Segment A - explicit rhythm and symmetry
- Segment B - variations to symmetry caused by integration of junctions and Castlegate

Symmetry along Union Street gives clarity of movement east and west.

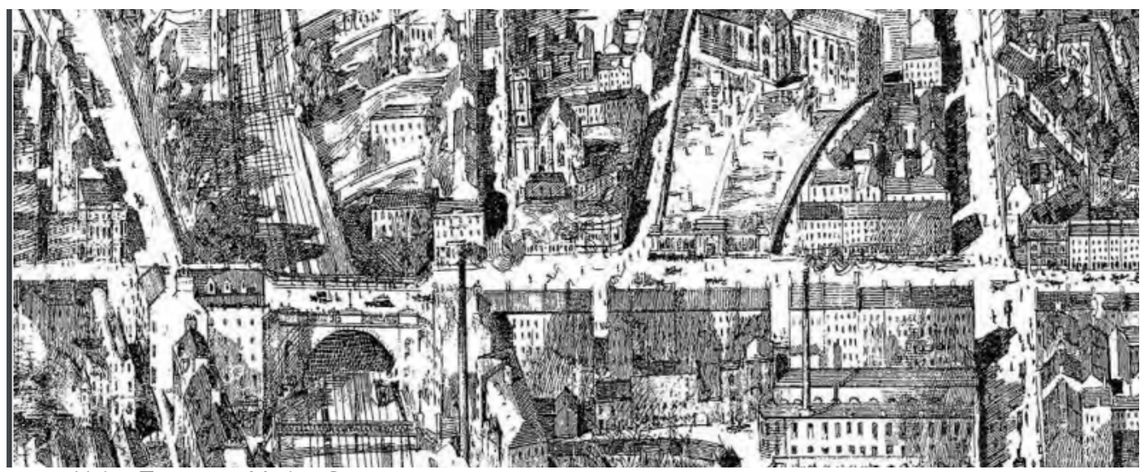
Key Moves

- Retention of symmetry and long views along street
- Opportunity to improve north/south connections

Legend

- Central axis of symmetry longitudinal (south west / north east)
- Axis within inner street segments (A) (more explicit central symmetry)
- Central axis of symmetry (cross, north west / south east)
- Axis within outer street segments (B)(less explicit central symmetry)
- Junctions

Historical look



1889- Union Terrace to Market Street



1910 (Online Copy Protection © The Francis Frith Collection)



1950s

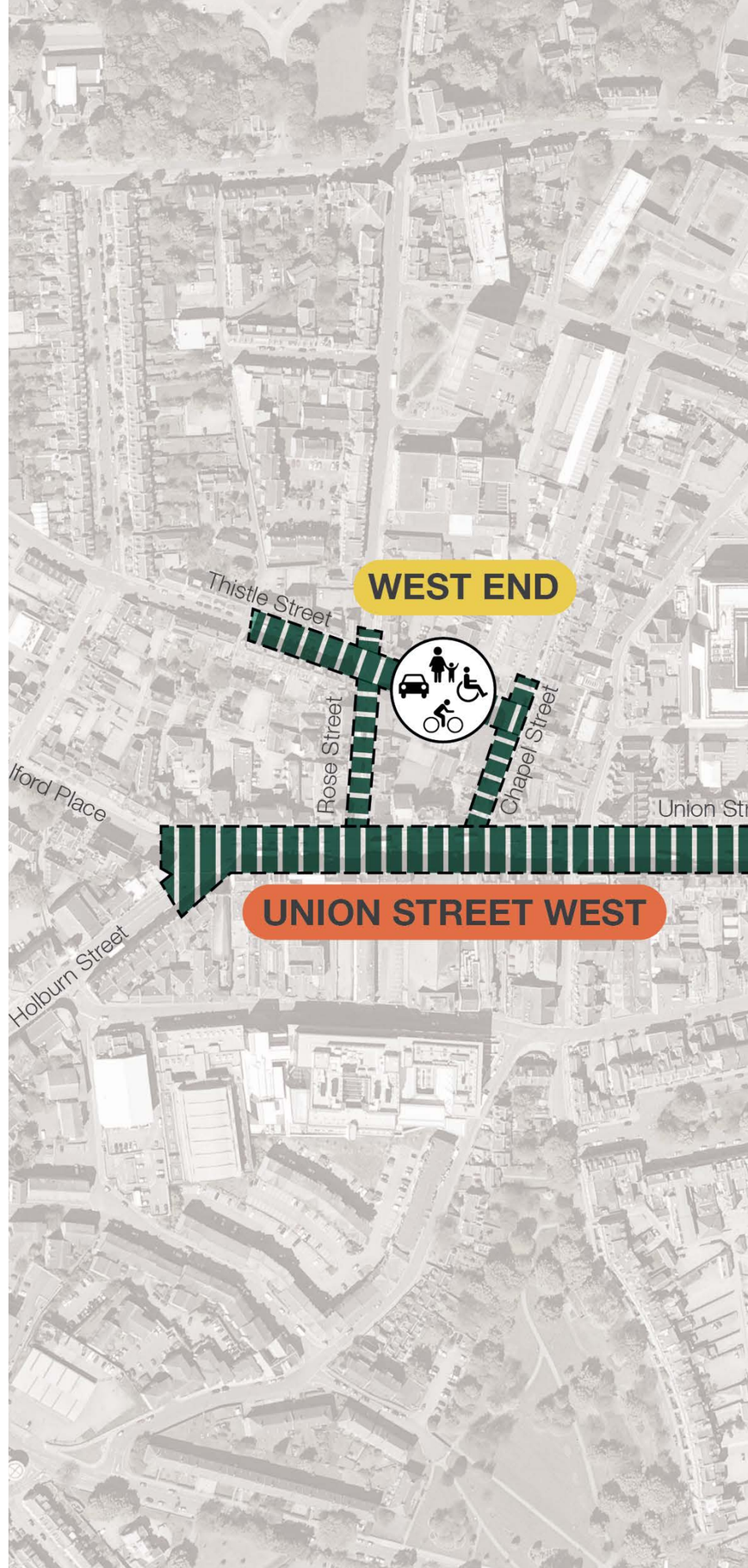
2.0 Key Overarching Objectives

The proposals for Union Street Central are focused around some key aspects:

- Flexibility of the streetscape (to ensure adaptability to current and future needs of the City of Aberdeen),
- Rationalised reapportioning of the space (general traffic and buses are removed from the central section of Union Street creating a piazza or new civic square at the very heart of Aberdeen),
- Introduction of seating and spill-out spaces, the creation of an enriched Public Realm through maximising the opportunities for the inclusion of elements of play art and feature lighting
- Elements of street greening have been carefully incorporated with the proposals to enhance the seasonality and biodiversity within the area, softening the space generally and afford a degree of shade and shelter.

In terms of materiality, proven simple, elegant and robust materials are selected for use within the public realm in accordance with the ACC Urban Realm Manual and to tonally and visually reflect to streetscape works associated with the Union Terrace Gardens project, adjacent to Union Street Central.

Strategic Moves



Legend

- Fully pedestrianised streets
  With cycle and restricted loading access*
- Pedestrian priority streets
- People and public transport priority street
- Key civic space
- Key civic green space
- Cafe culture quarter
  Area for on-street bars and cafés
- Public transport hub
- Pedestrians and cycles only
  With restricted loading access*
- Pedestrian, cycle and bus
  With restricted loading access*
- Pedestrian, cycle and car
  With restricted loading access*
- Pedestrian, cycle, car and bus
  With restricted loading access*

*Further access & restrictions subject to detailed design

Central Library

His Majesty's Theatre

Robert Gordon's College

Aberdeen Art Gallery

Rosemount Viaduct

Union Terrace Gardens

UPPERKIRKGATE & SCHOOLHILL

Schoolhill

Upperkirkgate

Marischal College

BELMONT STREET QUARTER

Belmont Street

Back Wynd

Kirk of St. Nicholas

Bon Accord Centre

Broad Street

King Street

Music Hall

UNION STREET CENTRAL

Aberdeen Sheriff Court

CASTLEGATE

Public Transport Hub

Union Street

Public Transport Hub

Union Street

to the Beach

The Green

Aberdeen Market

UNION STREET EAST

The Trinity Centre

Bridge Street

Rennie's Wynd

Carmelite Street

Market Street

Wapping Street

ABERDEEN MARKET

Guild Street

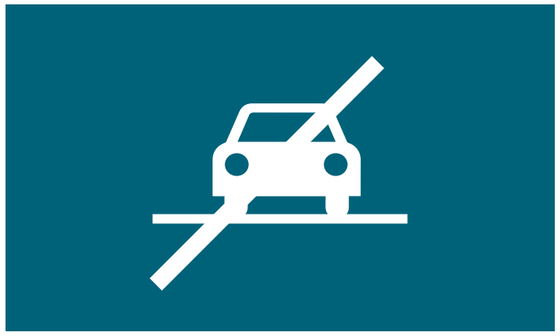
Aberdeen Bus Station

Aberdeen Railway Station

Union Square Shopping Centre

College Street

Union Street Central - Key moves



Removal of traffic

The removal of general traffic is one of the key element of transformation for this section of Union Street Central into a pedestrian priority space, to deliver the creation of a destination within the City Centre.



Tree Lined Boulevard

Creation of a tree-lined boulevard, enhancing the grandeur of the street. Trees provide opportunities for appreciation of wonderful seasonality and help to create a more pleasant microclimate for street users, offering shelter, shade and wind protection.



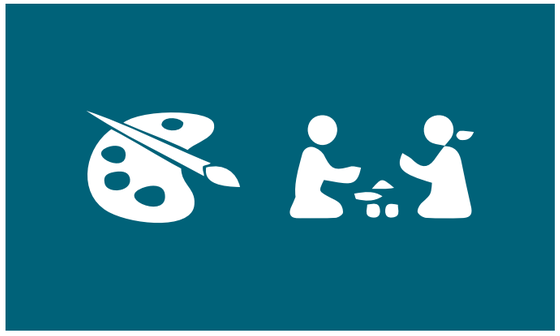
Street Greening

Incorporation of street greening to soften the space, create a more relatable human scale and offer shade and shelter. Introducing possibilities for seasonality and city/ area branding, ensuring that each area's individual character is respected and enhanced via appropriate planting selection.



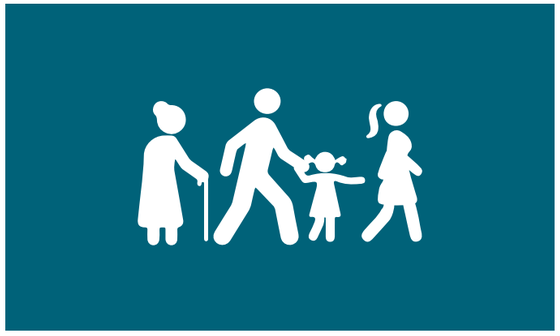
Enhancing Character

Enhancing the character of the area, creating a welcoming and comfortable space to dwell for extended periods of time, recognising a destination of unique character within the city centre.



Enriched public realm

Incorporating play and public art to draw people of all ages into the space, and encourage them to linger.



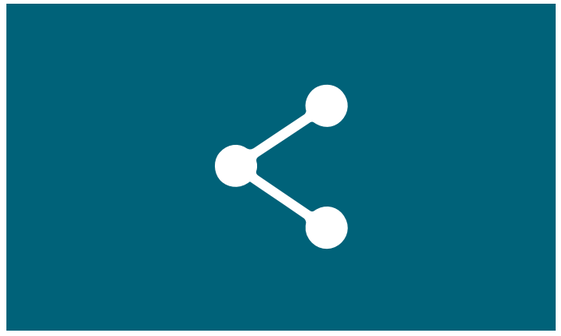
Activation

Increase footfall to Union Street Central by providing flexibility for events to increase activation of the public space throughout the year.



Stimulate the economy

Make the area more attractive to visitors, residents and businesses, stimulating the economy.



Connectivity

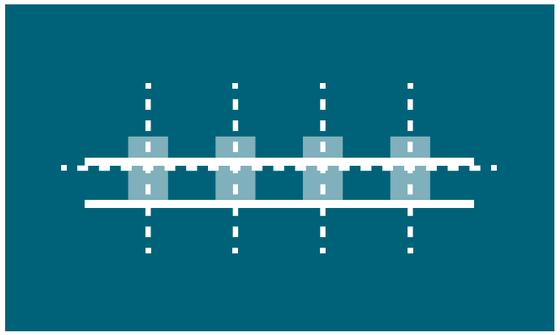
Improve pedestrian and other active travel connectivity between Aberdeen Market and surrounding streets and routes, particularly between the transport hubs and Union Street, including a robust wayfinding strategy for the area and improved pedestrian crossing opportunities.

Key spatial principles



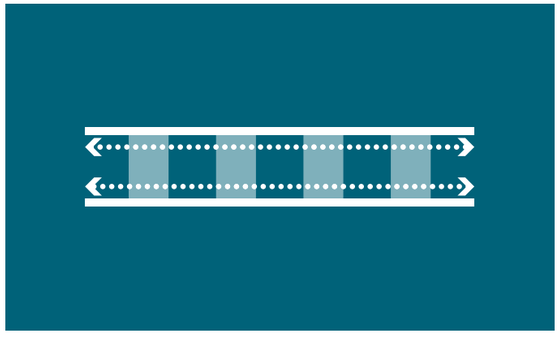
Creation of a destination

Create one overall unified, flexible, pedestrian priority space within the centre of Union Street.



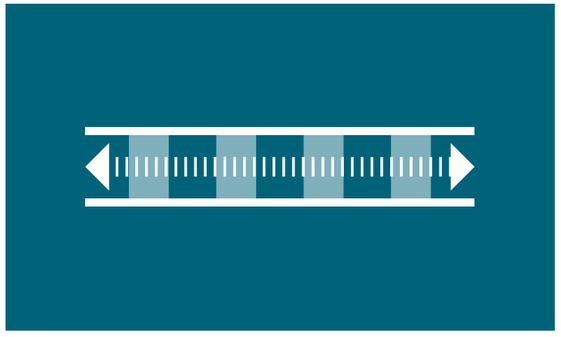
Enhanced rhythm and symmetry

Clear and consistent approach to hierarchy of sub-spaces within the overall public space.



Primary pedestrian movements

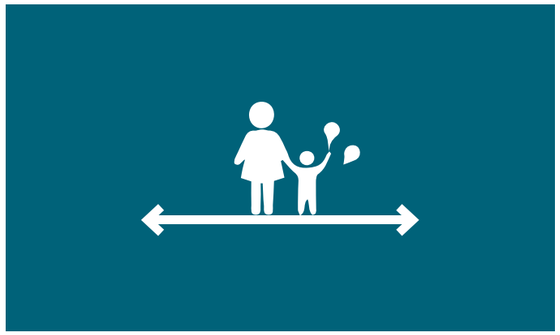
Widened clear, unobstructed footways, clearly delineated to allow safe pedestrian movements within the pedestrian priority space, with further delineation of the footways by means of fixed elements of planting and seating, are one of the key spatial principles to deliver the pedestrian priority space



Defined central corridor

Clearly defined central route that accommodates cycling generally and servicing within the service window and cycling through its spine.

Key spatial configurations



Widened Footpaths

Widened footpaths to allow greater, safer and more comfortable pedestrian footfall in this shopping area. Reduces frustration, increases enjoyment and reduces conflict with other street users e.g. stepping onto roadway. Highlights the increased focus on pedestrian experience.



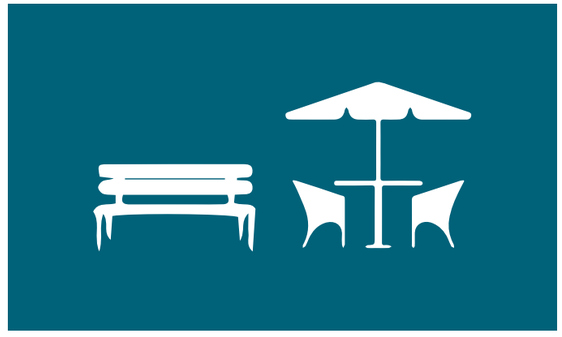
Plazas at Key Architectural Moments

Plazas frame key buildings along the street, creating focal points and pausing moments along its length and highlighting the city's treasures.



Activity Zones

The activity zones are key areas located by the footways (easily accessible) to help activate the public space (cafe' spill out seating, spaces for informal play and art) while also supporting more functional aspects of everyday life (bike parking for example).



Seating and spill out space

Increasing on-street activity to animate the space and encourage business. Increased public seating offering welcoming amenity to all, and opportunities for rest for the less able, encouraging a wide range of visitors to the city centre.

3.0 Design Proposals

One of the key aims of the design proposals is the creation of a destination within Aberdeen City Centre - a public space to represent an 'agora' or 'piazza' in the centre of Union Street.

- The literal meaning of '**agora**' is gathering space that serves as a meeting ground for various activities of the Citizens (centre of the athletic, artistic, business, social, spiritual and political life in the city), a place for congregation and gathering.
- The literal definition of '**piazza**' is public square, a public open place, predominantly hard surfaced, where there is no traffic.
- The literal definition of '**traffic**' is vehicles moving on a public highway.

The design proposals aim to transform Union Street Central into a primarily 'pedestrian priority space' with a well defined cycle route through the cental zone that will accommodate service vehicles during defined times of the day. In order to achieve that, general traffic is removed in its entirety from this space and it no longer functions as a vehicular thoroughfare.

To understand the scale of the ambition of this transformation it is important to consider Union Street Central in the context of the wider strategic streetscape improvement and within the other areas of intervention.

Throughout the development of these proposals, engagement has been undertaken with stakeholders, such as children and young people and the DEP (Disability Equity Partnership). This engagement has informed the emerging proposals and will continue as the project progresses.

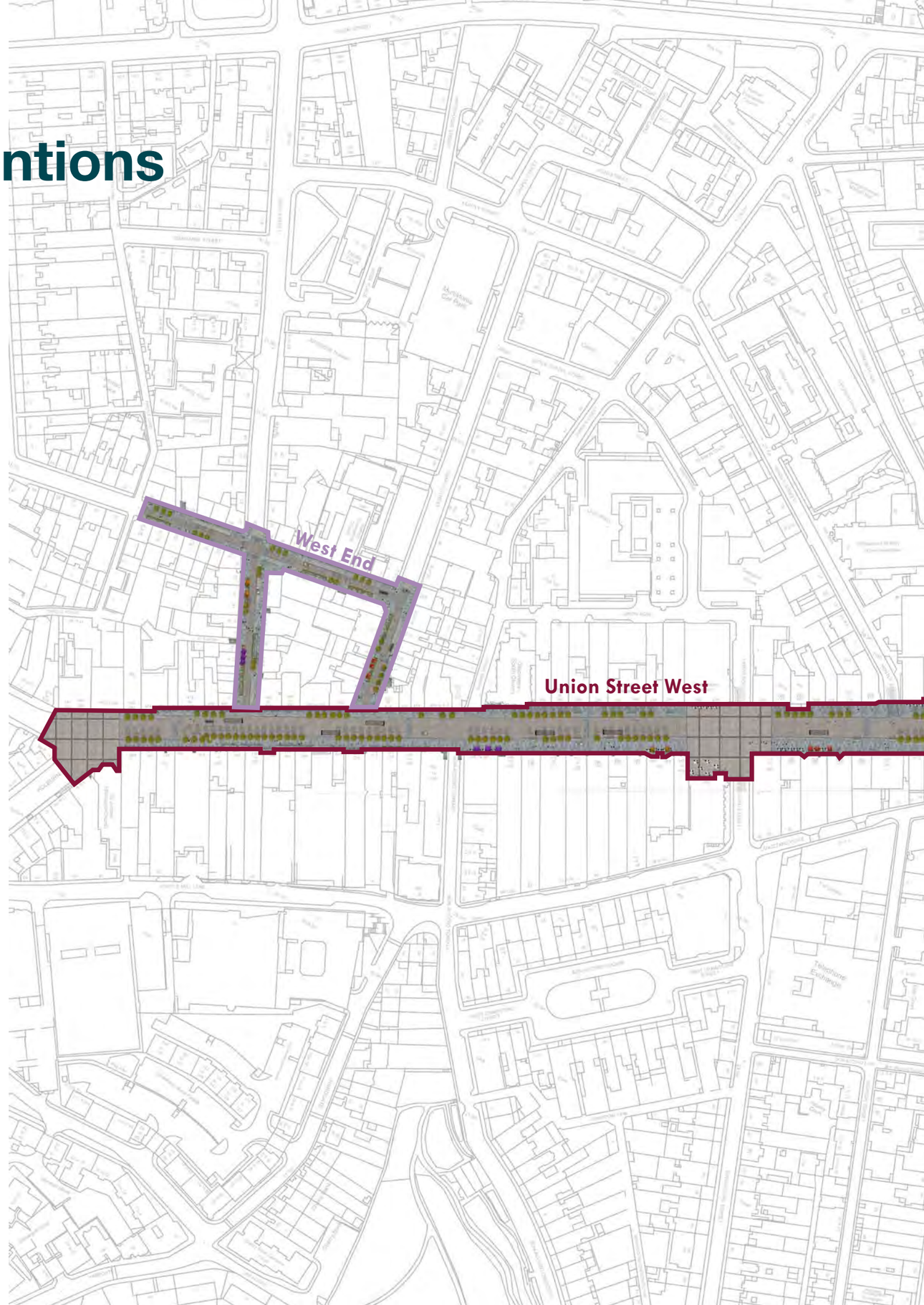
City Centre Streetscape Interventions

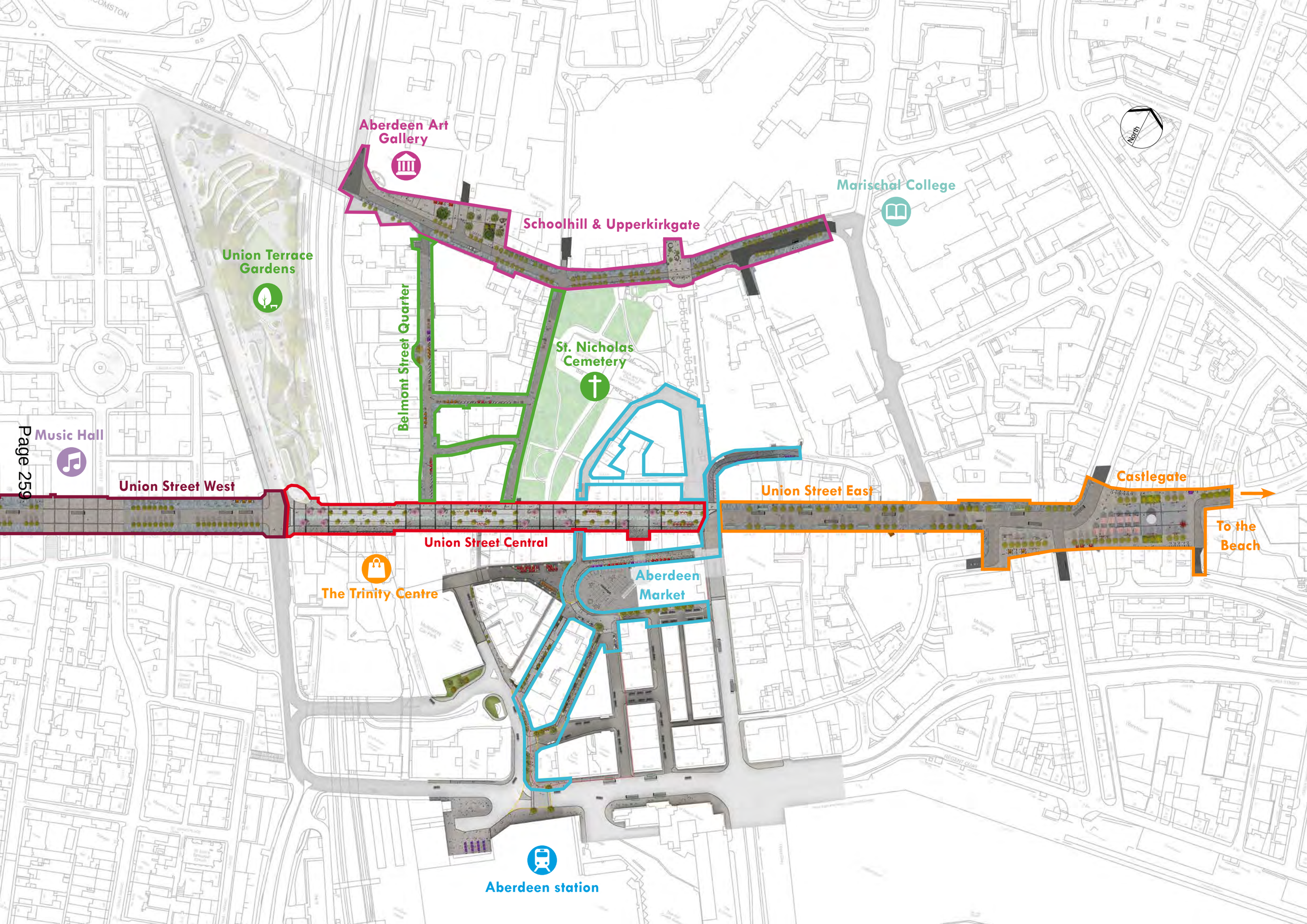
The diagram overleaf illustrates how Union Street Central is part of a wider strategic streetscape improvement for Aberdeen City Centre and needs to be considered in the context of the holistic review of the other seven Intervention Areas that have been identified.

These are as follows:

- Union Street West
- West End
- Union Street East
- Castlegate
- Aberdeen Market
- Belmont Street Quarter
- Schoolhill and Upperkirkgate

In the future, this will be supplemented by proposals for George Street.




Aberdeen Art Gallery
Schoolhill & Upperkirkgate
Marischal College
North
Union Terrace Gardens
Belmont Street Quarter
St. Nicholas Cemetery
Music Hall
Union Street West
Union Street Central
Union Street East
Castlegate
To the Beach
The Trinity Centre
Aberdeen Market
Aberdeen station

Union Street - Pre-pandemic, Present, and Proposed



Union Street Central (pre-pandemic / Spaces for People Interventions)

- traffic dominated with up to 4 lanes of traffic
- large vehicle dominated junctions at either side of the area
- bus lanes on either side of road
- large number of bus stops along road corridor
- significant amount of street clutter along footways
- no public seating
- no safe routes for cyclists
- minimal active travel infrastructure - some existing cycle stands



Union Street Central at Present (during Spaces for People)

- Temporary measure
- Unclear route for cyclists and pedestrians
- No clear delineation / definition of different spaces
- Sporadic placement of street furniture.





Proposed Union Street Central

- Clear central corridor
- Clear delineation of the route to ensure all users are aware of one another
- Strategic positioning of street furniture further defines the central route
- Improved visual amenity provides more pleasant experience
- Variety of other activities are clearly contained within the Activity Zone in order to minimise potential areas of conflict between different users of the public space
- managed vehicular access, limited to service/emergency vehicles, during defined times of the day (within service window only).
- Opportunity to accommodate future ART (Aberdeen Rapid Transit) proposals.

Union Street Central - Masterplan

UNION TERRACE GARDENS

UNION TERRACE

ART GALLERY

BELMONT STREET

BELMONT STREET QUARTER

This area is currently designed to accommodate cafe' culture with limited traffic access.

Clear and uncluttered footways
- main movement corridors for users of the street, accessible and easy to navigate
- no street furniture along the safe route for pedestrians
- minimum 4m wide (*with exception to Union Bridge only)

UNION STREET WEST
This section of Union Street operates as a traditional street

25m

UNION BRIDGE

35m

UNION STREET WEST AND WEST END

TRINITY CENTRE

BACK WYND STAIRS

UNION STREET CENTRAL

This section of Union Street is proposed to operate as a pedestrian priority space with well defined cycle route through the central zone that may accommodate service vehicles within dedicated time windows

Central Corridor
- well defined cycle route through the central zone
- route is clearly delineated and segregation is further achieved by the strategic positioning of elements of street furniture
- accommodate managed servicing within service window

BRIDGE STREET

Kerbs
- finish: Scottish natural stone bullnosed kerb
- size: 60mm upstand between pavement and activity zone, 20mm upstand between pavement and plazas, 400mm wide
- colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops

Activity zone
- adjacent to footways
- location of variety of activities such as informal play, spaces for art, cafe' splill outs, etc
- augment outdoor dining at certain times of the day
- key area that helps activate the public space through furniture, colour etc...

Junctions
- geometry of the junctions to be further developed with SYSTRA and Fairhurst as part of the wider Traffic Management Plan

BACK WYND

SMITH'S SCREEN

(CORRECTION WYND)

ST NICHOLAS STREET

St Nicholas Square
This area operates as pedestrian zone except for loading (6pm - 11am)

45m

35m

UNION STREET EAST
This section of Union Street operates as a traditional street

UNION STREET EAST AND CASTLEGATE

ABERDEEN MARKET

Plazas at key moments
- 'pedestrian priority' zone
- located at key points along Union Street Central area
- clutter free spaces, celebrating heritage
- pausing moments, breaking up the linearity of the space
- preferred crossing areas to facilitate easy pedestrian movement north/south
- areas with limited street furniture to facilitate movement
- feature seating and planting
- potential for space for service vehicles to pull-in and load/unload away from the main service route at dedicated times
- flexible zones that may accommodate key events and activities

MARKET

This area is currently being designed to create a key link between the station and Union Street Central



Footways
4+m

Activity Zone
3.25m

Central Corridor
5.50m

Central zone
12.40m

Activity Zone
3.25m

Footways
4+m

4.0 Response to Key Objectives

The following section illustrates the Design Team response to the key Strategic Objectives for Union Street Central.

These are as follows:

- **Objective 01**: Create a pedestrian friendly focal point at the heart of the City Centre, between Bridge Street and Market Street, that represents the best of Aberdeen.
- **Objective 02:** Create a safe and welcoming connection between Union Terrace Gardens and the Aberdeen Market and adjacent areas.
- **Objective 03:** Prioritise people movement within the space whilst accommodating servicing requirements.
- **Objective 04:** Ensure that any proposals are flexible and adaptable in terms of event planning and the future needs of the city.
- **Objective 05:** Increase seating and spill-out spaces to help animate the space.
- **Objective 06:** Enrich the public realm through play, public art and lighting.
- **Objective 07:** Incorporate street planting to soften the space, adding shade and shelter.
- **Objective 08:** Incorporate Sustainable Drainage Systems (SuDS) where possible.

Objective 01: Pedestrian friendly focal point

‘Create a pedestrian friendly focal point at the heart of the City Centre, between Bridge Street and Market Street, that represents the best of Aberdeen.’

UNION TERRACE

UNION TERRACE GARDENS

ART GALLERY

BELMONT STREET

UNION STREET WEST AND WEST END

TRINITY CENTRE

BRIDGE STREET

Clear and uncluttered footways

The tone for the footways is dark and delineated by light grey/ near white kerbs, in order to complement and contrast with the granite grey buildings of Aberdeen’s historic heart and provide a strong visual definition to the kerb.

Central Corridor

The colour for the central zone is a mixed batch of three tones of grey, to define the zone from the primary pedestrian priority spaces of the footways and plazas.

The difference in colour to the footways clearly defines zoning between the pedestrian and central street zone where the bi-directional cycle route is located.

Key considerations and paving parameters

- Tonal palette as per Aberdeen City Council’s Urban Design Manual
- Colour and paving parameters selected in order to ensure the street relates to the wider network context
- Tone and paving parameters reinforce the hierarchy of spaces, defining:
  - areas where different users may interact (pedestrians, cyclists and occasional vehicles)
  - paving size and build-up
  - the service route and all areas likely to be trafficked (including for events)
  - activity zones adjacent to footways
- Zones within the overall space are defined by a combination of subtle use of different paving mixes and trim delineations, as well as careful placement of street furniture.

BACK WYND

Activity zone

The colour for the Activity Zones is also a mixed batch of three tones of grey, to define the zone from the primary pedestrian priority spaces and to ensure flexibility in use of the space, whilst reading as part of the clearly defined central zone.

SMITH'S SCREEN

(CORRECTION WYND)

ST NICHOLAS STREET

UNION STREET EAST AND CASTLEGATE

ABERDEEN MARKET

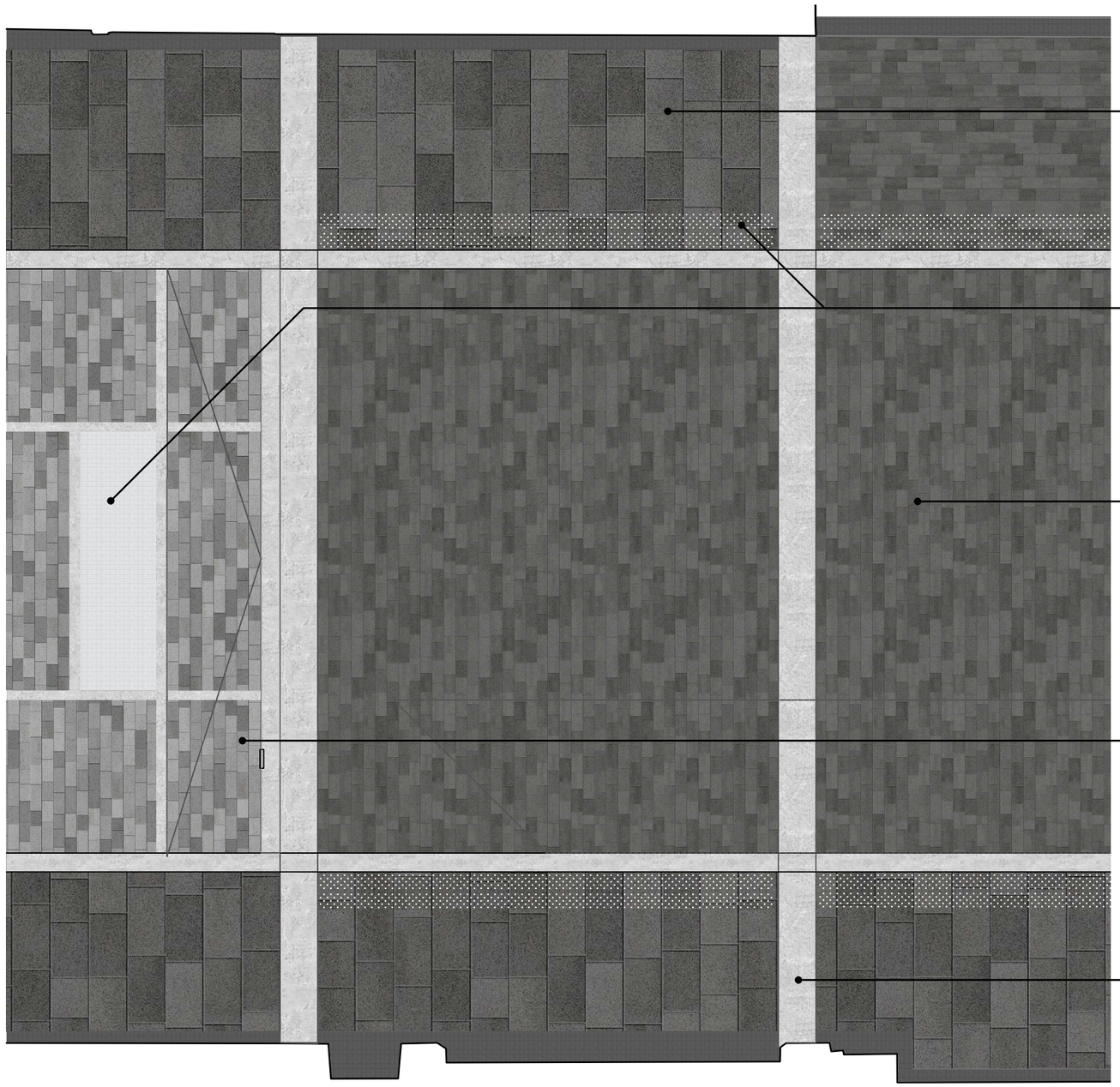
BACK WYND STAIRS

Plazas

The material tone of the footways extends into the Plaza to subtly demarcate these as pedestrian priority spaces and preferred crossing points.

MARKET STREET

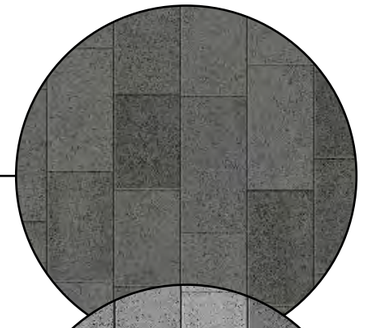
Typical paving patterns and paver sizes:



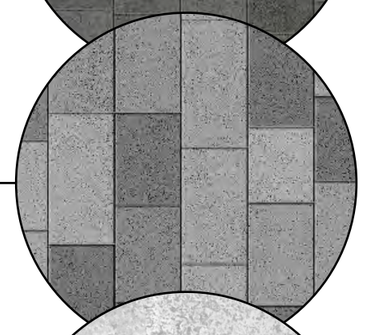


Scottish Natural Stone Slabs
Colour: Dark grey/black
Finish: Fine picked or flame finish
Sizes (WxLxD):
800mm x 1200-1500mm x 150 mm

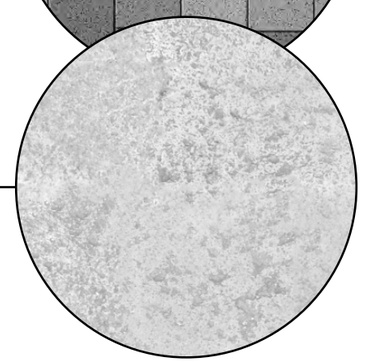
Tactile paving



Scottish Natural Stone Setts
Colour: Dark grey/black
Finish: Fine picked or flame finish
Sizes (WxLxD): 250mm x 250-500mm x 150 mm



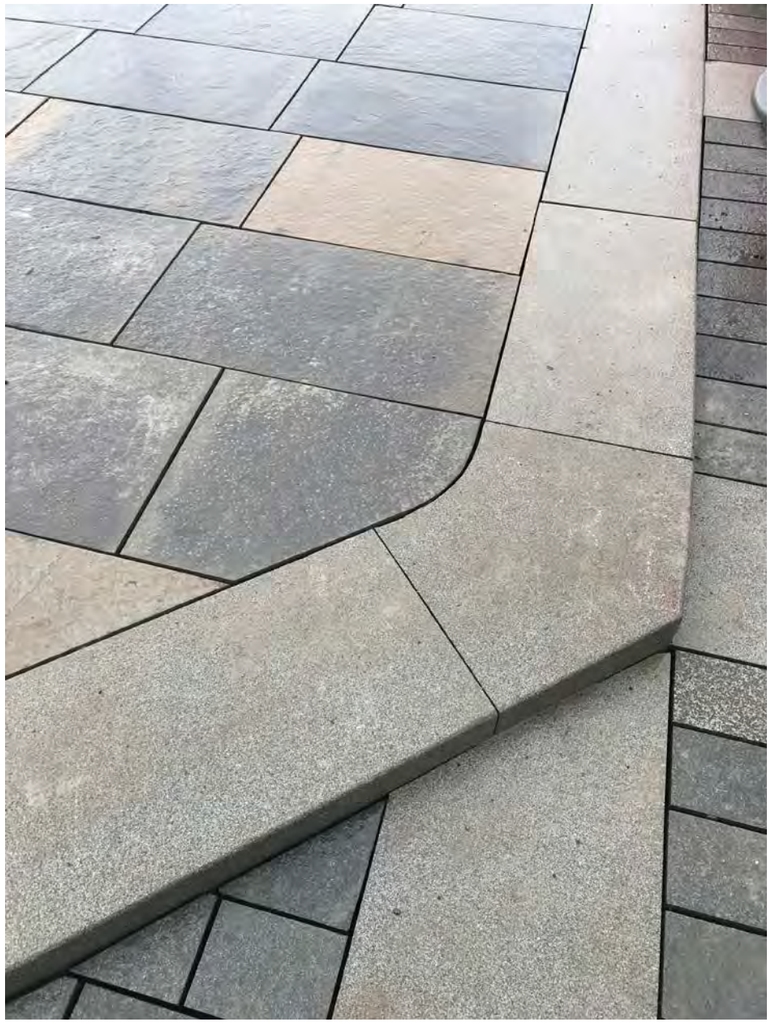
Scottish Natural Stone Setts
Colour: Mix of three tones of grey
Finish: Flat top and fine picked
Sizes (WxLxD): 250mm x 250-500mm x 150 mm



Scottish Natural Stone Trim
Colour: White/pale grey
Finish: Flat top and fine picked
Sizes (WxLxD):
800mm x 900-1200mm x 255mm



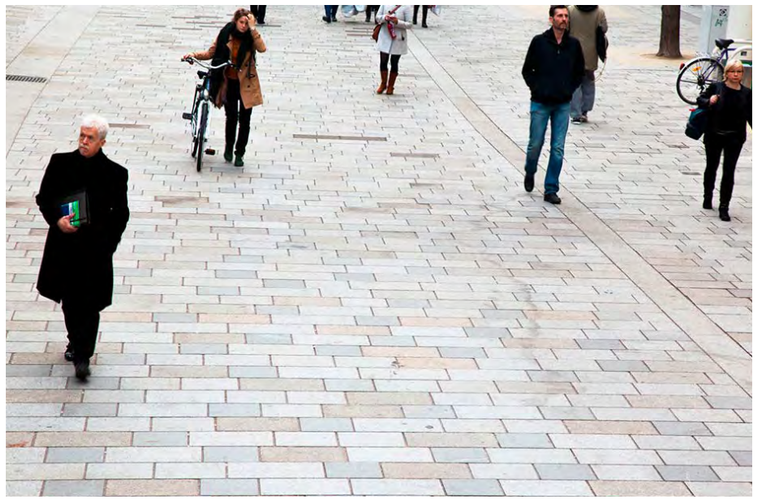






Enhancement opportunities

Potential for inclusion of features such as inscriptions and horizontal wayfinding to key locations.



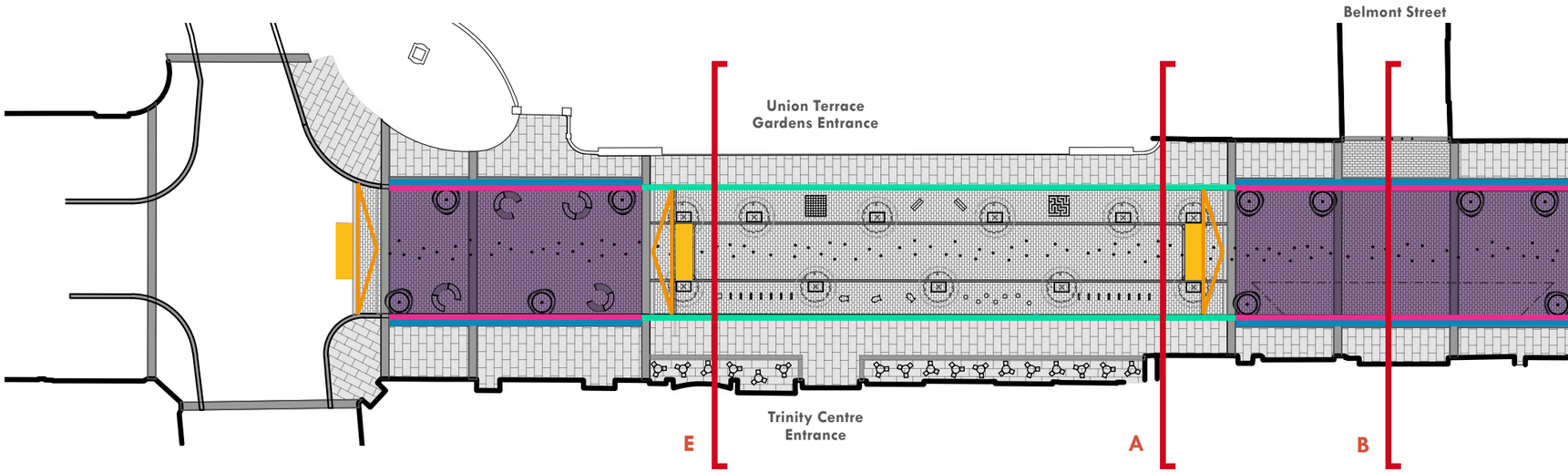
Clear delineation

The hierarchy of different zones within the public space are delineated via timeless and elegant paving selection, able to support the flexibility of the space, adaptable to the changing needs of the City Centre. Delineation is also achieved through kerbs, explained more on following pages.

Kerb Upstands

The edge of the footway is also delineated by kerb upstands or tactile paving which is explained further on the following pages.

Minimising perceived conflicts between users



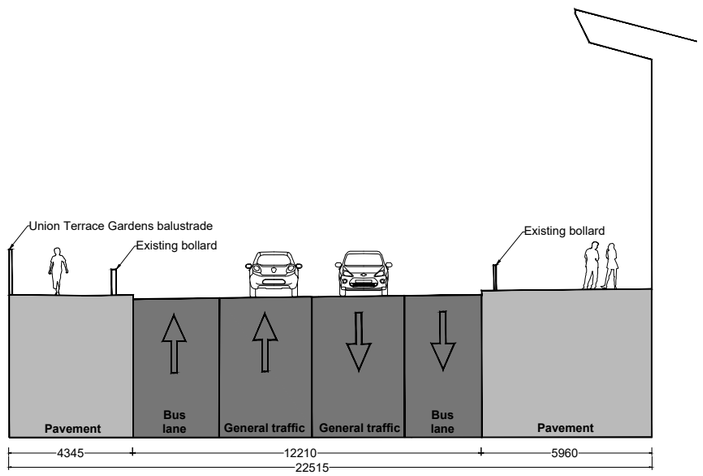
The ambitious proposals aim to create an iconic and innovative space in the centre of Union Street. To achieve this, the proposals evolve from the traditional design of a street, to a space which is specifically focused on minimising the perceived conflicts between users, through smart and intuitive design.

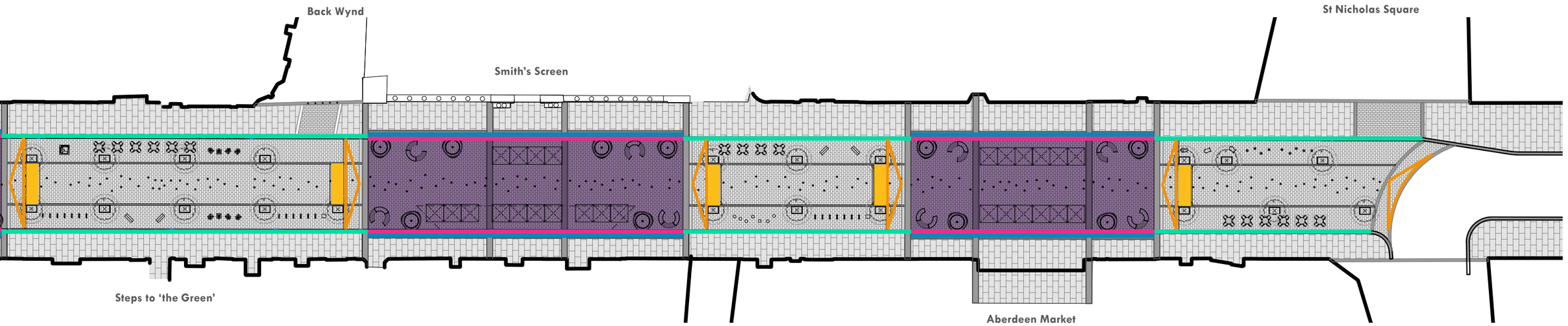
The diagram and sections overleaf illustrate the vertical configuration of the different areas, as well as the subtle wayfinding measures proposed.

Key comments:

- Designed to move away from a more traditional street layout
- Space to read less like a traditional street and thoroughfare, beginning to function as an overall space.
- Shift towards a perceptional and operational change.
- Plazas: proposed on raised tables, acting as preferred crossing points - tactile placed as a warning to identify the ‘pedestrian priority’ nature of this space.
- Vehicles to feel like ‘visitors’ within the plazas by the placement of raised tables, tactile paving and careful placement of street furniture.
- Cyclists are warned of the potential interaction with pedestrians crossing through the plazas by the placement of appropriate hazard warning paving as well as a gentle slope up, which imply a reduction of speed to avoid conflicts.
- Space to operate as a pedestrian priority space, with well defined cycle route through the central zone that may accommodate service vehicles during defined times of the day.
- Zones are defined by a combination of upstand kerbs which and the subtle use different paving mixes and trims, as well as careful placement of street furniture elements
- Upstand kerbs create segregation and delineation between the pavement and the central zones, enhanced with tactile paving to ensure safety for all users.

Section – E (existing)

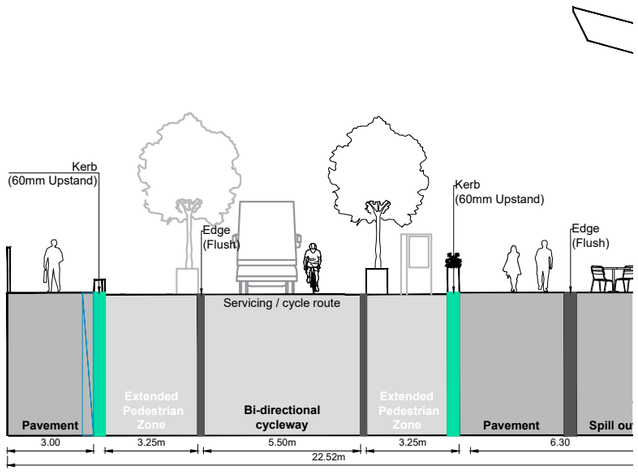




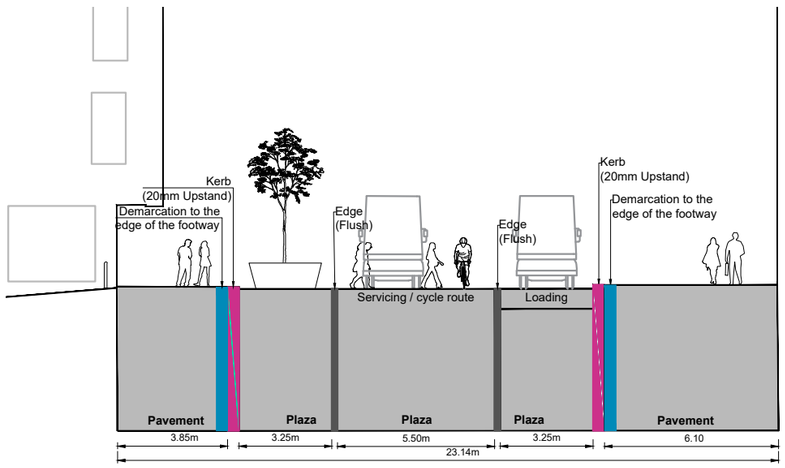
Legend

- Raised table
- Gentle grade to raised table
- Tactile paving adjacent to footpath
- Tactile paving to cycleway
- 20 mm upstand
- 60 mm upstand

Section A (typical street)



Section B (typical plaza)



Objective 02: Create a safe and welcoming connection

‘Create a safe and welcoming connection between Union Terrace Gardens and the Aberdeen Market and adjacent areas.’

An ambitious transformation

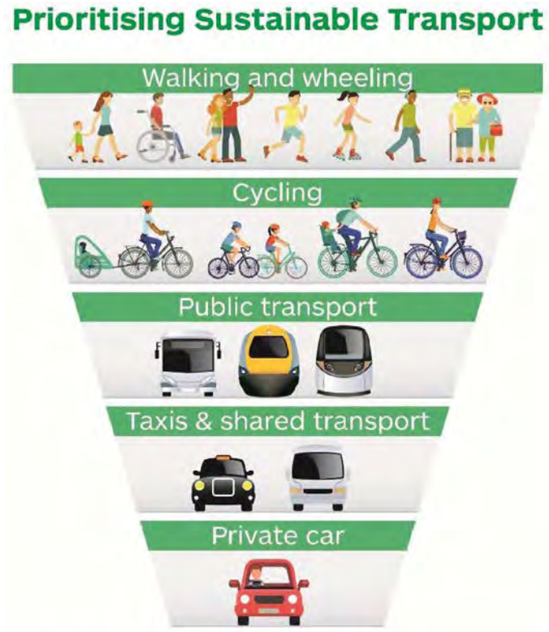
The removal of general traffic from Union Street Central is the key move associated with the transformation of the central section into a pedestrian priority space. A key priority of the overall design is to enhance the pedestrian experience and create better links from Union Street Central to adjacent key civic areas such as Union Terrace Gardens, the Aberdeen Market, the Art Gallery, Broad Street and links to the stations.

The priority established by the widely recognised ‘Sustainable Transport Hierarchy is respected: walking and wheeling first, followed by cycling. Service vehicles would only be permitted during the service window (6pm - 10am) and would be required to carefully share the central corridor with cyclists.

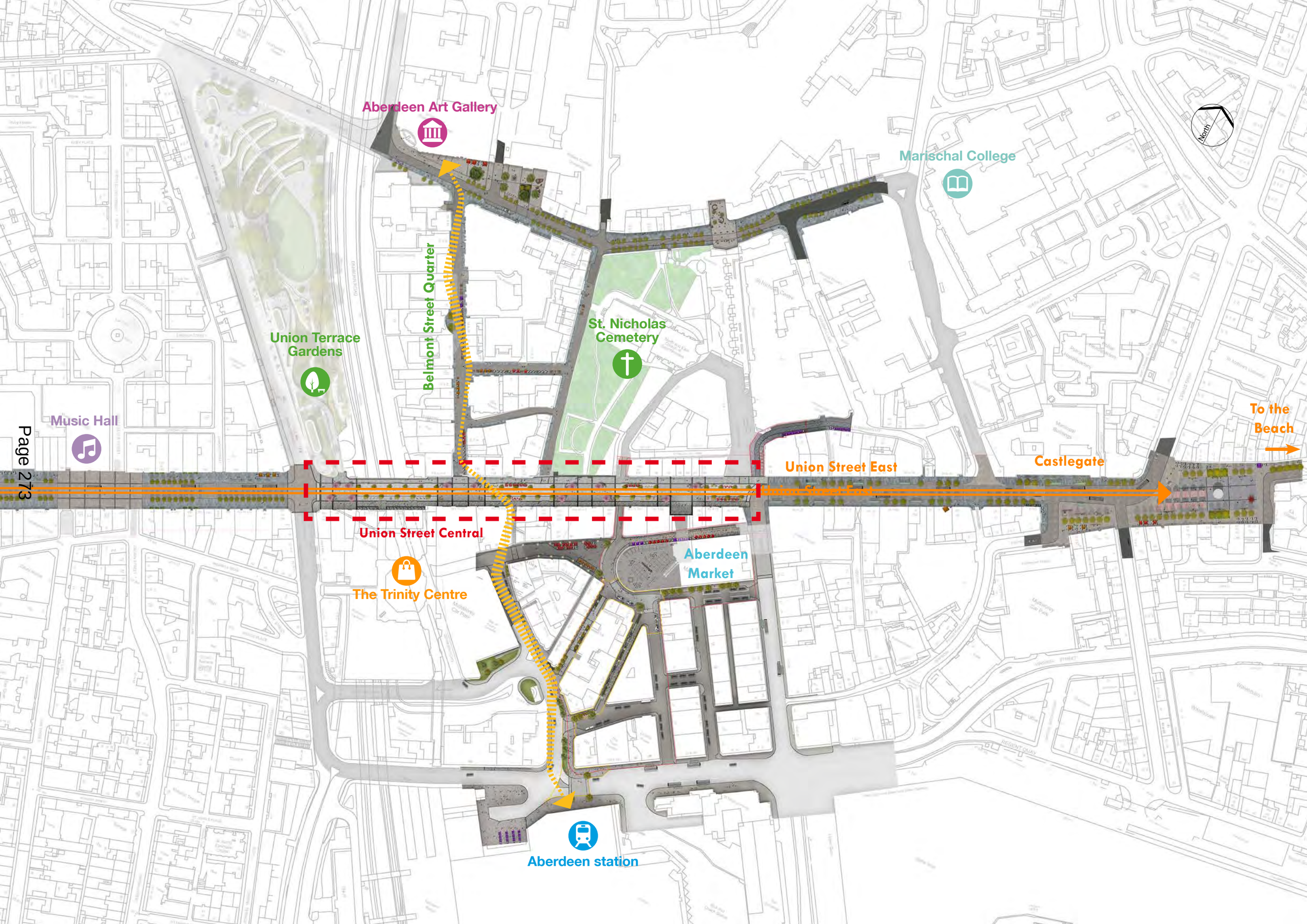
The majority of conflicts associated with the interaction of different users are removed from the space, and the remainder mitigated through:

- operational management (restricted service access during limited time windows)
- design decisions (tested through consultation).

The proposals have been developed in close collaboration with the Transport consultants, SYSTRA, appointed by ACC to work on the wider Traffic Management Plan for the whole of the City Centre, and to assess the wider implications of traffic restrictions proposed for the pedestrianisation of the central section of Union Street.



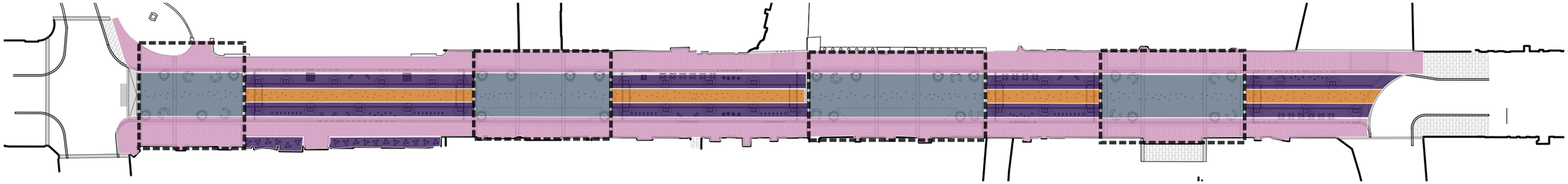



Aberdeen Art Gallery
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The Trinity Centre
Aberdeen Market
Aberdeen station

Objective 03: Prioritise people movement

‘Prioritise people movement within the space whilst accommodating servicing requirements ‘

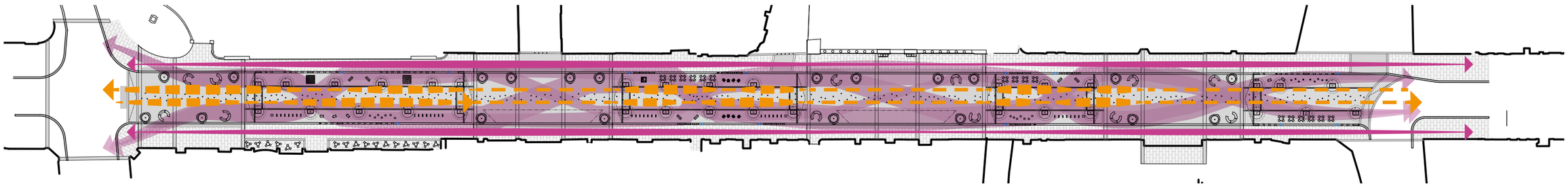
Zoning



Legend

- Pedestrian footways
- Plazas at key moments
- Cycleway (two-way)

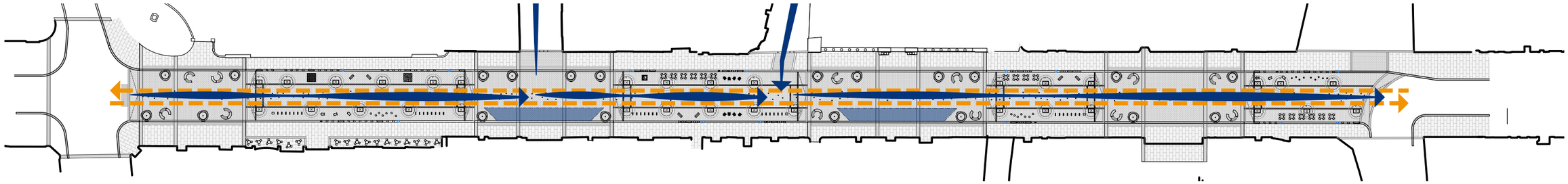
Pedestrian movement and cycling



Legend

- Cycleway (two-way)
- General pedestrian flow
- Main pedestrian movement

Servicing and emergency vehicle route



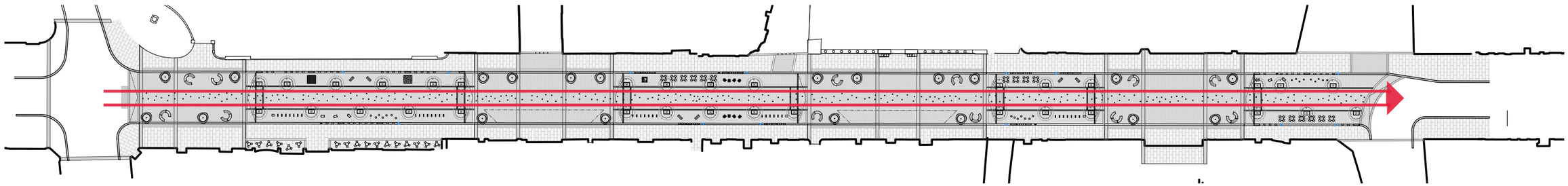
Legend

Servicing route (one-way eastbound)

Servicing bays

Cycleway (two-way)

Emergency bus route and future-proofed corridor for Aberdeen Rapid Transit (ART)



Legend

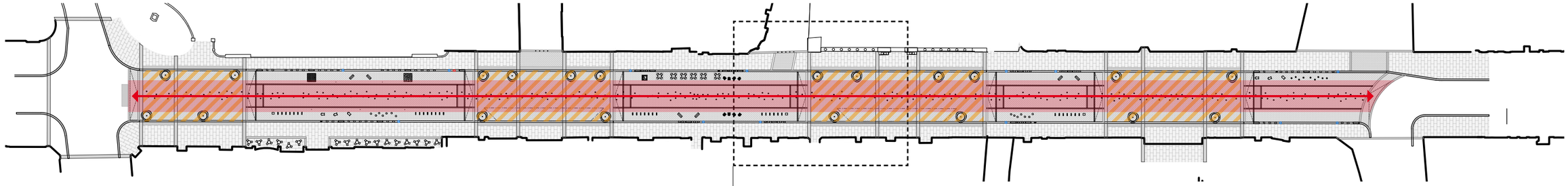
Indicative divertion route for bus services in case of emergency or breakdown
(4m wide corridor, one way, subject to vehicular tracking)

This route could also be used by potential Aberdeen Rapid Transit (ART) initiatives in the future.

Objective 04: Flexible and adaptable

‘Ensure that any proposals are flexible and adaptable in terms of event planning and the future needs of the city. ‘

Big events strategy



Legend

- Event location
- General pedestrian flow
- 8 m central corridor

A Flexible Design

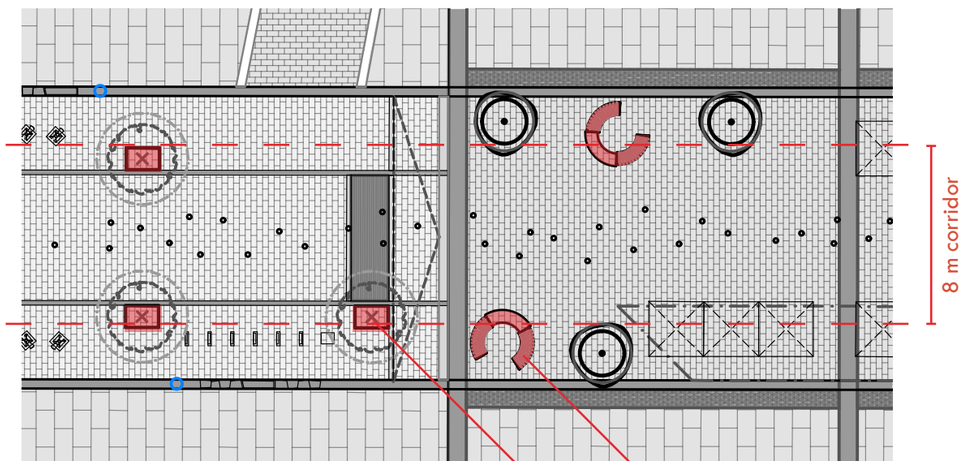
The proposals for Union Street Central allows for an enhanced degree of flexibility within the streetscape to ensure that the public space is adaptable to current and future needs of the City of Aberdeen.

As such, fixed elements of furniture are minimised allowing the space to be potentially reconfigured for larger events such as the Tour of Britain cycling event, or the temporary provision of bus routes within this section of Union Street should this be required.

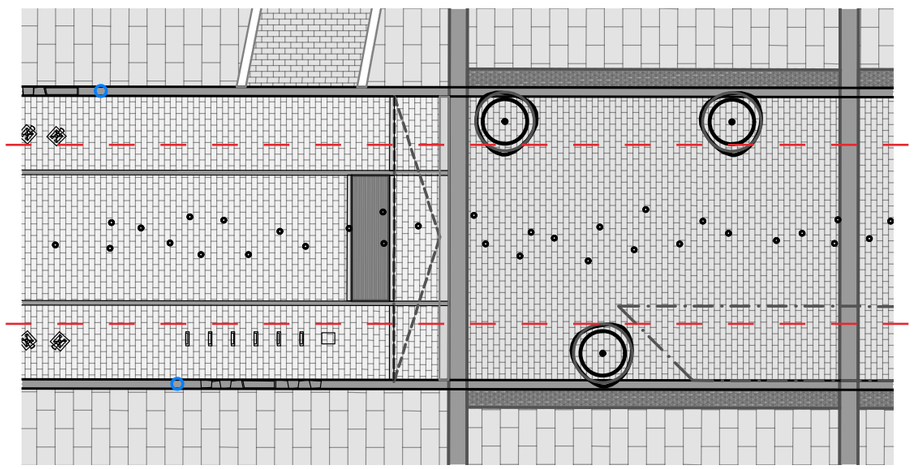
The moveable planters and seating may be relocated away from the central zone in order to create an 8 meter wide unobstructed corridor for large events to take place.

Further consultation will take place with relevant departments within ACC to refine the final events strategy.

Relocating furniture diagram



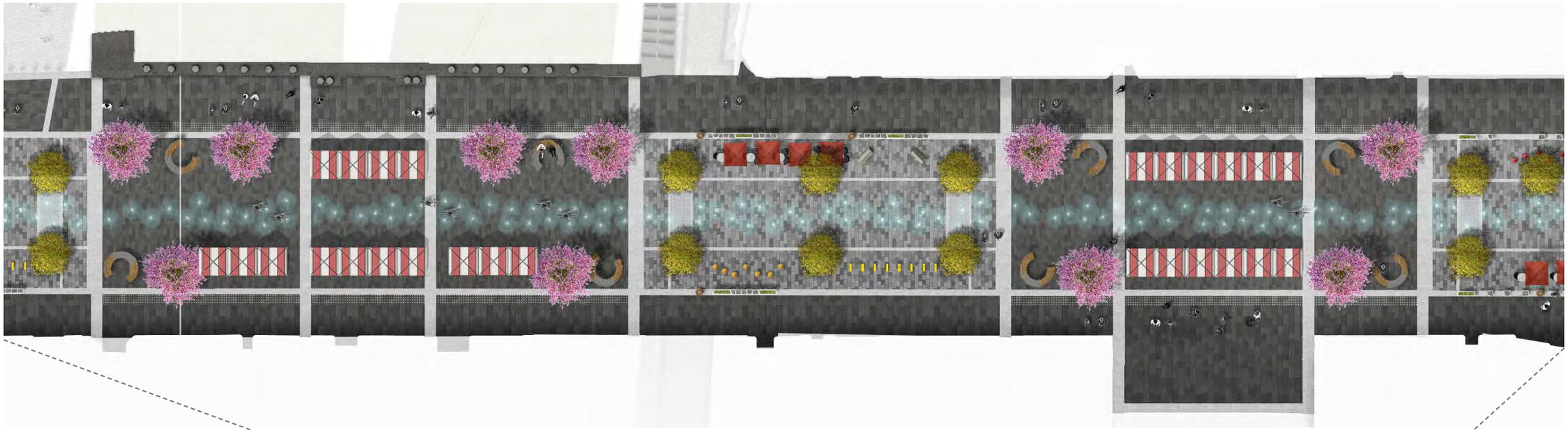
Day to day layout



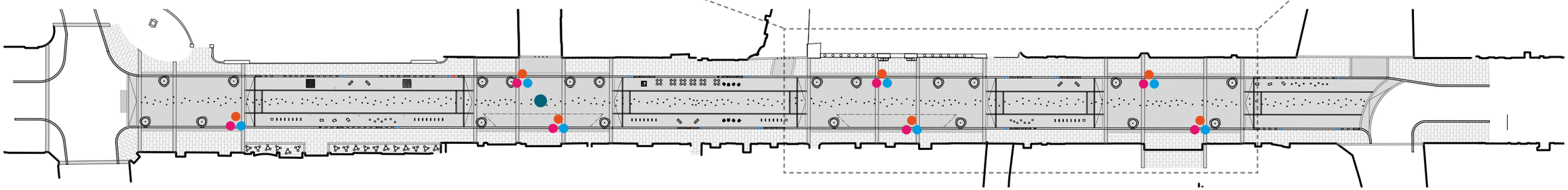
Events layout

Central corridor is completely free for large scale events, parades and various activities.

Potential street market location



Event infrastructure location



Legend

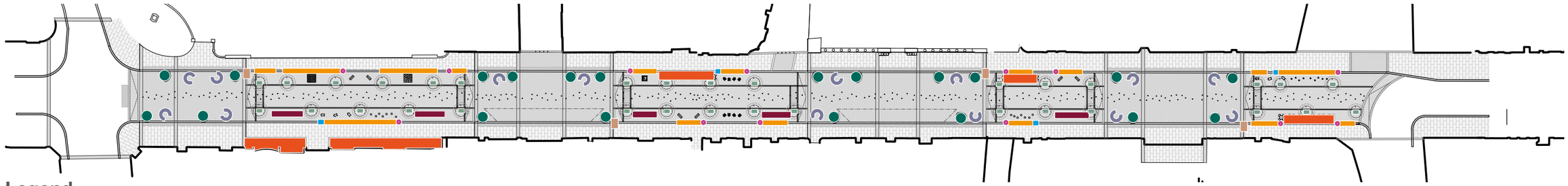
- Power outlets (recessed)*
- Drainage inlet (recessed)*
- Water outlets (recessed)*

* Location of components is indicative and subject to change and review following coordination with wider utility strategy

Objective 05: Seating and spill-out space

‘Increase seating and spill-out spaces to help animate the space. ‘

Street Furniture



Legend

- Opportunities for external dining
- Linear seating with planters
- Flexible seating elements (movable)
- Wayfinding totem
- Drinking fountain
- Litter bin
- Planter (movable)
- Planter (stationary)
- Cycle stands & service station

Street Furniture Strategy

The diagram above illustrates the current proposals for street furniture within Union Street Central.

The overall placement of the street furniture is carefully considered to ensure the even distribution of different types of furniture across the length of the space.

The activity zones, outwith the plazas, are proposed to provide comfortable and flexible spaces which contain, amongst others, sensory planting, space to exhibit art and informal elements of play, cafe’ spill out spaces, creating opportunities for people of all ages and abilities to interact with the space and aiming to encourage longer dwell times.

Commercial and non-commercial seating provide a mix of benefits for both pedestrians and businesses.

Public seating

There is currently no public seating available in Union Street Central: the introduction of seating areas at regular intervals is a substantial enhancement associated with the current design proposal.

The introduction of restful public seating areas is significant, and distributed evenly, at regular intervals, for people of all ages and abilities, creating spaces of non-commercial seating where people can sit, rest, relax and linger, to wait while others shop for example, or to take time away from work or meet with friends.

Particular consideration is given to those unable to attempt the walk along the pedestrianised section of Union Street Central without rest will help increase footfall to the street.

Hostile vehicle mitigation

The integration of street furniture within the proposals, particularly large tree planters and stone seating, at regular intervals improves safety of users by reducing the ability for hostile vehicles to enter onto pavements and other spaces where pedestrians may be gathered in signficant numbers.

Site furniture examples



Steel planter
Powdercoated bronze, 1500x750x900mm, freestanding



Art exhibition boards
Finish ties in with the Scottish natural stone paving



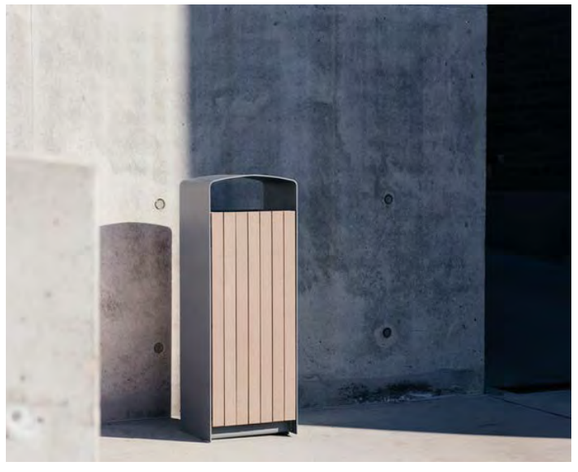
Wayfinding totem
Powdercoated bronze, 2040x400x83mm



Cycle service station
Powdercoated, 1560x575x490mm



3/4 circular seat
Two timbertops, 2750 ø x 450mm (h)
Finish ties in with the Scottish natural stone paving



Litter bin
Powdercoated steel and timber



Drinking fountain
Cast iron, 1290x420x1070mm

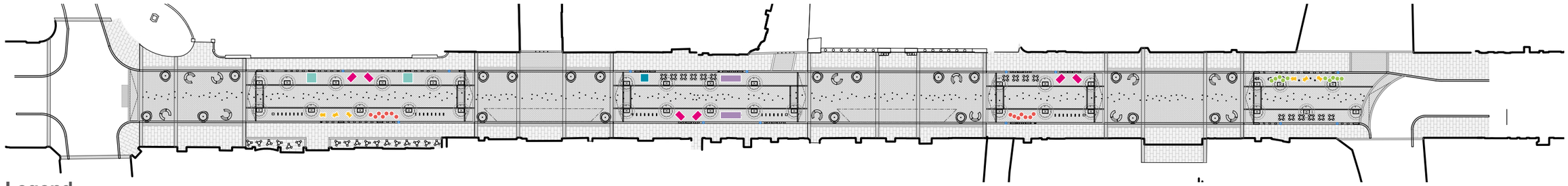


Cycle stand
Powdercoated bronze

Objective 06: Play, Public Art & Lighting

‘Enrich the public realm through play, public art and lighting. ‘

Play & art strategy



Legend

- Interactive art panels
- Singing stones
- Metal play poles
- Bestiary play elements
- Board games painted on surface
- Talking tubes
- Play spheres

Play Strategy

The diagram above illustrates the current proposals for informal play and art within Union Street Central: this is for illustrative purposes only.

The overarching aim is to distribute different activities across the length of the area and providing fun and varied opportunities for play that are both exciting and challenging for different ages.

The final proposals will be developed during RIBA Stage 4 following wider Client and relevant stakeholders engagement, including children and young people.

Play & art examples

© AntoninFourneau, Quentin Chevrier/ DigitalArti Artlab



Interactive play
Water light graffiti, poitiers (LED lights that light up when in contact with water)



Street play
Ground patterns and designs for active games or a board-game type experience



Safe play
Spherical rubberised play element for running, jumping and climbing

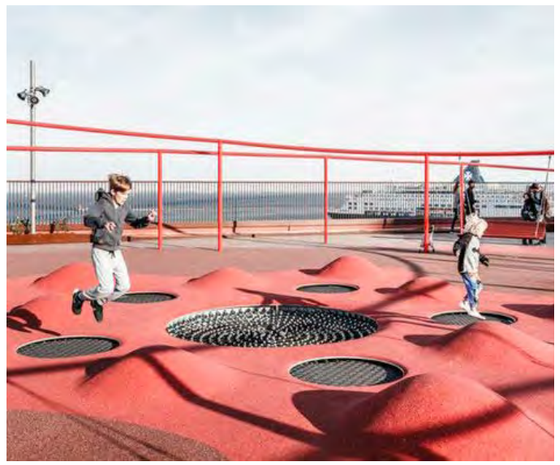


Informal play
Talking tubes



Art installations
Temporary pavilions, stands and structures by local and renown artists, collaborative work with communities

© Morag Myerscough, Love at First Sight, Aberdeen



Active play
Small scale trampolines, swings and rockers for a more dynamic playscape

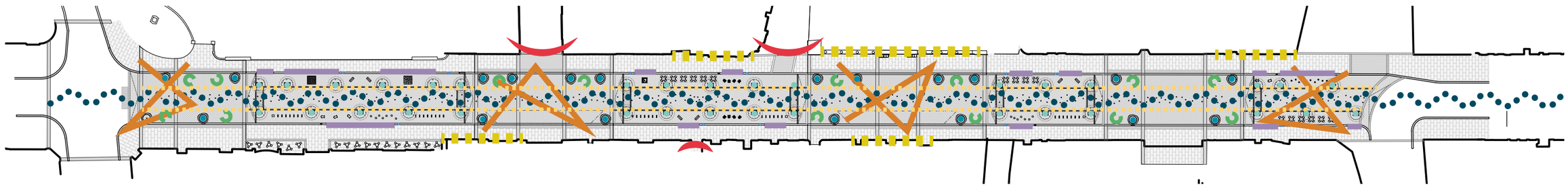


Linear play
Elements of play combined into a linear feature to be explored by all age groups



Sculptural play
Aberdeen bestiary-themed play elements

Feature lighting strategy



Legend

- Accent Lighting (to key buildings, structures and monuments)
- Supplementary Feature Lighting (to street furniture)
- Sentinel Lighting at Key Nodes (street entrances and steps)
- Tree uplighters in movable planters
- In Ground Constellation Lighting (to cycleway)
- Iconic Feature Lighting (at plazas)
- In ground wayfinding light to cycle route (alternate modules)
- Tree uplighters in stationary planters

The proposed lighting strategy is focused on illustrating the overall concept for feature lighting within Union Street Central: this is for illustrative purposes only.

The feature lighting strategy will be further developed during RIBA Stage 4, following wider Client and relevant stakeholders engagement,

Lighting examples



Feature light at plazas
Iconic feature lighting



In ground constellation
Wayfinding lighting to cycle route



In ground linear wayfinding
Lighting to cycle route, alternate modules



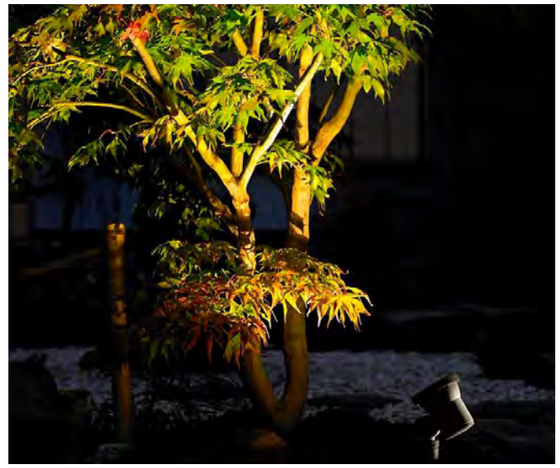
Street furniture light
Supplementary lighting of street furniture elements



Accent lighting
Lighting to key buildings structures and monuments



Sentinel lighting at key nodes
Street entrances and steps



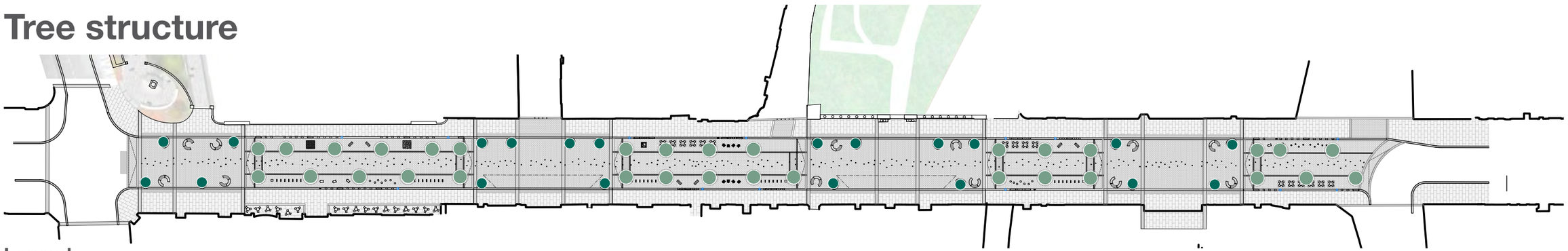
Tree uplighters
to trees in planters (options for connection moveable planters to be confirmed)

Objective 07: Street planting

‘Incorporate street planting to soften the space, adding shade and shelter. ‘

NOTE: Final placement of trees and planting will be further developed with Aberdeen City Council operations teams and other stakeholders, such as Police Scotland.

Tree structure



Legend

Tree typology 1 - Proposed feature trees to plazas

Tree typology 2 - Proposed umbrella from trees to frame central corridor

Street Planting Strategy

The strategic location of Union Street Central within the panorama of two of the most significant open spaces in the City Centre - Union Terrace Gardens and St Nicholas Cemetery - offer the opportunity to create a strategic synergy between these key areas: the proposals illustrates the potential for the soft landscape to Union Street Central to be really special - the creation of an ‘arboretum’ in the urban centre, as an extension as well as an invite to take a moment to pause and enjoy nature.

The planting proposals aim to ensure the addition of meaningful street greening and appropriate species, sizes and shapes.

Tree planting

The tree species have been selected for continuity of form, to bring structure and consistency across the street. An open from branch structure is selected for presence and proportion, whilst maintaining good visibility.

Feature trees are carefully placed in the plaza spaces to create a rhythm and focal points along the length of Union Street Central. Trees will be planted within large planters due to below ground constraints on Union Street Central.

The proposed species have been selected in order to provide year round interest, from early Spring to later in Autumn, and consideration is given to the sculptural presence of the trees during winter.

Understorey and perennial planting

In line with the tree strategy, the composition provides a combination of seasonal colours and all year round interest, from early Spring to later in Autumn, with the groundcover planting layer being further enhanced with herbaceous and seasonal bulb planting.

The matt forming trailing plants create a consistent cover while the upright perennials provide contrast in colour.

Species are also selected for their ability to attract pollinators.

Tree type 1

Amelanchier lamarkii
Snowy mespil



Acer ginnala
Amur maple



Malus ‘Rudolph’
Crab apple ‘Rudolph’



Tree type 2

Crataegus prunifolia
Broad-leaved cockspur thorn ‘Prunifolia’



Malus ‘Evereste’
Crab apple ‘Evereste’



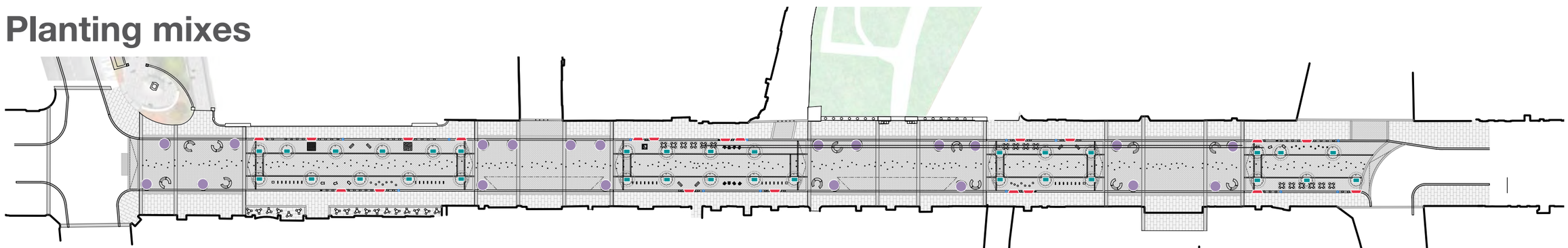
Euonymus hamiltonianus
Hamilton’s spindletree



Pinus sylvestris ‘Watereri’
Scots pine ‘Watereri’



Planting mixes



Legend

Plant mix 1 - trailing groundcover plant mix within circular planters to Plazas

Plant mix 2 - trailing groundcover plant mix within rectangular planters by central corridor

Plant mix 3 - seasonal planting within seating elements

Plant mix 1

Ceratostigma plumbaginoides
blue-flowered leadwort

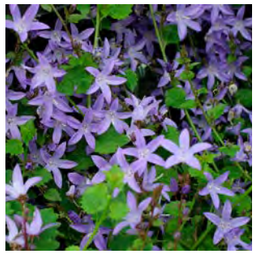


Hedera helix
Common ivy



Plant mix 2

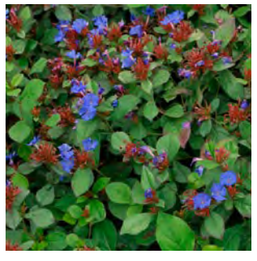
Campanula poscharskyana
Trailing bellflower



Cerastium tomentosum ‘ Silberteppich’
Snow-in-summer



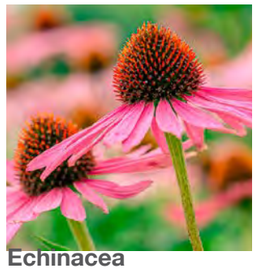
Ceratostigma plumbaginoides
Hardy blue-flowered leadwort



Plant mix 3



Cimicifuga ‘Chocoholic’
Black Snakeroot



Echinacea
Purple coneflower



Liatris spicata
Gayfeather



Salvia nemorosa
Woodland sage



Schizostylis coccinea
River lily



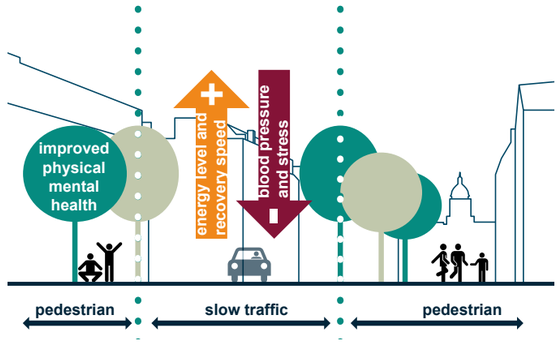
Sedum ‘Matrona’
Tail stonecrop



Sedum ‘Autumn Joy’
Tail stonecrop

Benefits of street greening and tree planting

Good for People



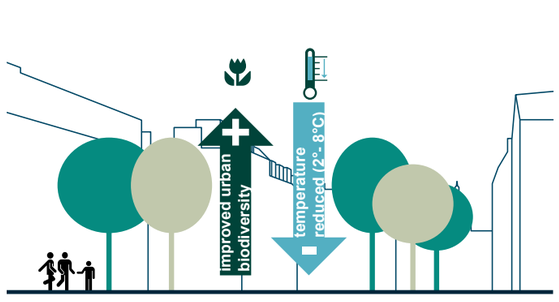
Good for the Economy





Good for the Environment





Urban greening and tree planting for relaxation and enjoyment

Spending time near trees improves physical and mental health by increasing energy levels and speed of recovery, and lowers stress and blood pressure. It also aids recovery from illness, reducing healthcare costs.

Trees also increase safety: tree-lined streets create safer walking environments by clearly defining spaces available to traffic and pedestrians, and reduce driving speeds, by creating vertical elements that help drivers to better assess their speed.

Urban greening and tree planting grow local economies

Following a large-scale tree survey of London, a report (2014) estimated that trees provided at least £133m in benefits to London each year, mostly through air cleaning, carbon sequestration and storm water control.

London's street trees alone have been valued at £4.2bn, placing them on a par with other critical urban infrastructure (e.g. street lighting).

Urban greening and tree planting are good for local business

Commercial streets with trees show higher income streams than those without: customers spend more time and money in retail areas with trees. Employees with access to natural green space can be more productive, with greater job satisfaction.

Urban greening and tree planting increase property value

Streets with trees (both commercial and residential) show increased property value (8-20%) compared to those without.

Urban greening and tree planting cool the air naturally

Canopy shading from trees in cities can cool the air by 2°C to 8°C, reducing heat-related illness.

Trees around buildings can reduce air conditioning requirements by around 30%, and heating by 20%-50%.

Trees also provide habitat for beneficial insects and birds, contributing to urban biodiversity.

Urban greening and Tree Planting reduce pollution

Appropriately placed trees in cities reduces concentration of air pollutants, including fine particulates. The reduction in particulate matter near a tree is between 7 and 24%, and its reduction benefits particularly those with asthma and other breathing conditions.

Urban trees are excellent filters, absorbing CO2 and producing O2, sequestering carbon, and so contributing to the mitigation of climate change.

Proximity of trees to the point of pollution (city centre) is essential to efficient absorption. As they grow, young trees absorb more CO2 than established trees do, making new tree planting even more important.

Urban greening and tree planting combat flooding

Trees reduce the impact of heavy rain and floods, making Sustainable Urban Drainage Systems more effective.

Trees regulate water flow, improve water quality and reduce urban water run-off.

In fact, the first 30% of most precipitation onto a tree never hits the ground, being absorbed by the leaves. Up to another 30% is absorbed through the root system and transpired back into the atmosphere, with none of this water therefore having to enter drains.

Examples of habitat enhancement and biodiversity



Wings birdhouse

Compensates for lack of natural nesting opportunities



Leaf insect hotel

Home for insects in the heart of the city



The edge

Easily integrable system that creates refuge areas for insects, allowing them to feed and thrive



Rocket box

Miniature nesting location for bat collonies

Objective 08: Sustainable Drainage System

‘Incorporate Sustainable Drainage Systems (SuDS), where possible.’

Given that the majority of Union Street Central is constructed above arches and voids, the opportunity to introduce sustainable urban drainage within this section is limited.

However, opportunities will be further investigated during RIBA Stage 4. Some of the SuDS systems which will be considered at the next stage are;

- Porous surfacing
- Green roofs to bus shelters adjacent to Union Street Central
- Rain water harvesting and capture for irrigation



5.0 Caveats

Whilst RIBA Stage 3 for Union Street Central has been progressed, there are a number of key considerations to be finalised, including but not limited to:

* Junctions design (liaison with SYSTRA/ACC)
* Crossing points locations (liaison with SYSTRA, further engagement with key stakeholders including DEP, NESS and Guide Dogs)
* Final spatial configuration of Union Street Central
* Technical surveys (yet to be undertaken)

There are also a number of elements that require further engagement with our ACC Client and relevant stakeholders in order to achieve a finalised design proposals. These elements will be further developed in the next phase of the design (RIBA Stage 4), as part of the wider Engagement Strategy.

Further Engagement

List of items that require further and more focused engagement – to be further investigated at RIBA Stage 4:

* Accessibility: to be discussed further with focused stakeholder groups such as Guide Dogs Scotland, NESS, DEP
* Art Strategy (liaison with ACC Cultural Team, potential for involvement local artists)
* Events Strategy (liaison with ACC City Events Team)
* Informal play (development of a bespoke play strategy in line with UNICEF Child Friendly Cities Initiative)
* Street Furniture (proposals to be discussed with ACC)
* Lighting strategy (liaison with ACC City Events Team and other relevant departments within ACC)
* Finalised Material strategy (proposals currently based on the draft Urban Design Manual)
* Soft landscape (proposals to be discussed with ACC and other relevant departments within ACC and Police Scotland)

6.1 Appendix 1
Existing Materials Context

Appendix 1: Existing materials context

City Centre Wide Assessment

The images and associated text highlight the materials, colours and paving parameters used across Aberdeen City centre.

From the images it is clear to see the current wide diversity of streetscape scenarios across the City Centre.















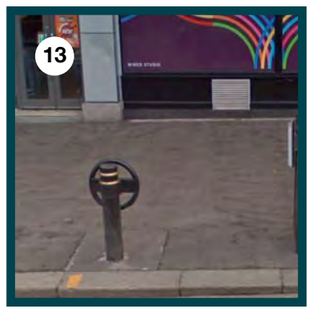


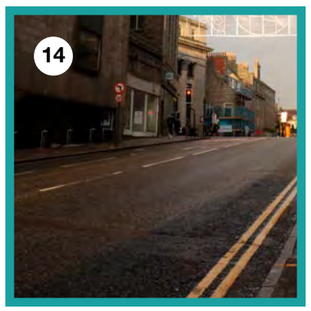














1. Dark grey Caithness flags, Union St/Belmont area pavements and Flourmill Ln plaza.
2. Mixed tone (grey, buff, pink) granite setts, Belmont area carriageway.
3. Light grey concrete flags, Union St West and Market St pavements
4. Mixed tone (grey, buff, pink) granite flags, Market area pavements
5. Traditional granite setts carriageway, Market area and lanes
6. Mixture of modern granite cubes and setts of varying colour, Carmelite street
7. Traditional granite cubes in bogen pattern, The Green.
8. Concrete/Exposed aggregate concrete flags, square proportions
9. Grey granite setts carriageways
10. Light grey and pink granite setts/cubes in a variety of radial patterns to Saint Nicholas plaza.
11. Traditional granite flags, uneven cut.
12. Decorative exposed aggregate concrete
13. Painted asphalt pavement (due to lack of depth on Union Bridge)
14. Asphalt carriageway
15. UTG high quality granite pavement flags, newly laid
16. UTG granite setts mix, Union Terrace carriageway, newly laid

6.2 Appendix 2
Stage 3 Drawings

Drawing Register

LDĀDESIGN

Client	ACC
Project	Aberdeen City Centre Vision
Job No. / File	8153-LDA-01-XX-RG-L-0001

Status: For Information (RIBA Stage 3)

Document No.	Drawing Title	Size	Scale	05.08.21	22.09.21	24.09.21	08.10.21	01.11.21	17.11.21	18.01.22	31.01.22	08.02.22	01.03.22	07.03.22	22.04.22
	General Arrangement														
8153-LDA-01-XX-DR-L-1001	Union Street Central Streetscape General Arrangement Plan	A1	1:200			/			A	B	C				D
8153-LDA-01-XX-DR-L-1002	Union Street Central Streetscape Surface Finishes	A1	1:200			/			A	B	C				D
8153-LDA-01-XX-DR-L-1003	Union Street Central Streetscape Street Furniture	A1	1:200			/			A	B	C				D
8153-LDA-01-XX-DR-L-1004	Union Street Central Streetscape Lighting and Utilities	A1	1:200												/
8153-LDA-01-XX-DR-L-1005	Union Street Central Streetscape Softworks	A1	1:200												/
8153-LDA-01-XX-DR-L-1100	Union Street Central Streetscape Existing vs Proposed	A1	1:500										/		A
8153-LDA-01-XX-DR-L-2000	USC Streetscape Contextual GA Existing Plan (Engagement)	A0	1:250											/	
8153-LDA-01-XX-DR-L-2001	USC Streetscape Contextual GA Proposed Plan (Engagement)	A0	1:250											/	
8153-LDA-01-XX-DR-L-2002	USC Streetscape Contextual GA Existing vs Proposed Plan (Engagem	A0	1:250											/	
	Site Sections														
8153-LDA-01-XX-DR-L-4001	Union Street Central Streetscape Existing vs Proposed Sections	A0	1:250											/	A
	Supporting Documents														
ACV-RYD-00-XX-RP-A-0002-S2-P1	Aberdeen City Centre Streetscape Report and Appendices			/											
Appendix D_Streetscape Interventions_	Aberdeen City Centre Streetscape Report							/							
8153-LDA-01-XX-RP-L-1000	Stage 3 Report														
	Specification&Schedules														
8153-LDA-01-XX-SP-L-1001	Outline Specification										/				A
8153-LDA-01-XX-SP-L-1002	Landscape Management and Maintenance Schedule														/
	Distribution														
Aberdeen City Council *(Client)*				/	/			/			/	/		/	/
hub North Scotland *(Development Partner)*				/	/			/			/	/			/
Balfour Beatty													/		
Ryder Architecture *(Architect)*				/	/	/	/	/	/	/	/	/	/	/	/
Currie and Brown *(Cost Advisor)*						/	/		/	/	/	/			/
Fairhurst *(Civil and Structural Engineers)*						/	/		/	/	/	/			/
DSSR *(Building Services Engineers)*						/	/		/	/	/	/			/
Keppie Design *(Town Planning)*						/	/		/	/	/	/			/
Systra *(Traffic Management)*				/		/	/	/	/	/	/	/			/
Format: E = electronic, HC = Hard Copy. F = FTP				e		e	e		e	e	e	e	e	p	e
Reason: P = Planning T= Tender Ct= Contract				I		I	I		I	I	I	I	I	I	I
C0 = Construction As = As Built I = Information															

Drawing Register

LDĀDESIGN

Client	ACC
Project	Aberdeen City Centre Vision
Job No. / File	8153-LDA-01-XX-RG-L-0001

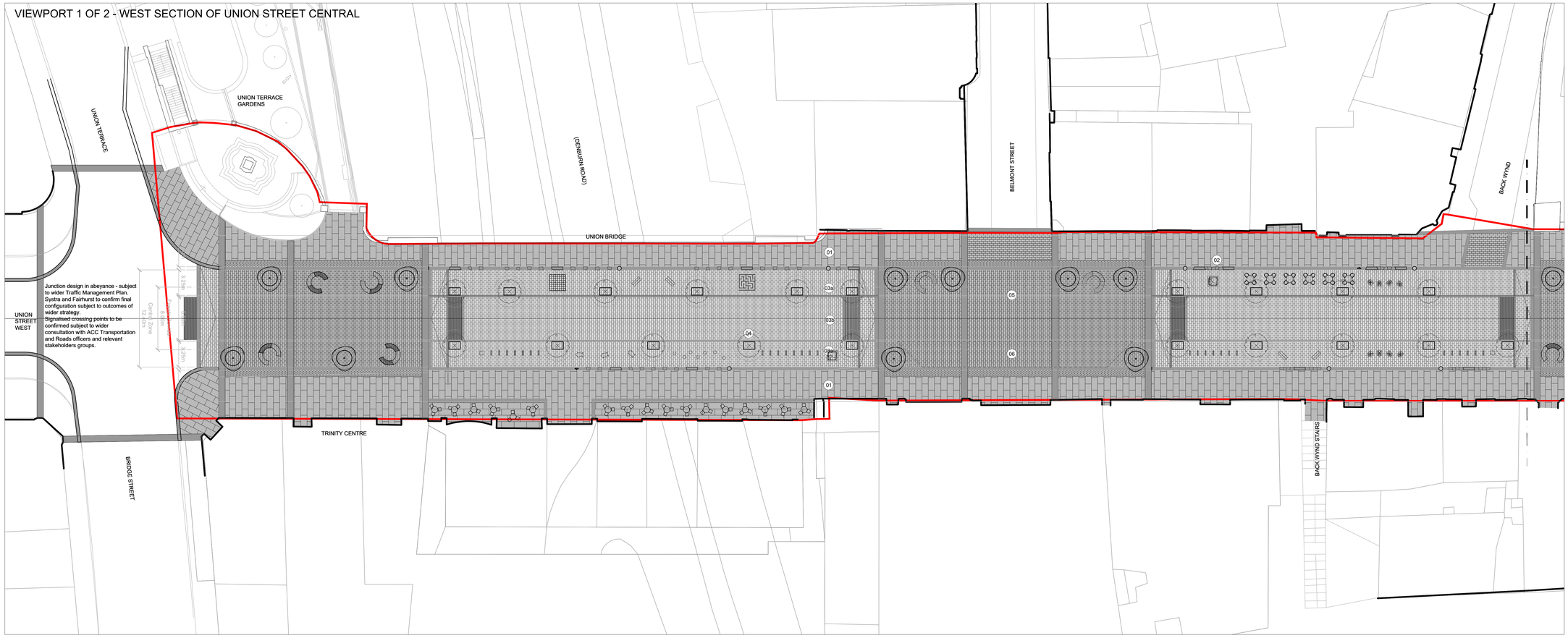
Status: For Information (RIBA Stage 3)

Document No.	Drawing Title	Size	Scale	31.01.22	22.04.22
	Details				
8153-LDA-01-XX-DR-L-5001	USC Streetscape F1a & F1b details	A1	1:20	/	A
8153-LDA-01-XX-DR-L-5002	USC Streetscape Street Furniture Typical Details - F1c	A1	1:10	/	A
8153-LDA-01-XX-DR-L-5003	USC Streetscape Street Furniture Typical Details - F2	A1	1:10	/	A
8153-LDA-01-XX-DR-L-5004	USC Streetscape Street Furniture Typical Details - F4	A1	1:20	/	A
~~8153-LDA-01-XX-DR-L-5005~~	~~USC Streetscape Street Furniture Typical Details - F4b~~	A1	1:10	/	
8153-LDA-01-XX-DR-L-5100	USC Streetscape Surface Finishes Typical Details	A1	Varies		/
8153-LDA-01-XX-DR-L-5101	USC Streetscape Kerbs Trims Edges Typical Details	A1	Varies		/
	Distribution				
Aberdeen City Council *(Client)*				/	/
hub North Scotland *(Development Partner)*				/	/
Balfour Beatty					
Ryder Architecture *(Architect)*				/	/
Currie and Brown *(Cost Advisor)*				/	/
Fairhurst *(Civil and Structural Engineers)*				/	/
DSSR *(Building Services Engineers)*				/	/
Keppie Design *(Town Planning)*				/	/
Systra *(Traffic Management)*				/	/

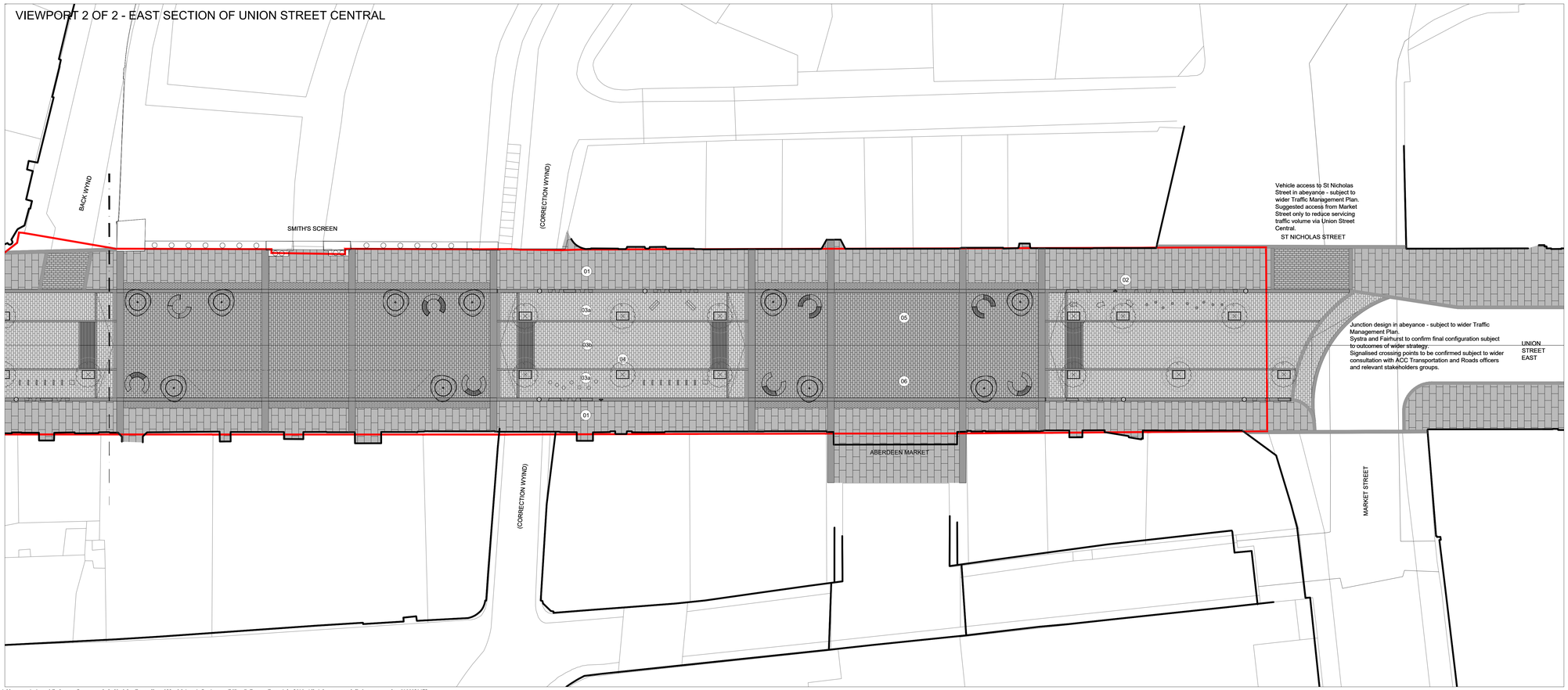
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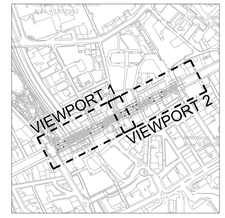
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VIEWPORT 1 OF 2 - WEST SECTION OF UNION STREET CENTRAL



VIEWPORT 2 OF 2 - EAST SECTION OF UNION STREET CENTRAL





LEGEND

STREETSCAPE GENERAL ARRANGEMENT

- Indicative extent of Union Street Central Intervention Area
- (01) Widened clear/unobstructed footways adjacent to shopfronts (minimum 4m wide)
- (02) Footways delineated by fixed elements of seating and planting
- (03a) (03b) Central section of street split into 3 zones
  - 3a) Activity zone adjacent to footways
  - 3b) Central corridor allowing for cycling (bi-directional) and service vehicles (one-way eastbound, during certain times only)
- (04) Clear delineation of the central corridor by series of trees in planters (minimising conflict between different users)
- (05) Plaza Spaces at key locations with fixed and flexible elements such as play, seating, planting, cycle stands, litter bins, art, sculpture and feature lighting
- (06) Areas identified as potential loading bays for service vehicles to pull-in and load/unload away from the main service route (at dedicated times)
- (2.50m) Typical width

The Activity Zone within the Central Zone allows for a wider variety of events to take place on a day-to-day basis, such as:

* External dining
* Markets
* Small events
* Play opportunities etc

maximizing the space given over to pedestrians.

Central section of street can be easily reconfigured as to allow for larger events and gatherings to take place within central zone of Union Street or to allow for temporary vehicular flows within space (i.e. buses) if required, particularly during the phased delivery of other sections of Union Street.

The central corridor allows for business servicing during service window and provide emergency access to the street on day-to-day basis.

NOTE:

Current design proposals is INDICATIVE only, subject to further consultation with ACC Client and wider engagement with relevant stakeholders.

Further details to be provided at RIBA Stage 4:

- junction design (subject to liaison with SYSTRA for wider Traffic Management Plan)
- crossing points (subject to liaison with SYSTRA and engagement with relevant stakeholders)
- accessibility (proposals based on option 2 within Sketchbook 02)
- material strategy (proposals based on draft 'Urban Design Manual' palette, to be discussed with ACC)

Spatial configuration as currently agreed.

Final selection of materials in abeyance, to be discussed and agreed with ACC client.

Vertical delineation and build ups in abeyance, and all related elements (tactile paving and potential for trims with specific hazard warning finishes) all subject to outcome of the discussion with ACC (kerbs upstand and location of raised tables TBC) and to feasibility (underground surveys).

To be read in conjunction with:

- General Arrangement drawings:
  8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
  8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  8153-LDA-01-XX-DR-L-1004 USC Streetscape Lighting and Utilities
  8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks
  8153-LDA-01-XX-DR-L-1100 USC Streetscape Existing vs Proposed
- Site Section drawings
  8153-LDA-01-XX-DR-L-4001 USC Streetscape Existing vs Proposed Sections
- Detail drawings
  8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
  8153-LDA-01-XX-DR-L-5100 series (Hardworks)
- Landscape Specification
  8153-LDA-01-XX-SP-L-1001 Outline Specification
- Landscape Management and Maintenance Schedule
  8153-LDA-01-XX-SP-L-1002

REV.	DESCRIPTION	APP.	DATE
D	Issued for RIBA Stage 3	JWa	22.04.22
C	Re-issued for Stage 1 cost plan update	JWa	31.01.22
B	Issued for Stage 1 cost plan update	JWa	18.01.22
A	Updated to November Committee Proposals	JWa	18.11.21

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape General Arrangement Plan

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	sep 2021	DRAWN	MGu
SCALE@A0	1:200	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO **8153-LDA-01-XX-DR-L-1001**

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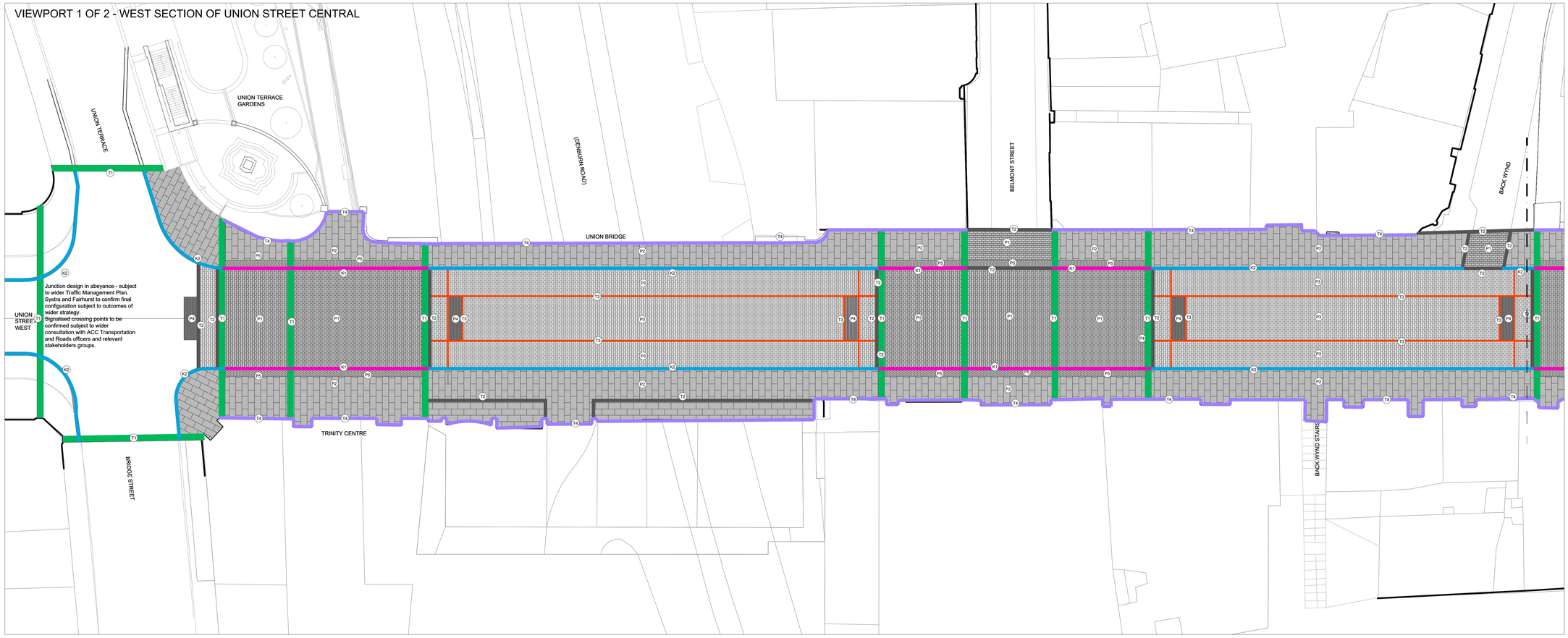
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Sources: Ordnance Survey

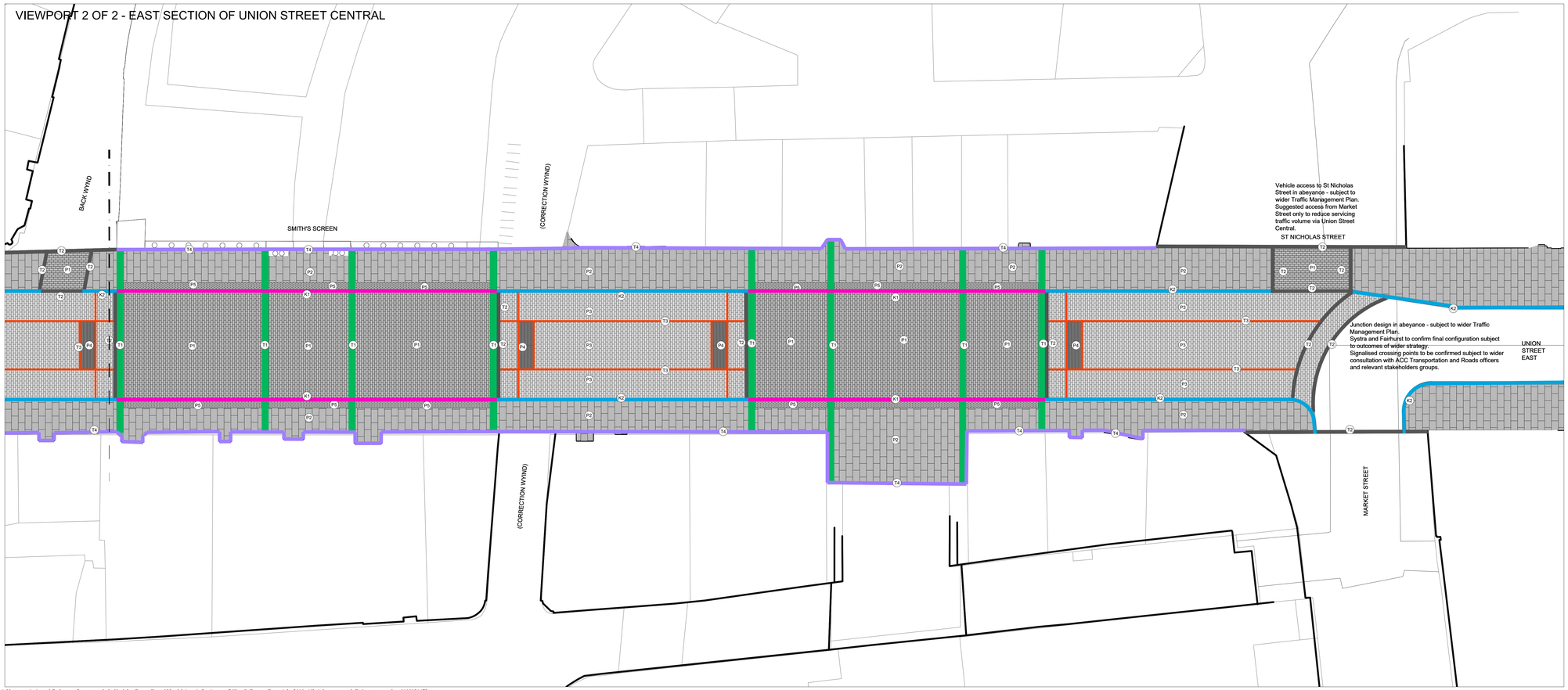
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VIEWPORT 1 OF 2 - WEST SECTION OF UNION STREET CENTRAL



VIEWPORT 2 OF 2 - EAST SECTION OF UNION STREET CENTRAL



LEGEND

SURFACE FINISHES

P1 — Paving Type 1 (P1):
Scottish natural stone sett paving to plazas and areas of vehicular overrun on footways;
Supplier: Tradstocks/CED Stone;
Colour: Dark grey/black to match footway paving in overall tone (P2);
Finish: fine picked or flame finish;
Size: 250mm(w) x 250-500mm(l)x150mm (d*).

P2 — Paving Type 2 (P2):
Scottish natural stone slab paving to footways;
Supplier: Tradstocks/CED Stone;
Colour: Dark grey/black to match plazas in overall tone (P1);
Finish: fine picked or flame finish;
Size: 800(w) x1200-1500mm (l)x80mm (d).

P3 — Paving Type 3 (P3):
Scottish natural stone setts to activity zone and central corridor (servicing + cycling);
Supplier: Tradstocks/CED Stone;
Colour: Mix of three tones of grey;
Finish: flat top and fine picked;
Size: 250mm(w) x 250-500mm(l) x150mm(d*)

P4 — Paving Type 4 (P4):
Scottish natural stone corduroy paving;
Supplier: Tradstocks/CED Stone;
Colour: Dark grey/black to match plazas in overall tone (P1);
Finish: fine picked or flame finish;
Size: 400(w) x400mm (l)x70mm (d).

P5 — Paving Type 5 (P5):
Scottish natural stone tactile paving;
Supplier: Tradstocks/CED Stone;
Colour: Light grey to contrast with plazas in overall tone (P1);
Finish: flat top and fine picked;
Size: 400mm(w) x 400mm(l) x70mm(d*)

NOTE:
(d*) Depth to allow for vehicular overrun for service vehicles and occasional bus, to be confirmed by Fairhursts.

KERBS, TRIMS AND EDGES

K1 — Kerb Type 1 (K1):
Scottish natural stone bullnosed kerb;
Colour: white/pale grey;
Supplier: CED Stone;
Finish: fine picked or punch finish;
Size: 400(w) x900-1200 (l)x255mm(d*);
Laid 20mm upstand to plazas.

K2 — Kerb Type 2 (K2):
Scottish natural stone bullnosed kerb;
Colour: white/pale grey;
Supplier: CED Stone;
Finish: fine picked or punch finish;
Size: 400(w) x900-1200 (l)x255mm(d*);
Laid 60mm upstand.

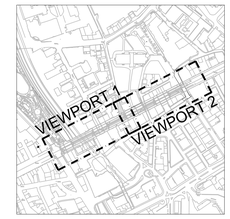
T1 — Trim Type 1 (T1):
Scottish natural stone kerb;
Colour: white/pale grey;
Supplier: CED Stone;
Finish: fine picked or punch finish;
Size: 800(w) x900-1200 (l)x255mm(d*);
Laid flush.

T2 — Trim Type 2 (T2):
Scottish natural stone kerb;
Colour: white/pale grey;
Supplier: CED Stone;
Finish: fine picked or punch finish;
Size: 400(w) x900-1200 (l)x255mm(d*);
Laid flush to interface with adjacent surfaces.

T3 — Trim Type 3 (T3):
Scottish natural stone kerb;
Colour: white/pale grey;
Supplier: CED Stone;
Finish: fine picked or punch finish;
Size: 200(w) x900-1200 (l)x255mm(d*);
Laid flush.

T4 — Trim Type 4 (T4):
Scottish natural stone cubic setts ;
Supplier: Tradstocks/CED Stone;
Colour:white/pale grey;
Finish: flat top and fine picked;
Size: 90mm(w) x 90mm(l) x90mm(d*)
Laid flush to interface with adjacent surfaces.
Trim width varies depending on location.
Minimum 3 rows of cubic setts

NOTE:
Ultimate selection of materials will be depending upon



To be read in conjunction with:

- General Arrangement drawings:
  8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  8153-LDA-01-XX-DR-L-1004 USC Streetscape Lighting and Utilities
  8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks
  8153-LDA-01-XX-DR-L-1100 USC Streetscape Existing vs Proposed
- Site Section drawings
  8153-LDA-01-XX-DR-L-4001 USC Streetscape Existing vs Proposed Sections
- Detail drawings
  8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
  8153-LDA-01-XX-DR-L-5100 series (Hardworks)
- Landscape Specification
  8153-LDA-01-XX-SP-L-1001 Outline Specification
- Landscape Management and Maintenance Schedule
  8153-LDA-01-XX-SP-L-1002

NOTE:

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Further details to be provided at RIBA Stage 4:

- junction design (subject to liaison with SYSTRA for wider Traffic Management Plan)
- crossing points (subject to liaison with SYSTRA and engagement with relevant stakeholders)
- accessibility (proposals based on option 2 within Sketchbook 02)
- material strategy (proposals based on draft 'Urban Design Manual' palette, to be discussed with ACC)

Spatial configuration as currently agreed.

Final selection of materials in abeyance, to be discussed and agreed with ACC client.

Vertical delineation and build ups in abeyance, and all related elements (tactile paving and potential for trims with specific hazard warning finishes) all subject to outcome of the discussion with ACC (kerbs upstand and location of raised tables TBC) and to feasibility (underground surveys).

REV.	DESCRIPTION	APP	DATE
D	Issued for RIBA Stage 3	JWa	22.04.22
C	Re-issued for Stage 1 civil plan update	JWa	31.01.22
B	Issued for Stage 1 civil plan update	JWa	18.01.22
A	Updated to November Committee Proposals	JWa	16.11.21

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape
Surface Finishes

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Sep 2021	DRAWN	MGu
SCALE@A0	1:200	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO 8153-LDA-01-XX-DR-L-1002

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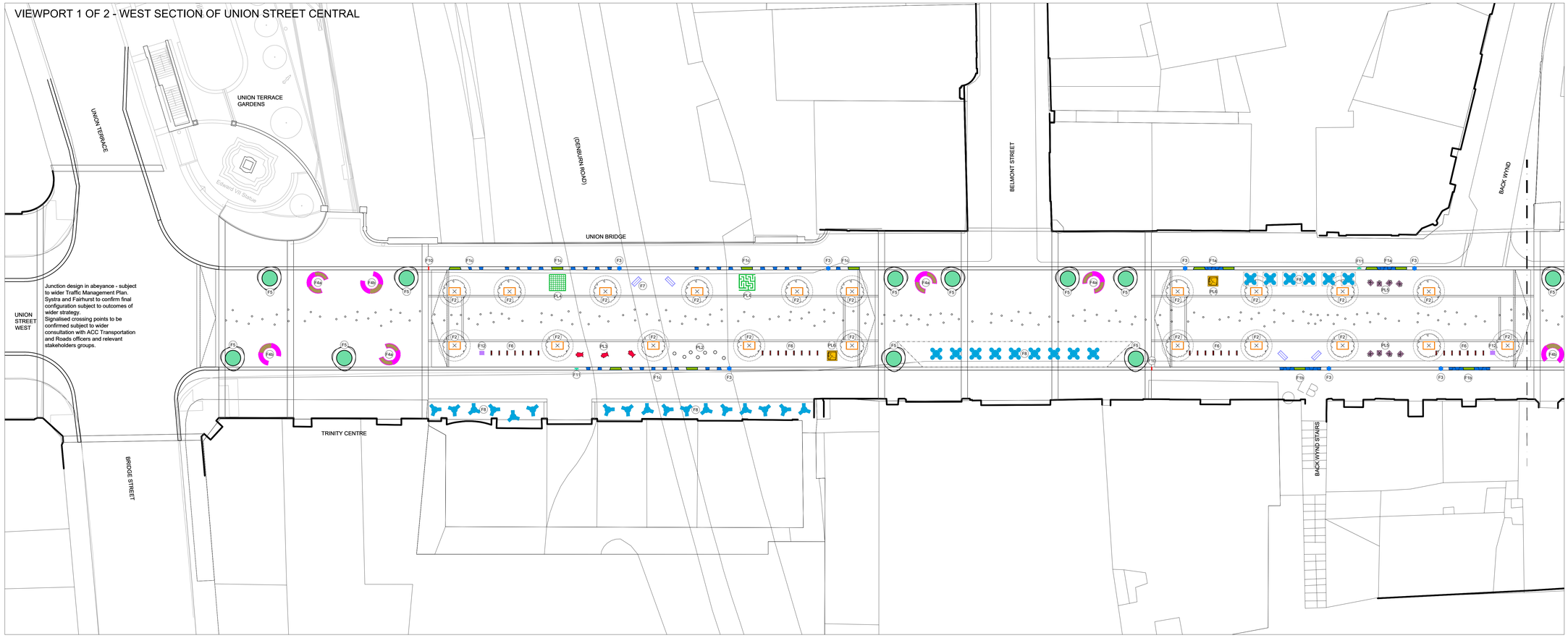
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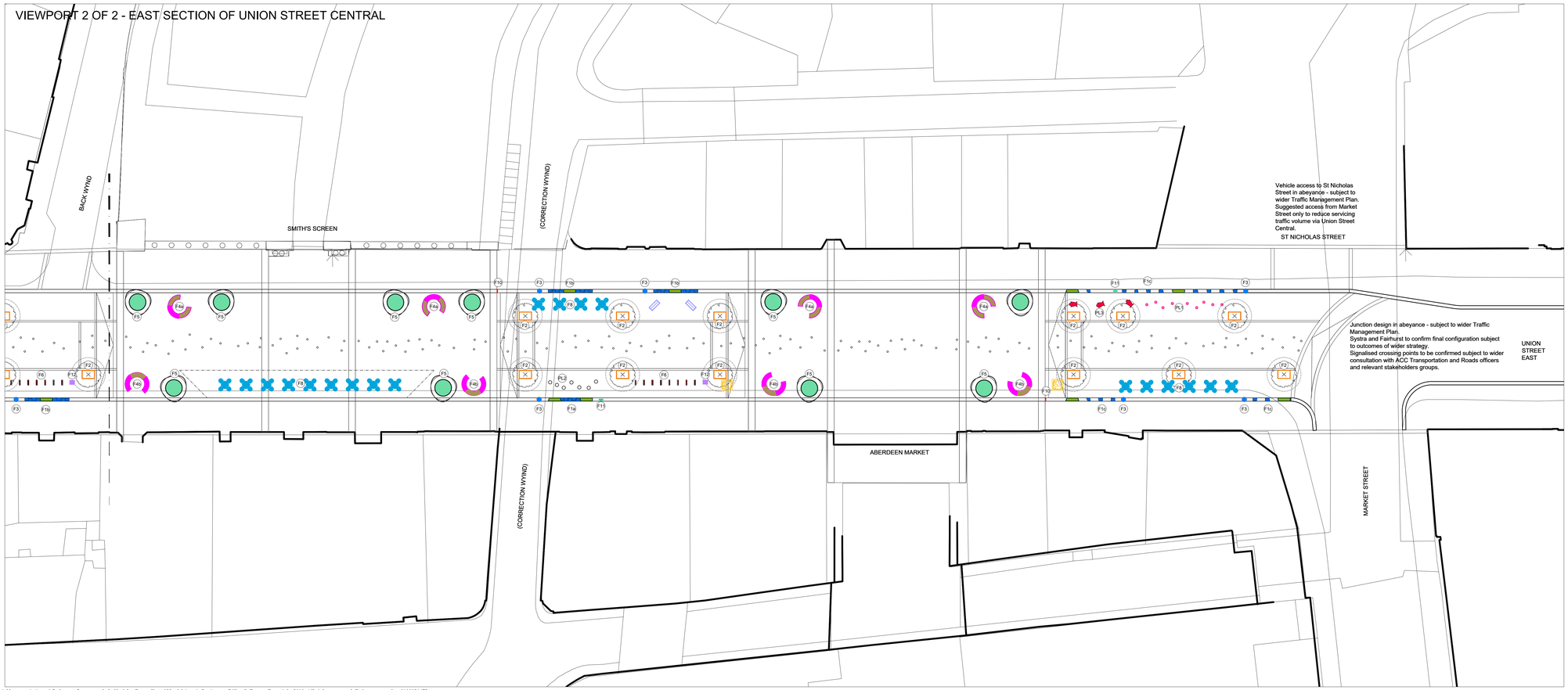
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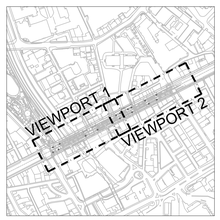
Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-1003 USC STREETSCAPE STREET FURNITURE.DWG

VIEWPORT 1 OF 2 - WEST SECTION OF UNION STREET CENTRAL



VIEWPORT 2 OF 2 - EAST SECTION OF UNION STREET CENTRAL





LEGEND

STREET FURNITURE

- Street Furniture Type 1a (F1a): Scottish natural stone block seating with two planters
- Street Furniture Type 1b (F1b): Scottish natural stone block seating with one planter
- Street Furniture Type 1c (F1c): Scottish natural stone block seating. F1a arranged as single units to act as reinforced barrier (preventing vehicles access to the footway along the Union Bridge).
- Street Furniture Type 2 (F2): Steel Planters
- Street Furniture Type 3 (F3): Bins (typically associated with seating F1a+b)
- Street Furniture Type 4a (F4a): Feature 3/4 circular seat with armrests, two timber tops and backrests.
- Street Furniture Type 4b (F4b): Feature 3/4 circular seat with armrests, one timber top and backrest.
- Street Furniture Type 5 (F5): Large circular tree planters
- Street Furniture Type 6 (F6): Cycle stands.
- Street Furniture Type 7 (F7): Art Exhibition Boards.
- Street Furniture Type 8 (F8): Canvases for outdoor seating areas (TBC). Potential to use loading bays to plazas as outdoor seating (only out of service window).
- Street Furniture Type 10 (F10): Wayfinding boards .
- Street Furniture Type 11 (F11): Drinking fountain.
- Street Furniture Type 12 (F12): Bike tool station.
- Street Furniture Type 16 (F16): Existing bollards to Union Bridge (60no). Remove and store for potential reuse elsewhere in the city centre. TBC with ACC client.

NOTE:
For further details, refer to document number 8153-LDA-01-XX-SP-L-1001Union Street Central Outline Specification.

Softworks and Lighting information moved to separate layout, for clarity. Refer to drawings:
* 8153-LDA-01-XX-DR-L-1004 Union Street Central Streetscape Lighting and Utilities
* 8153-LDA-01-XX-DR-L-1005 Union Street Central Streetscape Softworks

INFORMAL PLAY & ART

- Play Type 1 (PL1): Informal Play Elements - Metal play poles (TBC).
- Play Type 2 (PL2): Informal Play Elements - play spheres (TBC).
- Play Type 9 (PL3): Informal Play Elements - Aberdeen Bestiary-themed play elements (TBC).
- Play Type 4 (PL4): Informal Play Elements - board games painted on to surface (TBC).
- Play Type 5 (PL5): Informal Play Elements - Talking tubes
- Play Type 6 (PL6): Informal Play Elements - Singing stones

NOTE:
Informal Play and Art Strategy TBC - subject to further consultation.
Final selection to be discussed and agreed with ACC client.

To be read in conjunction with:

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  8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
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NOTE:

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Further details to be provided at RIBA Stage 4:
- junction design (subject to liaison with SYSTRA for wider Traffic Management Plan)
- crossing points (subject to liaison with SYSTRA and engagement with relevant stakeholders)
- accessibility (proposals based on option 2 within Sketchbook D2)
- material strategy (proposals based on draft 'Urban Design Manual' palette, to be discussed with ACC)

Spatial configuration as currently agreed.

Final selection of materials in abeyance, to be discussed and agreed with ACC client.

Vertical delineation and build ups in abeyance, and all related elements (tactile paving and potential for trims with specific hazard warning finishes) all subject to outcome of the discussion with ACC (kerbs upstand and location of raised tables TBC) and to feasibility (underground surveys).

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A	Updated to November Committee Proposals	JWa	16.11.21

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape
Street Furniture

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	sep 2021	DRAWN	MGu
SCALE@A0	1:200	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO 8153-LDA-01-XX-DR-L-1003

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Sources Ordnance Survey

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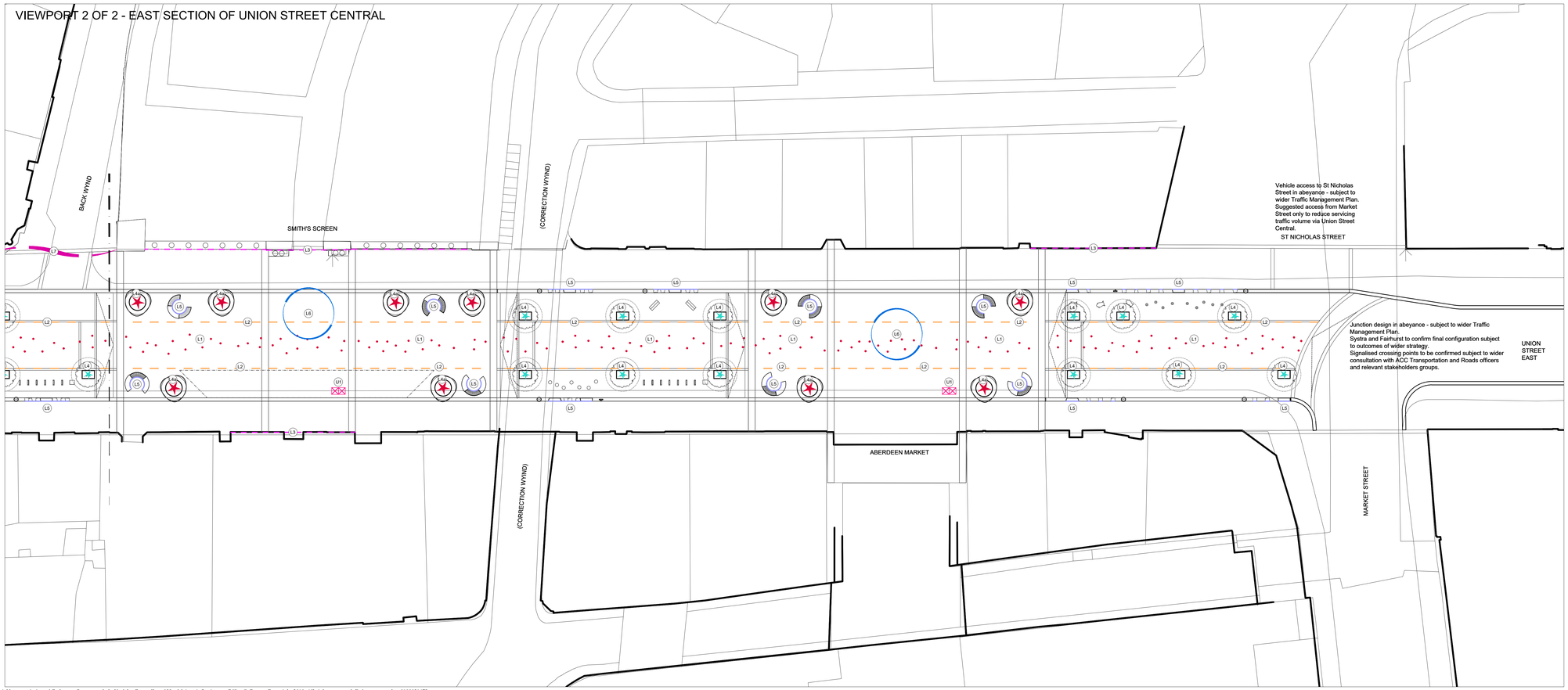
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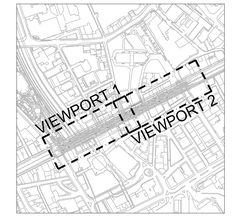
Z:\8153_01_ACC_UNION_ST_CENTRAL\TCAD\DRAWINGS\8153-LDA-01-XX-DR-L-1004 USC STREETSCAPE LIGHTING AND UTILITIES.DWG

VIEWPORT 1 OF 2 - WEST SECTION OF UNION STREET CENTRAL



VIEWPORT 2 OF 2 - EAST SECTION OF UNION STREET CENTRAL





LEGEND

LIGHTING

- L1: Lighting feature Type 1 (L1): In-ground 'constellation' way-finding lighting to cycle route (indicative quantity and arrangement)
- L2: Lighting feature Type 2 (L2): In-ground linear way-finding lighting to cycle route (alternated modules)
- L3: Lighting feature Type 3 (L3): Allowance for Accent Lighting to key buildings, structures and monuments (extent to be confirmed following detailed study of the facades).
- L4: Lighting feature Type 4 (L4): Tree uplighters to trees in moveable planters along central corridor (SF4). Options for power connection (central corridor) to be confirmed by M&E Engineers.
- L4a: Lighting feature Type 4a (L4a): Tree uplighters to trees in fixed planters within Plazas.
- L5: Lighting feature Type 5 (L5): Allowance Supplementary Feature Lighting to street furniture elements
- L6: Lighting feature Type 6 (L6): Allowance for Iconic Feature Lighting to plazas
- L7: Lighting feature Type 7 (L7): Allowance for Sentinel Lighting at Key Nodes (street entrances and steps)
- L8: Lighting feature Type 8 (L8): Catenary Tumbler / lighting columns Extent / positions TBC

NOTE:
The Lighting proposals illustrated is indicative only, subject to further consultation with Client and relevant stakeholders groups engagement. Suitable lighting levels to be verified by Engineers.

UTILITIES

- U1: Utilities Type 1 (U1): Recessed water, power and drainage outlet. 2no. GIFAS boxes per plaza.Power supply for each unit: 1 x 63amp, 2 x 32amp. 2 x 16 amp plus water supply (TBC)

NOTE:

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- crossing points (subject to liaison with SYSTRA and engagement with relevant stakeholders)
- accessibility (proposals based on option 2 within Sketchbook 02)
- material strategy (proposals based on draft 'Urban Design Manual' palette, to be discussed with ACC)

Spatial configuration as currently agreed.

Final selection of materials in abeyance, to be discussed and agreed with ACC client.

Vertical delineation and build ups in abeyance, and all related elements (tactile paving and potential for trims with specific hazard warning finishes) all subject to outcome of the discussion with ACC (kerbs upstand and location of raised tables TBC) and to feasibility (underground surveys).

To be read in conjunction with:

- General Arrangement drawings:
  8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
  8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks
  8153-LDA-01-XX-DR-L-1100 USC Streetscape Existing vs Proposed
- Site Section drawings
  8153-LDA-01-XX-DR-L-4001 USC Streetscape Existing vs Proposed Sections
- Detail drawings
  8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
  8153-LDA-01-XX-DR-L-5100 series (Hardworks)
- Landscape Specification
  8153-LDA-01-XX-SP-L-1001 Outline Specification
- Landscape Management and Maintenance Schedule
  8153-LDA-01-XX-SP-L-1002

REV.	DESCRIPTION	APP.	DATE
/	Issued for RIBA Stage 3	JWa	22.04.22

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape
Lighting and Utilities

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Apr 2022	DRAWN	MGu
SCALE@A0	1:200	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO 8153-LDA-01-XX-DR-L-1004

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Sources: Ordnance Survey

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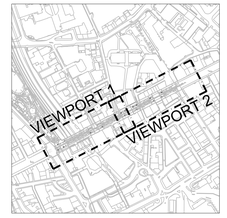
Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-1005 UCS STREETSCAPE SOFTWORKS.DWG

VIEWPORT 1 OF 2 - WEST SECTION OF UNION STREET CENTRAL



VIEWPORT 2 OF 2 - EAST SECTION OF UNION STREET CENTRAL





LEGEND

SOFTWORKS

Tree Type 1 (T1):
Proposed feature trees to Plazas
Mix of the following species:
Acer ginnala (Ag), Amelanchier lamarkii (Al), Malus 'Rudolph' (MR)

Tree Type 2 (T2):
Proposed umbrella form trees to frame the Central Corridor.
Mix of the following species:
Crataegus prunifolia (Cp), Euonymus hamiltonianus (Eh), Malus 'Evereste' (ME), Pinus 'Watereri' (PW)

Trailing Plants (TP1):
Mix 1 - mat forming groundcover mix within circular planters to Plazas

Trailing Plants (TP2):
Mix 2 - mat forming groundcover mix within rectangular planters by central corridor.

Upright Perennials (UP):
Herbaceous planting mix - within linear planters

Planting selection- subject to further consultation.
Final selection to be discussed and agreed with ACC client.

For more details on the plant species refer to:
8153-LDA-01-XX-SP-L-1001 Outline Specification.

For information about the maintenance regime refer to:
8153-LDA-01-XX-SP-L-1002 Landscape Management and Maintenance Schedule.

NOTE:

Current design proposals is INDICATIVE only, subject to further consultation with ACC Client and wider engagement with relevant stakeholders.

Further details to be provided at RIBA Stage 4:
- junction design (subject to liaison with SYSTRA for wider Traffic Management Plan)
- crossing points (subject to liaison with SYSTRA and engagement with relevant stakeholders)
- accessibility (proposals based on option 2 within Sketchbook 02)
- material strategy (proposals based on draft 'Urban Design Manual' palette, to be discussed with ACC)

Spatial configuration as currently agreed.

Final selection of materials in abeyance, to be discussed and agreed with ACC client.

Vertical delineation and build ups in abeyance, and all related elements (tactile paving and potential for trims with specific hazard warning finishes) all subject to outcome of the discussion with ACC (kerbs upstand and location of raised tables TBC) and to feasibility (underground surveys).

To be read in conjunction with:
- General Arrangement drawings:
  8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
  8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  8153-LDA-01-XX-DR-L-1004 USC Streetscape Lighting and Utilities
  8153-LDA-01-XX-DR-L-1100 USC Streetscape Existing vs Proposed
- Site Section drawings
  8153-LDA-01-XX-DR-L-4001 USC Streetscape Existing vs Proposed Sections
- Detail drawings
  8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
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- Landscape Specification
  8153-LDA-01-XX-SP-L-1001 Outline Specification
- Landscape Management and Maintenance Schedule
  8153-LDA-01-XX-SP-L-1002

REV.	DESCRIPTION	APP.	DATE
/	Issued for RIBA Stage 3	JWa	22.04.22

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape Softworks

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	APR 2022	DRAWN	MGu
SCALE@A0	1:200	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO **8153-LDA-01-XX-DR-L-1005**

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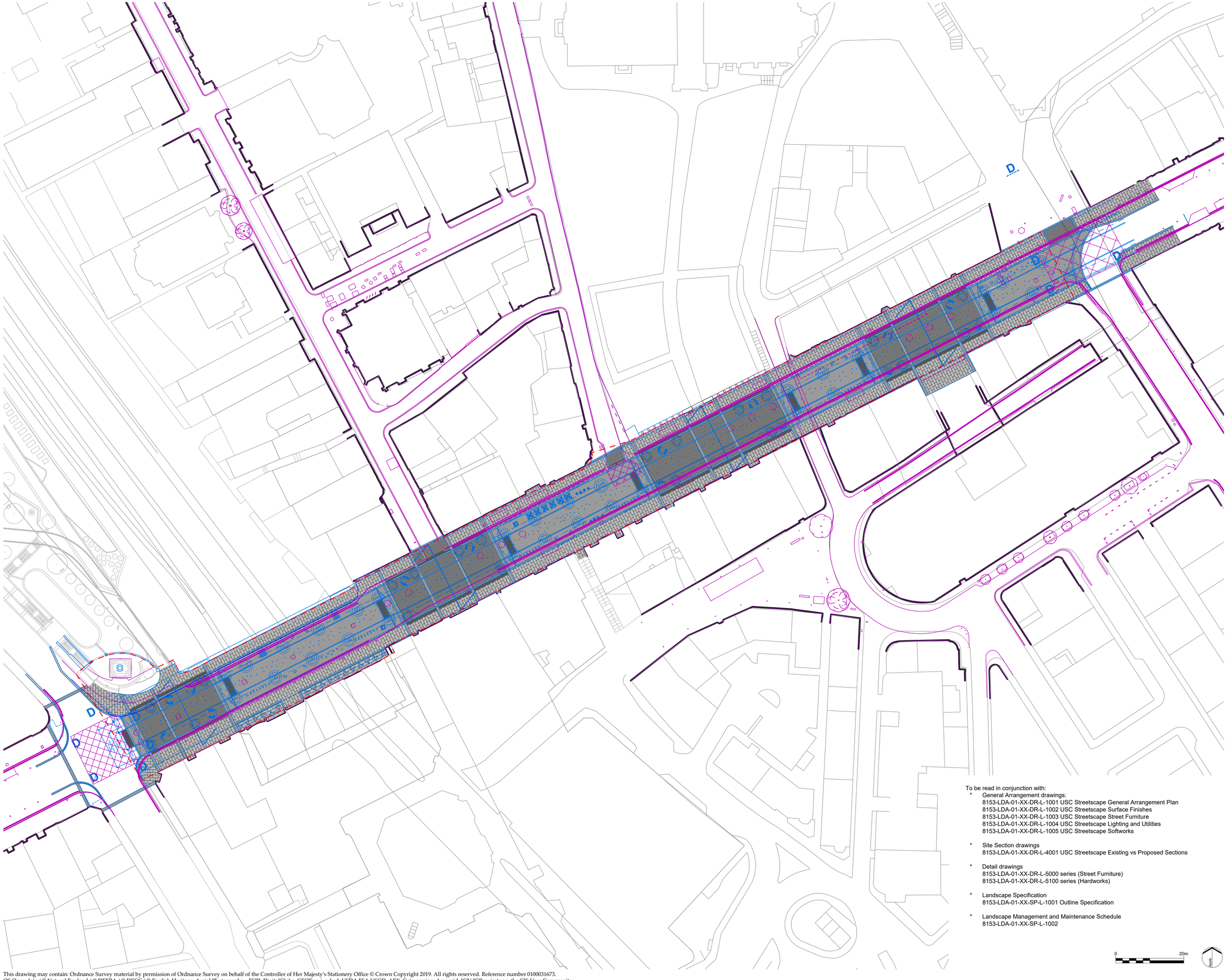
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Sources: Ordnance Survey

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Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-1100 USC EXISTINGVSPROPOSED GA.DWG



LEGEND

STREETSCAPE GENERAL ARRANGEMENT

- Indicative extent of Union Street Central Intervention Area
- Existing layout of Union Street Central
- Current Streetscape design proposals for Union Street Central
- Typical width across the length of Union Street Central

To be read in conjunction with:

* General Arrangement drawings:
  - 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  - 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
  - 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  - 8153-LDA-01-XX-DR-L-1004 USC Streetscape Lighting and Utilities
  - 8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks
* Site Section drawings
  - 8153-LDA-01-XX-DR-L-4001 USC Streetscape Existing vs Proposed Sections
* Detail drawings
  - 8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
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* Landscape Specification
  - 8153-LDA-01-XX-SP-L-1001 Outline Specification
* Landscape Management and Maintenance Schedule
  - 8153-LDA-01-XX-SP-L-1002

0 20m

North

REV.	DESCRIPTION	APP.	DATE
A	Issued for RIBA Stage 3	JWa	22.04.22
/	Issued for Information	JWa	01.03.22

LDĀDESIGN

PROJECT TITLE

Aberdeen City Centre Vision

DRAWING TITLE

Union Street Central Streetscape
General Arrangement Plan - Existing VS Proposed

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Feb 2022	DRAWN	MGu
SCALE@A1	1:500	CHECKED	JWa
STATUS	Draft	APPROVED	JWa

DWG. NO 8153-LDA-01-XX-DR-L-1100

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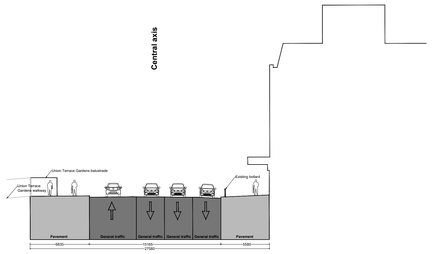
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Sources Ordnance Survey

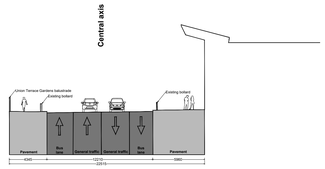
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OS Open data / © Natural England / © DEFRA / © DECC / © English Heritage. Aerial Photography - ESRI, DigitalGlobe, GEOEye, i-cubed, USDA FSA,USGD, AEX, Getmapping, Aerogrid, IGN,IGP,swisstopo, the GIS User Community

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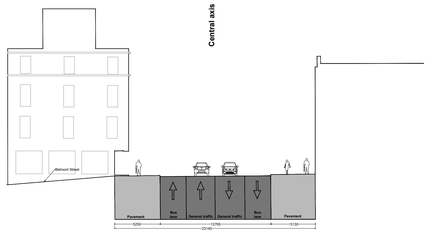
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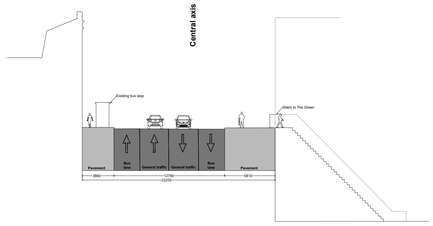
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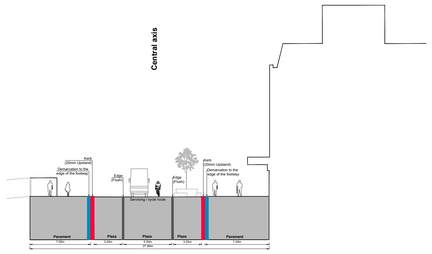
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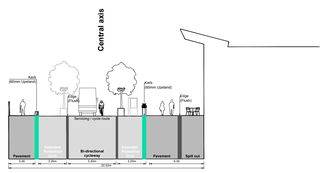
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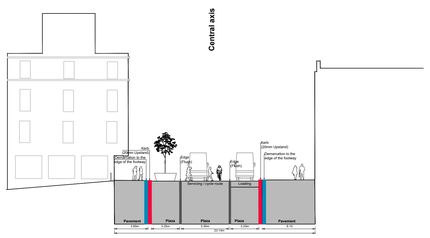
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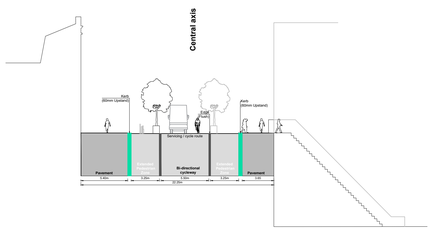
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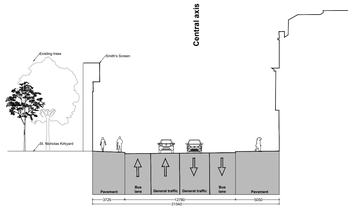
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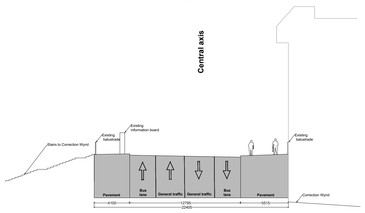
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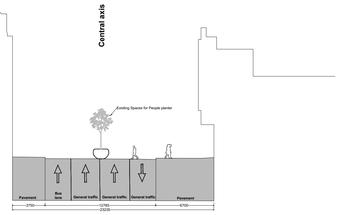
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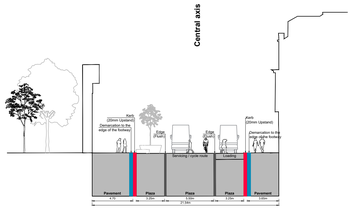
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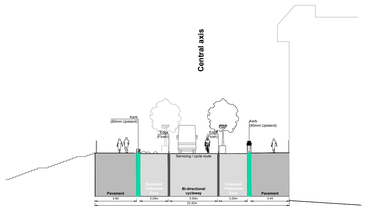
Section G - Existing



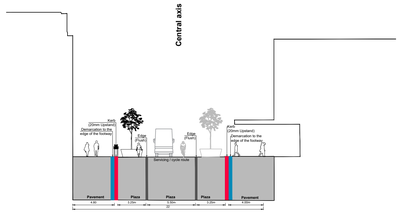
Section E - Proposed



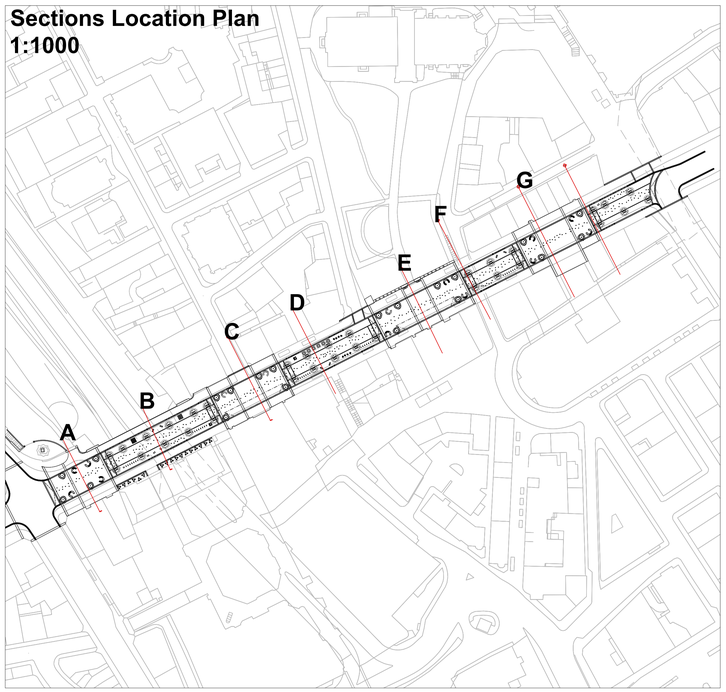
Section F - Proposed



Section G - Proposed



Sections Location Plan
1:1000



Note:

Levels are indicative: existing levels to be confirmed by accurate topographical survey; proposed levels to be coordinated with Engineers.

To be read in conjunction with:

- General Arrangement drawings:
  - 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan
  - 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
  - 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
  - 8153-LDA-01-XX-DR-L-1004 USC Streetscape Lighting and Utilities
  - 8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks
  - 8153-LDA-01-XX-DR-L-1100 USC Streetscape Existing vs Proposed
- Detail drawings
  - 8153-LDA-01-XX-DR-L-5000 series (Street Furniture)
  - 8153-LDA-01-XX-DR-L-5100 series (Hardworks)
- Landscape Specification
  - 8153-LDA-01-XX-SP-L-1001 Outline Specification
- Landscape Management and Maintenance Schedule
  - 8153-LDA-01-XX-SP-L-1002

LEGEND

REV.	DESCRIPTION	BY	DATE
A	Issued for RIBA Stage 3	JWa	22.04.22
/	First Issue for ACC Workshop	JWa	07.03.22

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street Central Streetscape
Existing vs Proposed Sections

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	March 2022	DRAWN	MGu
SCALE@A0	1:250	CHECKED	JWa
STATUS	Draft	APPROVED	KT

DWG. NO **8153-LDA-01-XX-DR-L-4001**

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Sources Ordnance Survey

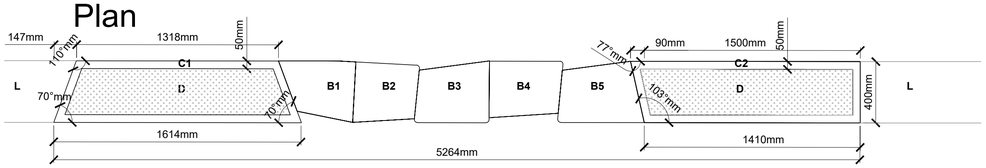
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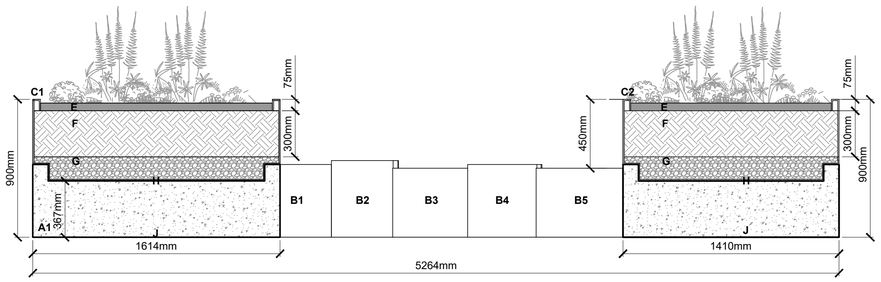
Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-5001-5005 USC STREET FURNITURE DETAILS.DWG

F1a Natural stone block seating with two planters

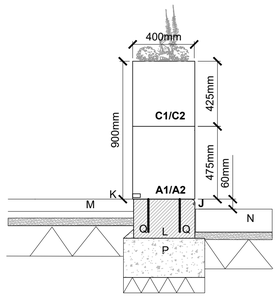
Plan



Elevation



Elevation

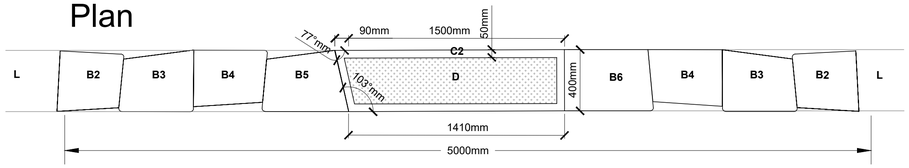


Indicative isometric

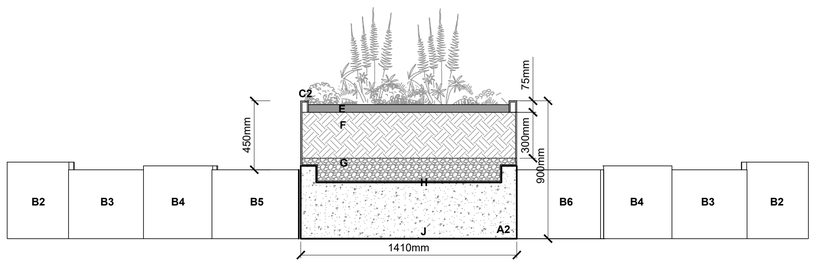


F1b Natural stone block seating with one planter

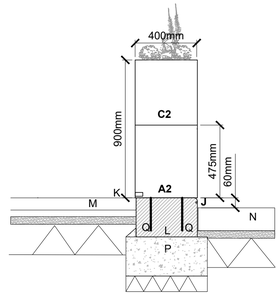
Plan



Elevation



Elevation



Indicative isometric



Street Furniture F1a &F1b

A Natural stone block [type A1 and A2] supplied by CED Stone or equal and approved
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification

B Natural stone block seating [typeB1-B6]
For details refer to drawing 8153-LDA-01-XX-DR-L-5002 F1C Detail

C Linear Steel Planter [type C1 and C2] supplied by IOTA or equal and approved
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- Fixing method: fixing by interlocking on the top of natural stone [type A1 and A2]

D Soft landscape planting
- For locations refer to drawing 8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks

E 50mm min bark mulch, finished level to be minimum 25mm below the top line of the planter edge

F Topsoil min 300mm deep for shrubs to BS3882:2015

G Planter drainage: min 150mm deep 12mm nominal sized clean aggregate wrapped in permeable geotextile

H Drainage holes integrated with natural stone units. Details to be developed by manufacturer and submitted for review

J Drainage holes. Details to be designed by manufacturer

K Allow for integral LED linear lighting and waterproof USB port
- For further information, refer to 8153-LDA-01-XX-SP-L-1004 USC Streetscape Lighting and Utilities

L Natural Stone Kerb [type K2] , laid with 60 mm upstand refer to detail L-5101

M P2 Block Paving refer to detail L-5100

N P3 Block Paving refer to detail L-5100

P Concrete foundation with haunch to Engineer's details and specification.

Q Units to be supplied with dowels for fixings welded to kerbs. Dowels to be 316 stainless steel: fixing, dimension, location and frequency to be confirmed by Structural Engineer. Dowels to be set in epoxy resin. Position of the pre-drilled cores and dowels to be fully coordinated prior to fabrication.

Notes
- Joints between units to be filled with flexible mortar to match stone colour, subject to approval from landscape architect.
- 20mm bullnose to all exposed edges. Pencil round when not exposed/along the joint between different units
- Setting out of the units to be confirmed by Landscape architect and fully coordinated with the position of the kerbs and paving laying parameters.
- Drawings show architectural design intent; these illustrates the desired dimensions and aesthetic of the feature elements. Manufacturer to provide complete shop drawings for landscape architect approval, including fabrication, structural, foundation, installation drawings and material specification
- All products to be approved by project landscape architect and installed as manufacturer's recommendation
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details, 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details and 8153-LDA-01-XX-DR-L-5101 UCS Streetscape Kerbs Trims Edges Typical Details

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LEGEND

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REV.	DESCRIPTION	APP.	DATE
A	Issued for stage 3	JWa	22.04.22
-	Issued for cost plan update	JWa	31.01.22

LDĀDESIGN

PROJECT TITLE
Aberdeen City Centre Vision

DRAWING TITLE
Union Street Central Streetscape
F1a and F1b Seat Planter Details

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Jan '22	DRAWN	MMc
SCALE@A1	1:20	CHECKED	RW
STATUS	Draft	APPROVED	KT

DWG. NO **8153-LDA-01-XX-DR-L-5001**

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Area measurements for indicative purposes only.

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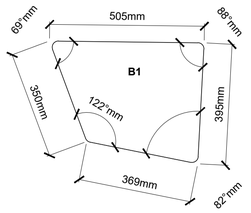
Sources Ordnance Survey

Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-5001-5005 USC STREET FURNITURE DETAILS.DWG

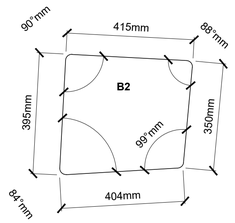
LEGEND

F1C Natural stone block seating

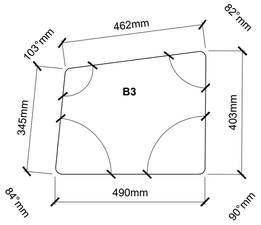
Plan



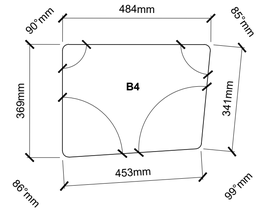
Block Seating Module
Type A



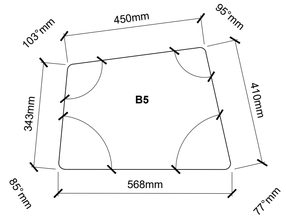
Block Seating Module
Type B



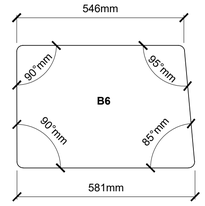
Block Seating Module
Type C



Block Seating Module
Type D



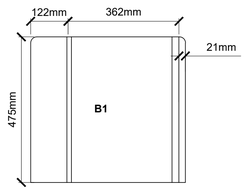
Block Seating Module
Type E



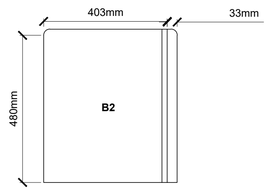
Block Seating Module
Type F

Elevation View

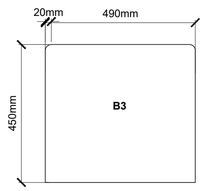
Elevation



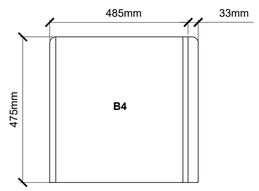
Block Seating Module
Type A



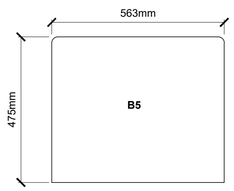
Block Seating Module
Type B



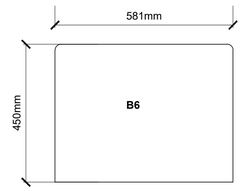
Block Seating Module
Type C



Block Seating Module
Type D



Block Seating Module
Type E



Block Seating Module
Type F

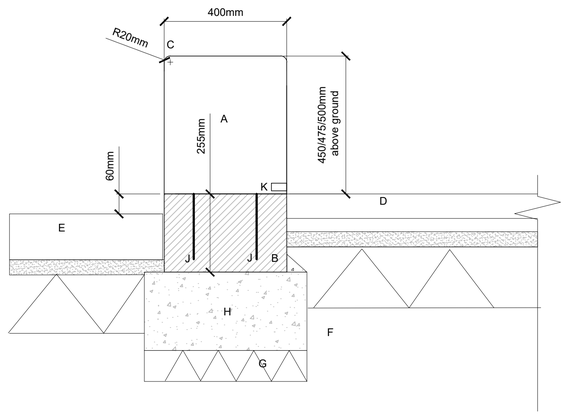
Indicative isometric



Street Furniture F1c

- Natural stone block seating
  For materials and finishes details refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
  For locations refer to 8153-LDA-01-XX-SP-L-1003 USC Street funiture
- The constructed seat to act as a bollard to Union Bridge to prevent vehicle loading on pedestrian bridge

Typical section



A Natural stone block seating [type B1, B2, B3, B4,B5&B6]. Units to be supplied with pre-drilled cores to accept dowels for fixing into the ground and anti skate studs.
B Natural Stone Kerb [type K2] , laid with 60 mm upstand. refer to detail L-5101
C 20mm bullnose to all exposed edges. Pencil round when not exposed/along the joint between different units
D P2 Block Paving refer to detail L-5100
E P3 Block Paving refer to detail L-5100
F Subgrade to Engineer's details and specification
G Sub-base to Engineer's details and specification
H Concrete foundation with haunch to Engineer's details and specification.
J Units to be supplied with dowels for fixings welded to kerbs. Dowels to be 316 stainless steel: fixing, dimension, location and frequency to be confirmed by Structural Engineer. Dowels to be set in epoxy resin. Position of the pre-drilled cores and dowels to be fully coordinated prior to fabrication.
K Allow for integral LED linear lighting and waterproof USB port

- For further information, refer to 8153-LDA-01-XX-SP-L-1004 USC Streetscape Lighting and Utilities

- Joints between units to be filled with flexible mortar to match stone colour, subject to approval from landscape architect.
- Setting out of the units to be confirmed by Landscape architect and fully coordinated with the position of the kerbs and paving laying parameters.
- Drawings show architectural design intent; these illustrates the desired dimensions and aesthetic of the feature elements. Manufacturer to provide complete shop drawings for landscape architect approval, including fabrication, structural, foundation, installation drawings and material specification
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes

0 500mm

REV.	DESCRIPTION	APP.	DATE
A	Issued for stage 3	JWa	22.04.22
-	Issued for cost plan update	JWa	31.01.22

LDĀDESIGN

PROJECT TITLE
Aberdeen City Centre Vision

DRAWING TITLE
Union Street Central Streetscape
F1C Block Seat Detail

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Jan '22	DRAWN	MMc
SCALE@A1	1:10	CHECKED	RW
STATUS	Draft	APPROVED	KT

DWG. NO 8153-LDA-01-XX-DR-L-5002

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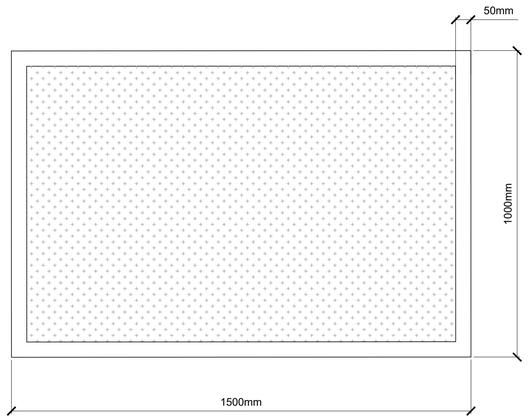
Sources Ordnance Survey

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OS Open data / © Natural England / © DEFRA / © DECC / © English Heritage. Aerial Photography - ESRI, DigitalGlobe, GEOEye, i-cubed, USDA FSA,USGD, AEX, Getmapping, Aerogrid, IGN,IGP,swisstopo, the GIS User Community

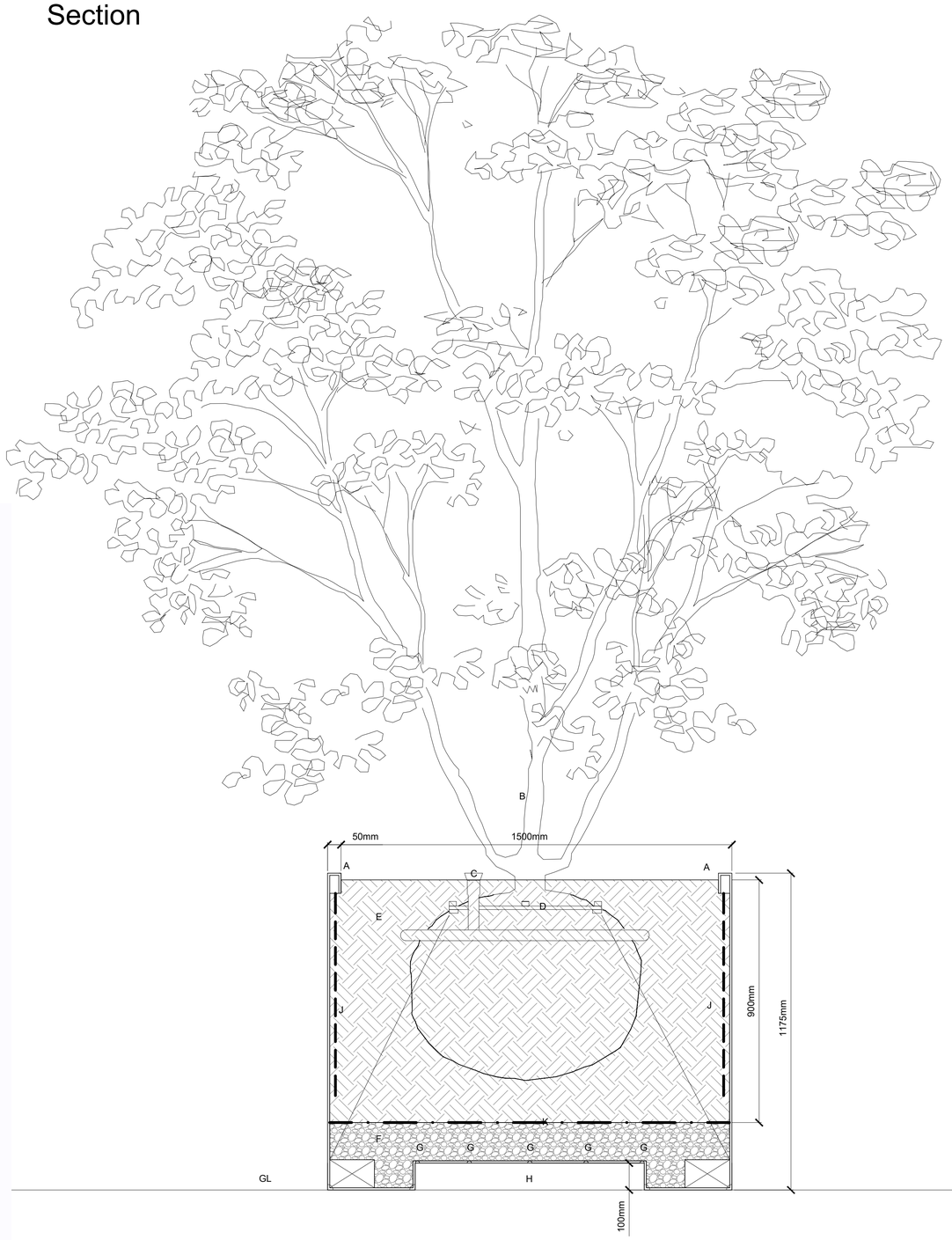
Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-5001-5005 USC STREET FURNITURE DETAILS.DWG

F2 Tree Planter

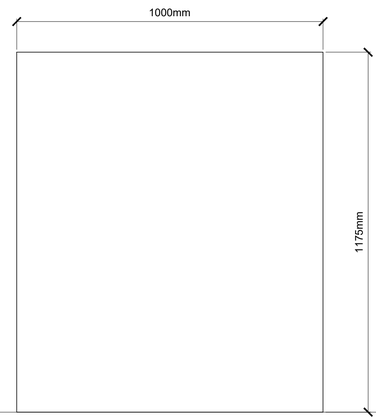
Plan



Section



Elevation



Indicative isometric



Street Furniture F2

A Description: Steel Planter
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification

B Tree species
- Refer to drawing 8153-LDA-01-XX-DR-L-1005 USC Streetscape Softworks

C Irrigation and aeration system
D Tree anchor root ball system
E Imported Topsoil
Tree planter filled with approved well draining loamy topsoil to BS 3882.
Mix backfill soil with 6kg spent mushroom compost
F Planter bottom drainage layer
- Minimum 140mm deep 12mm nominal sized clean aggregate wrapped in permeable geotextile

G Drainage hole at the base of the planter pot
H Raised central section to allow lifting & relocation via forklift when required.
J Root barrier, to facilitate the replacement of trees should it be required
K Geotextile layer between the growing medium and the gravel

Notes:
- All products to be approved by project landscape architect and installed as per manufacturer's recommendation
- Anchor system to be developed if required for stability in coordination with engineers and manufacturer

REV.	DESCRIPTION	APP.	DATE
A	Issued for Stage 3	JWa	22.04.22
-	Issued for cost plan update	JWa	31.01.22

LDĀDESIGN

PROJECT TITLE
Aberdeen City Centre Vision

DRAWING TITLE
Union Street Central Streetscape
F2 Tree Planter Detail

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Jan '22	DRAWN	MMc
SCALE@A1	1:10	CHECKED	RW
STATUS	Draft	APPROVED	KT

DWG. NO 8153-LDA-01-XX-DR-L-5003

0 500mm

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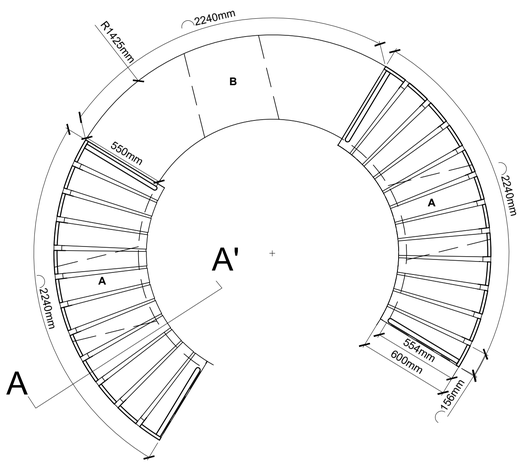
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Sources Ordnance Survey

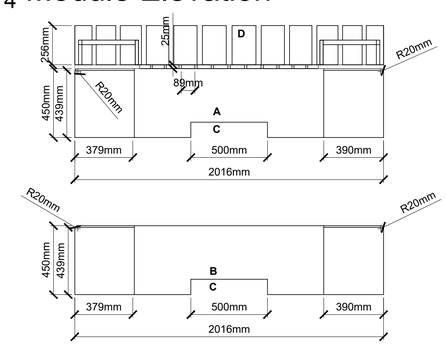
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F4a Circular bench with two timber bench tops

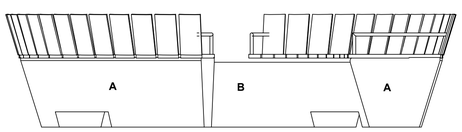
F4a Plan



1/4 Module Elevation



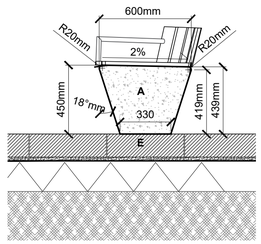
Elevation



Indicative isometric



Section A-A'



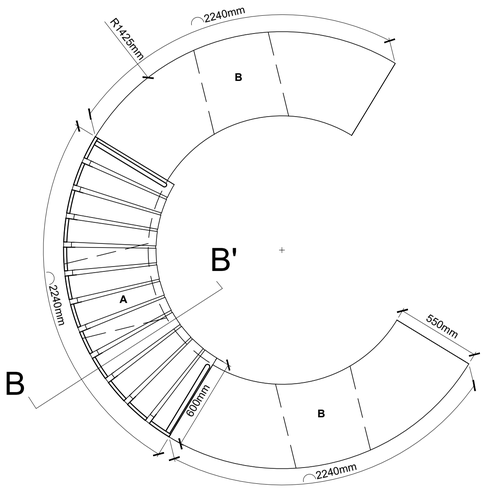
Street Furniture F4a

A 1/4 circular seat [type A] with timber slats and backrest
B 1/4 circular seat [type B]
C Raised central gap section to allow lifting and relocation via forklift when required
D Timber seat top
E P1 Block paving refer to drawing L-5100

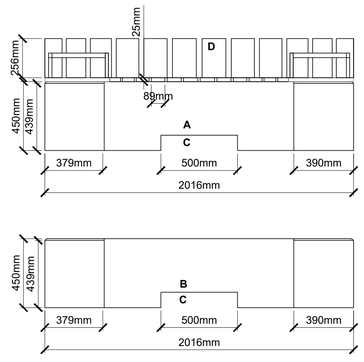
- Setting out of the units to be confirmed by Landscape architect and fully coordinated with the position of the kerbs and paving laying parameters.
- Units to be supplied with pre-drilled cores to accept dowels for fixing into the ground if required and anti skate studs.
- 20mm bullnose to all exposed edges. Pencil round when not exposed/along the joint between different units
- Drawings show architectural design intent; these illustrates the desired dimensions and aesthetic of the feature elements. Manufacturer to provide complete shop drawings for landscape architect approval, including fabrication, structural, foundation, installation drawings and material specification
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes

F4b Circular bench with two timber bench tops

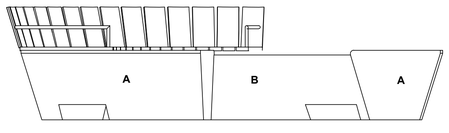
F4b Plan



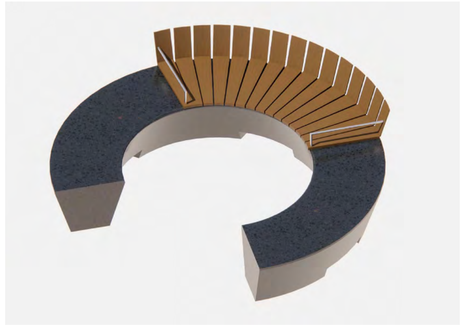
1/4 Module Elevation



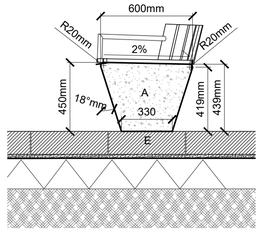
Elevation



Indicative isometric



Section B-B'



Street Furniture F4b

A 1/4 circular seat [type A] with timber slats and backrest
B 1/4 circular seat [type B]
C Raised central gap section to allow lifting and relocation via forklift when required
D Timber seat top
E P1 Block paving refer to drawing L-5100

- Setting out of the units to be confirmed by Landscape architect and fully coordinated with the position of the kerbs and paving laying parameters.
- Units to be supplied with pre-drilled cores to accept dowels for fixing into the ground if required and anti skate studs.
- 20mm bullnose to all exposed edges. Pencil round when not exposed/along the joint between different units
- Drawings show architectural design intent; these illustrates the desired dimensions and aesthetic of the feature elements. Manufacturer to provide complete shop drawings for landscape architect approval, including fabrication, structural, foundation, installation drawings and material specification
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1003 USC Streetscape Street Furniture
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes

REV.	DESCRIPTION	APP.	DATE
A	Issued for Stage 3	JWa	22.04.22
-	Issued for cost plan update	JWa	31.01.22

LDĀDESIGN

PROJECT TITLE
Aberdeen City Centre Vision

DRAWING TITLE
Union Street Central Streetscape
F4a&F4b Circular Seating Details

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	Jan '22	DRAWN	MMc
SCALE@A1	1:20	CHECKED	RW
STATUS	Draft	APPROVED	KT

DWG. NO **8153-LDA-01-XX-DR-L-5004**

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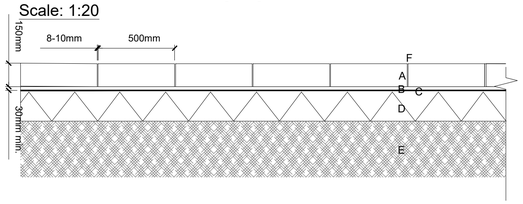
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Sources Ordnance Survey

0 1m

Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-5100 UCS STREETSCAPE SURFACE FINISHES TYPICAL DETAILS.D

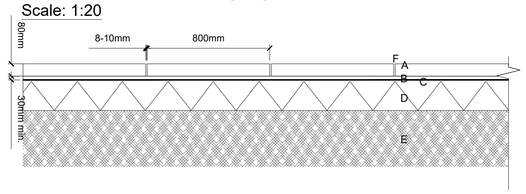
Scottish Natural Stone Setts [P1]
Scale: 1:20



A Scottish Natural Stone Sett Paving type 1 supplied by CED Stone, or equal approved.
Colour:Dark grey/black to match plaza paving in overall tone[P2]
Finish: Fine picked or flame finish
Sizes (WxLxD):250mm x 250-500mm x 150 mm
Laying Pattern: laid to stretcher bond pattern
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5101 USC Streetscape Kerbs Trims Edges Typical Details
- Any manholes within are to be recessed.

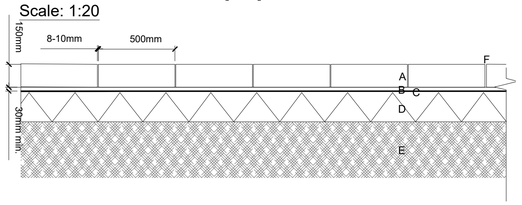
Scottish Natural Stone Slabs [P2]
Scale: 1:20



A Scottish Natural Stone Sett Paving type 2 supplied by CED Stone, or equal approved.
Colour:Dark grey/black to match plaza paving in overall tone
Finish: Fine picked or flame finish
Sizes (WxLxD): 800mm x 1200-1500mm x 80 mm
Laying Pattern: laid to stretcher bond pattern.
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5101 USC Streetscape Kerbs Trims Edges Typical Details
- Any manholes within are to be recessed.

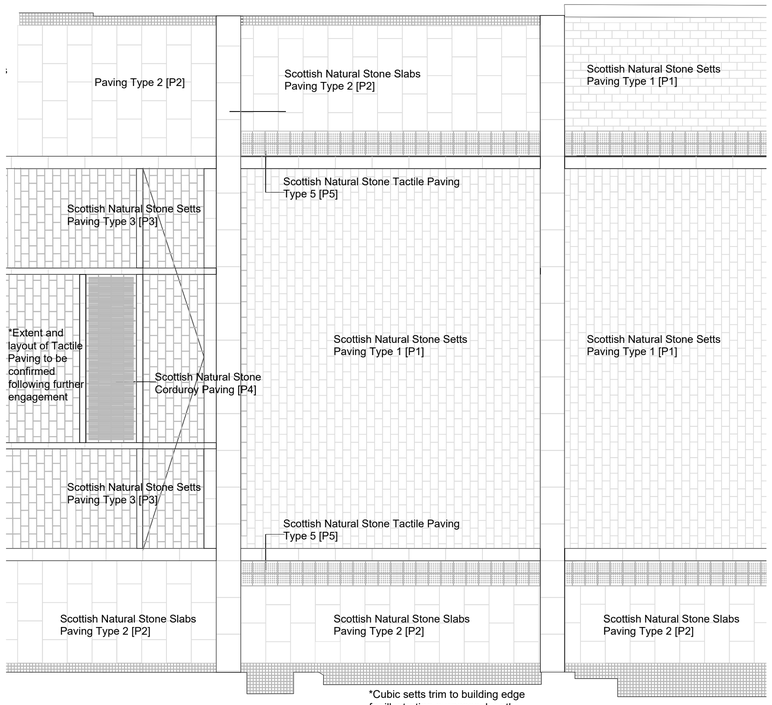
Scottish Natural Stone Setts [P3]
Scale: 1:20



A Scottish Natural Stone Sett Paving type 3 supplied by CED Stone, or equal approved.
Colour:Mix of three tones of grey
Finish: Flat top and fine picked
Sizes (WxLxD): 250mm x 250-500mm x 150 mm
Laying Pattern: laid to stretcher bond pattern.
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

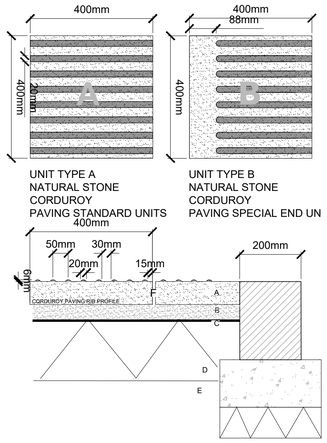
- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5101 USC Streetscape Kerbs Trims Edges Typical Details
- Any manholes within are to be recessed.

Detailed Plan
Scale: 1:100



*Cubic setts trim to building edge for illustration purposes, length varies
*Minimum 3 rows of cubic setts

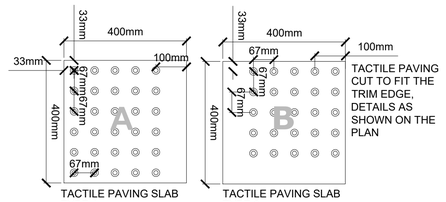
Scottish Natural Stone Corduroy Paving [P4]
Scale 1:10

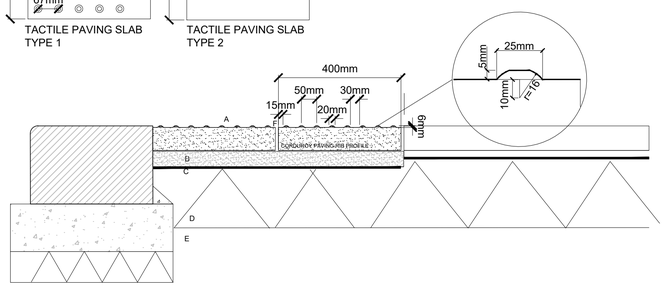


A Scottish Natural Stone Sett Paving type 4 supplied by CED Stone, or equal approved.
Colour:Dark Grey
Finish: Fine picked or flame finish
Size: 400x400x70mm
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5101 USC Streetscape Kerbs Trims Edges Typical Details
- Any manholes within are to be recessed.
- Where tactile paving slabs require cutting and removal of some blisters a consistent margin and neat fitting edge are required. Any cutting of slabs to be agreed and confirmed with the Landscape Architect. Where cutting is required units should not be cut through blisters.

Scottish Natural Stone Tactile Paving [P5]
Scale 1:10





A Scottish Natural Stone Sett Paving type 5 supplied by CED Stone, or equal approved.
Colour:Light Grey
Finish: Fine picked or flame finish
Size: 400x400x70mm
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC Streetscape General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5101 USC Streetscape Kerbs Trims Edges Typical Details
- Any manholes within are to be recessed.
- Any cutting of slabs to be agreed and confirmed with the Landscape Architect.
- Units to comprise of raised topped ribs, 20mm in diameter at base and raised 6mm (+-0.5mm) from surface of slabs.
- Ribs to be spaced at equal centres of 50mm. Centre line of ribs to align through in all directions of corduroy paving.

NOTES:
For location of paving types and trim/edges please refer to drawings:
8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
8153-LDA-01-XX-DR-L-5101 UCS Streetscape Surface Kerbs Edges Trim Details
8153-LDA-01-XX-SP-L-1001 USC Outline Specification
For further details on workmanship, refer to the full NBS specification

SETTING OUT
Set out on site to be undertaken/checked with Landscape Architect

NATURAL STONE PAVING

1. Natural stone paving to be as supplied byCED stones or equal approved
2. Paving dimensions as per specification. Laying parameters as shown in details above, but note point 18 regarding joints.
3. Thicknesses as specification.
4. Natural stone paving shall not show any signs of delamination, warpings, cracks, chips, discolouration or any defects.
5. Natural stone paving to be supplied with finishes and sides as specified.
6. Drawings are indicative/show the design intent, all dimensions to be verified on site.
7. The sample panel (with paving slabs, setts and cubes, including pointing, approved by the Landscape Architect and Engineer to be used thereafter as a control panel for slab laying and finishes.

PAVING LAYING PARAMETERS

Cuttings

8. Where cuttings of units is required to suit building facades, trims or features, cuts to the units are made a minimum of one unit back from building edges, trims or features.
9. Where cuttings of units is required to suit building facades, ramps, service covers, kerbs, entrances and end of works etc, cuts courses are located 2-3 rows back.
10. The final size of the inground GIFAS power and water supply unit to be determined by the power provision requirements. The unit is to be set out as to be coincident with the paving laying pattern.
11. Unless otherwise indicated or approved, no paving slab/sett length shall be less than its width. Absolute cut length of the slab to be 120% of the width.
12. Where cut dimensions would result in the slab or sett lengths being less than the width it may be necessary to adjust the bond or turn paving unit 90 degrees. The Contractor is to liaise with the Landscape Architect to confirm requirements.
13. The number of slabs of minimum width shall be kept to a minimum and only to be used where agreed on site.
14. Cut slabs not to be located at the edge of paving.
15. If necessary incorporate the oversize units with false joints.
16. Slabs are to be cut neatly, evenly and smoothly with parallel joint width maintained.

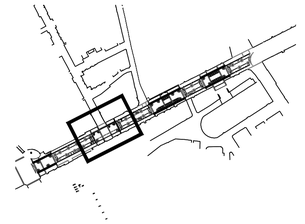
Joints

17. Nominal width of joint to be 10mm (+/- 5mm) or as specification. Joints to be consistent and even. Where joints are 10mm or less saw blade the joint locally to ensure near 10mm joint.
18. Minimum overlap of joints from one course to the next to be 150mm. Joints are not to be regularly staggered from row to row. Bonding pattern to be broken up at every third row.
19. Any cutting of joints approved by the Landscape Architect must be to the full depth of the joint.
20. Joints to be filled with grey colour mortar to match the natural stone paving and to Engineers' specification. Sample of the infill material to be approved by Landscape Architect and Engineer prior to works commencing on site.
21. Pointing finish is flush with surface of slab, maximum 1-2mm below to avoid staining surface. Recessed joints and staining will not be accepted.
22. If a slurry type mortar is used then ensure that paving is well watered / washed down as works proceed to avoid staining.
23. Slabs are to be inspected and approved prior to pointing, to allow for any adjustments to the arrangement in order that an even distribution of colour and size is maintained and jointing pattern is irregular and not repeated.

Manhole Covers/Edges/Building facade

24. Paving joints and rows to be considered in relation to manhole covers position.
25. Cuttings at manholes:
- no over cutting at corners allowed
- slabs to be laid flush with the covers
- maximum 10mm joints around metalwork, joints to be of an even and consistent width.
- a minimum slab width of 100mm retained at all times were slab cutting is required at manhole covers positions. No over cutting at corners allowed, slabs to be laid to finish flush with covers.

26. All slabs and kerbs to be placed as whole units adjacent to the building facade, gullies, manhole covers and street furniture
27. Paving slabs to be arranged so as to allow for joints to be coincident with the corner of the building/railing/cope etc in both directions. Allow for adjustment to slab laying arrangement to suit this and also cutting rows to tie in with building, railing and corner details. Diagonal cuts to be avoided.
28. Minimum cut at building/kerb line to be 60% of slab width. Any cuts are made at minimum 1no. unit back from the edges, facades or features. Number of slabs with minimum dimensions to be kept as minimum.
29. A minimum slab width of 150mm retained at all times were slab cutting is required at manhole covers.
30. Paving rows aligned to building edges. Where alignment is not possible, a minimum overlap of 150mm to building edge to be maintained at all times.
31. Refer to Engineers' drawings for manholes, gullies and slot drain locations. Where required, proposed slot drains to be set out as to be centred on and coincident with a band of cubes. Existing services/manholes that can not be coincident with paving to be reviewed with Landscape Architect.
32. All manhole cover to be recessed where possible, this includes new and replacment covers.
33. Where covers cannot be recessed (new or existing e.g. Water Tobys), then ironwork is to be painted black on completion. Ensure surrounding finishes are protected before painting and until paint is dry to avoid staining.
34. Diagonal cuts to paving not permitted.
35. All street funiture including bollards to be core drilled and root fixed with a minimum 100mm overlap.



/ First Issue for Information RW 22.04.22
REV. DESCRIPTION APP. DATE

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Streetscape Surface Finishes Typical Details

ISSUED BY	Glasgow	T: 0141 222 9780	
DATE	April 2022	DRAWN	XYZ
SCALE@A1	As shown	CHECKED	MGu
STATUS	Draft	APPROVED	JWa

DWG. NO 8153-LDA-01-XX-DR-L-5100

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Area measurements for indicative purposes only.

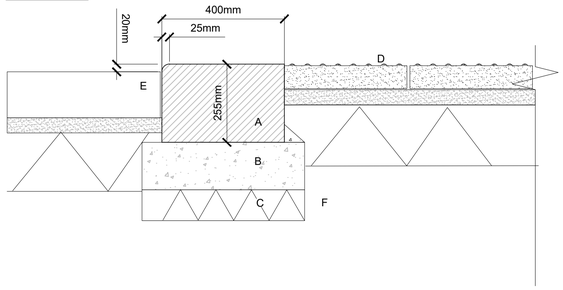
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Sources Ordnance Survey

Scale as shown

Z:\8153_01_ACC_UNION_ST_CENTRAL\7CAD\DRAWINGS\8153-LDA-01-XX-DR-L-5101 UCS STREETSCAPE SURFACE KERBS EDGES TRIM DETAILS.DWG

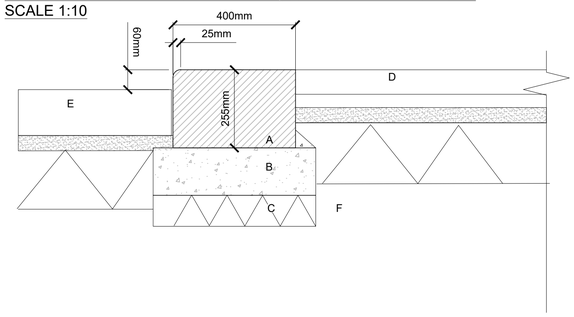
SCOTTISH NATURAL STONE KERB K1, 20mm UPSTAND TO ROAD
SCALE 1:10



A Natural Stone Kerb 400mm x 900-1200mm x 255mm (WxLxD), laid with 20 mm upstand.
B Concrete foundation with haunch to Engineer's details and specification.
C Sub-base to Engineer's details and specification.
D P5 Block Paving refer to detail L-5100
E P1 Block Paving refer to detail L-5100
F Subgrade to Engineer's details and specification.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 UCS Streetscape Surface Finishes Typical Details

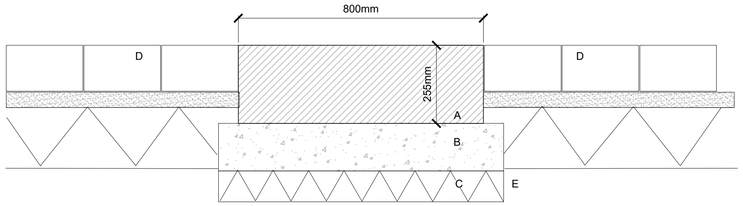
SCOTTISH NATURAL STONE KERB K2, 60mm UPSTAND TO ROAD
SCALE 1:10



A Natural Stone Kerb 400mm x 900-1200mm x 255mm (WxLxD), laid with 60 mm upstand.
B Concrete foundation with haunch to Engineer's details and specification.
C Sub-base to Engineer's details and specification.
D P2 Block Paving refer to detail L-5100
E P3 Block Paving refer to detail L-5100
F Subgrade to Engineer's details and specification.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 UCS Streetscape Surface Finishes Typical Details

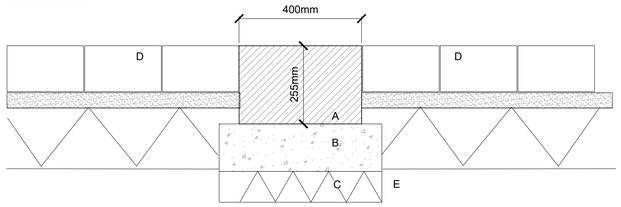
SCOTTISH NATURAL STONE TRIM T1, LAID FLUSH
SCALE 1:10



A Natural Stone Kerb 800mm x 900-1200mm x 255mm (WxLxD), laid flush.
B Concrete foundation with haunch to Engineer's details and specification.
C Sub-base to Engineer's details and specification.
D P1 or P2 or P5 depending on locations. For adjacent surfaces refer to detail L-5100
E Subgrade to Engineer's details and specification.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 UCS Streetscape Surface Finishes Typical Details

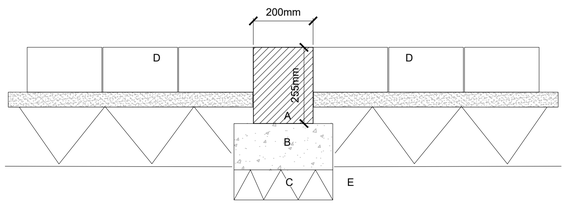
SCOTTISH NATURAL STONE TRIM T2, LAID FLUSH
SCALE 1:10



A Natural Stone Kerb 400mm x 900-1200mm x 255mm (WxLxD), laid with 60 mm upstand.
B Concrete foundation with haunch to Engineer's details and specification.
C Sub-base to Engineer's details and specification.
D P1 or P2 or P3 depending on locations. For adjacent surfaces refer to detail L-5100
E Subgrade to Engineer's details and specification.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
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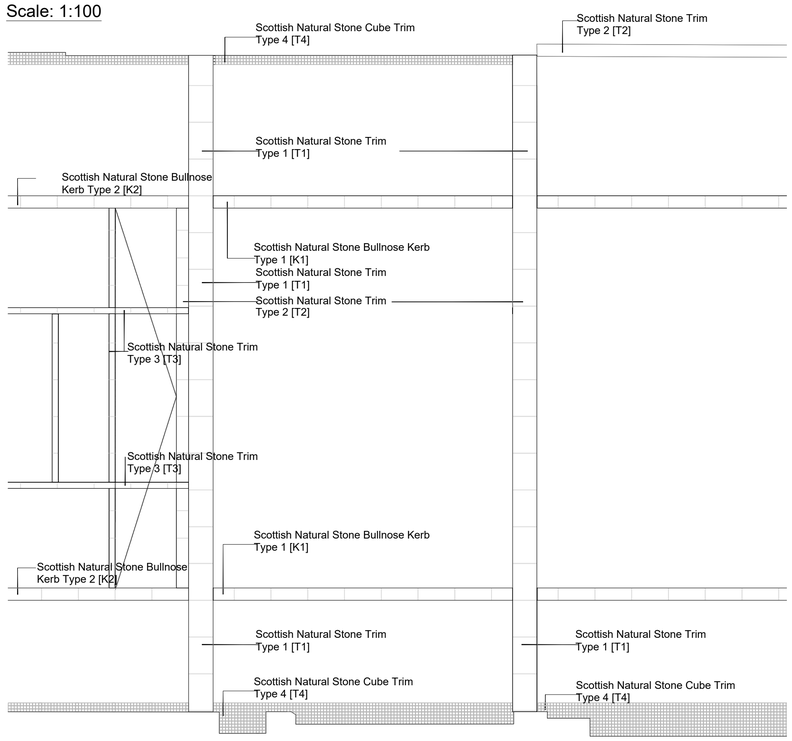
SCOTTISH NATURAL STONE TRIM T3, LAID FLUSH
SCALE 1:10



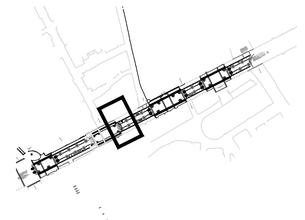
A Natural Stone Kerb 200mm x 900-1200mm x 255mm (WxLxD), laid with 60 mm upstand.
B Concrete foundation with haunch to Engineer's details and specification.
C Sub-base to Engineer's details and specification.
D P3 or P4 depending on locations. For adjacent surfaces refer to detail L-5100
E Subgrade to Engineer's details and specification.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 UCS Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 UCS Streetscape Surface Finishes Typical Details

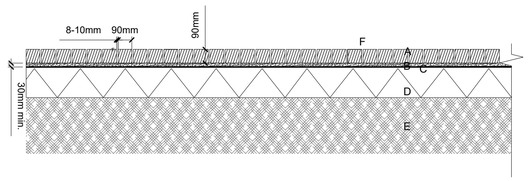
Detailed Plan
Scale: 1:100



LEGEND



Scottish Natural Stone Cube Trim Type 4 [T4]
Scale: 1:20



A Scottish Natural Stone Cube Trim Type 4 supplied by CED Stone, or equal approved.
Colour:Dark grey/black to match plaza and footway paving in overall tone [P1&2]
Finish: Fine picked or flame finish
Sizes (WxLxD):90mm x 90mm x 90 mm
Laying Pattern: laid to stack bond pattern.
B Laid on min 30mm proprietary bedding mortar to Engineers' detail and specification.
C Geo-textile to infrastructure to Engineers' detail and specification
D Well compacted sub-base to Engineers' detail and specification
E Sub-soil to Engineers' detail and specification
F Nominal 8-10mm joints filled with grout mortar, finished flush to surface of paving.

- For locations, refer to 8153-LDA-01-XX-DR-L-1001 USC General Arrangement Plan and 8153-LDA-01-XX-DR-L-1002 USC Streetscape Surface Finishes
- For further information, refer to 8153-LDA-01-XX-SP-L-1001 USC Outline Specification
- To be read in conjunction with 8153-LDA-01-XX-DR-L-5100 USC Streetscape Surface Finishes Typical Details
- Any manholes within are to be recessed.

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PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
UCS Streetscape Surface Kerbs Trims Edges Details

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DATE	April 2022	DRAWN	XYZ
SCALE@A1	As shown	CHECKED	MGu
STATUS	Draft	APPROVED	JWa

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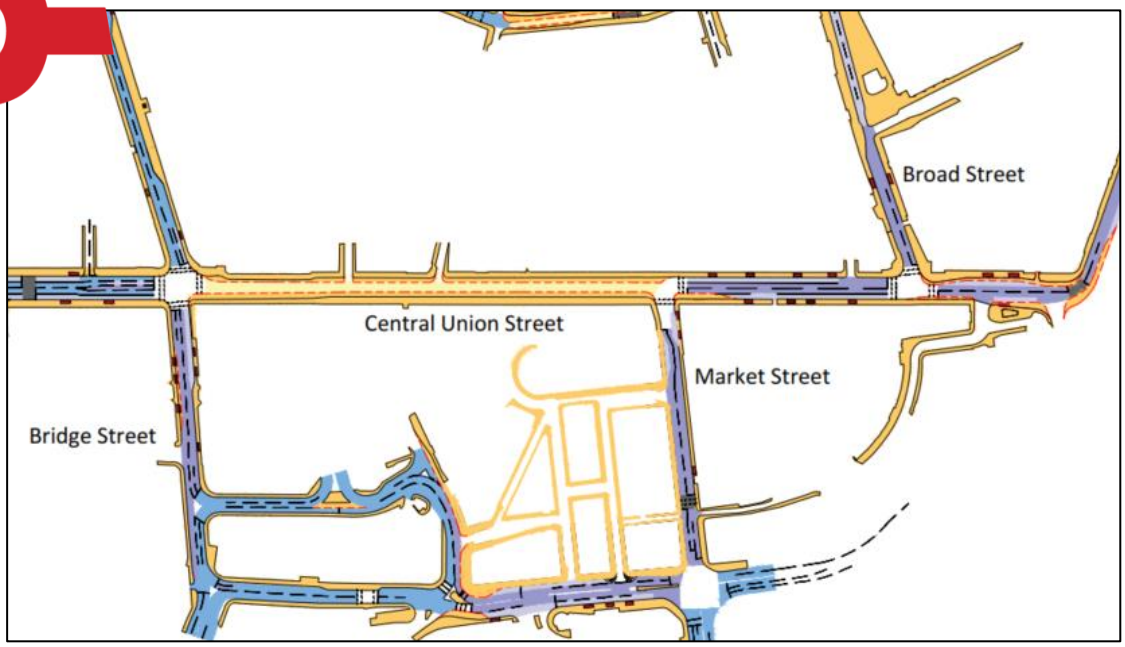
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ABERDEEN CITY CENTRE MASTERPLAN
TRAFFIC MANAGEMENT PLAN - PHASE 2



ABERDEEN CITY CENTRE MASTERPLAN REVIEW

ABERDEEN CITY CENTRE MASTERPLAN

TRAFFIC MANAGEMENT PLAN - PHASE 2

IDENTIFICATION TABLE	
Client/Project owner	Aberdeen City Council
Project	Aberdeen City Centre Masterplan Review
Study	Aberdeen City Centre Masterplan Traffic Management Plan - Phase 2
Type of document	Final Report
Date	13/06/2022
File name	CCMP-Traffic Management Report-Phase 2.docx
Reference number	GB01T21D88_0622_1
Number of pages	44

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	Callum Guild	Associate	09/06/2022	
	Checked by	Malcolm Neil	Director	13/06/2022	
	Approved by	Malcolm Neil	Director	13/06/2022	
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	Approved by			DD/MM/YY	

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1. EXECUTIVE SUMMARY

1.1 Scope

1.1.1 This report details the work undertaken to date to develop the traffic management plans to deliver the initial works for summer 2022, including stakeholder engagement, and the utilisation of experimental traffic orders to deliver the short term measures as efficiently as possible.

1.2 Background

1.2.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) in September 2021 to develop a traffic management plan to facilitate the next stage of delivery of the Aberdeen City Centre Masterplan (CCMP).

1.2.2 The initial Phase 1 of the traffic management plan (Ref: *CCMP – Traffic Management Plan – Phase 1* Ref:GB01T21D88_151021, Oct 2021) focussed on the Central Union Street area and the supporting measures required to facilitate the proposed traffic restrictions along this route. These restrictions included service vehicles and cycles only through Central Union Street.

1.2.3 The Phase 2 requirements included the development of Traffic Regulation Orders (TROs), including associated engineering junction design and signal design works to deliver initial works on the ground by summer 2022.

1.2.4 In addition, consideration of the longer term operation of the city centre transport network was required to be progressed.

1.3 On Site Traffic Changes 2022

1.3.1 A programme of consultation with key stakeholders has been undertaken for the traffic management proposals to be implemented in 2022. The works are being implemented in two stages via experimental traffic orders (ETROs), set out below and shown in Figure 1.

ETRO-1 (June 2022). Key measures:

- Buses to mostly revert back to pre-Covid routes through Central Union Street
- Central Union Street to be open for buses, taxis and cycles only
- Taxi rank to be re-introduced along Back Wynd
- Taxis and service vehicles to access Central Union Street from Back Wynd only (no entry from either end of Union Street restriction)
- Accessible parking to be re-introduced along Back Wynd
- General traffic management restrictions for the Belmont Quarter to facilitate the café culture environment
- Only buses and cycles to access Central Union Street from either end (to facilitate clear restriction signage for general traffic)

ETRO-2 (proposed for late summer 2022). Key measures:

- Bus and taxi only restrictions on:
  - Bridge Street
  - Guild Street (east of Wapping Street)
  - Market Street (north of Guild Street)
- Union Terrace – banned right turn to Rosemount Viaduct (except for buses, taxis and cycles)
- Schoolhill – Service vehicles only between Back Wynd and Flourmill Lane

1.3.2 In addition to the above, a net increase of over 20 taxi rank bays is proposed (compared to 2019). Similarly, a net increase of over 10 accessible parking bays through the city centre is also proposed (compared to 2019).

1.3.3 Public Friendly and technical plans have been prepared to provide details of ETRO-1 and ETRO-2. These plans have been provided to ACC.

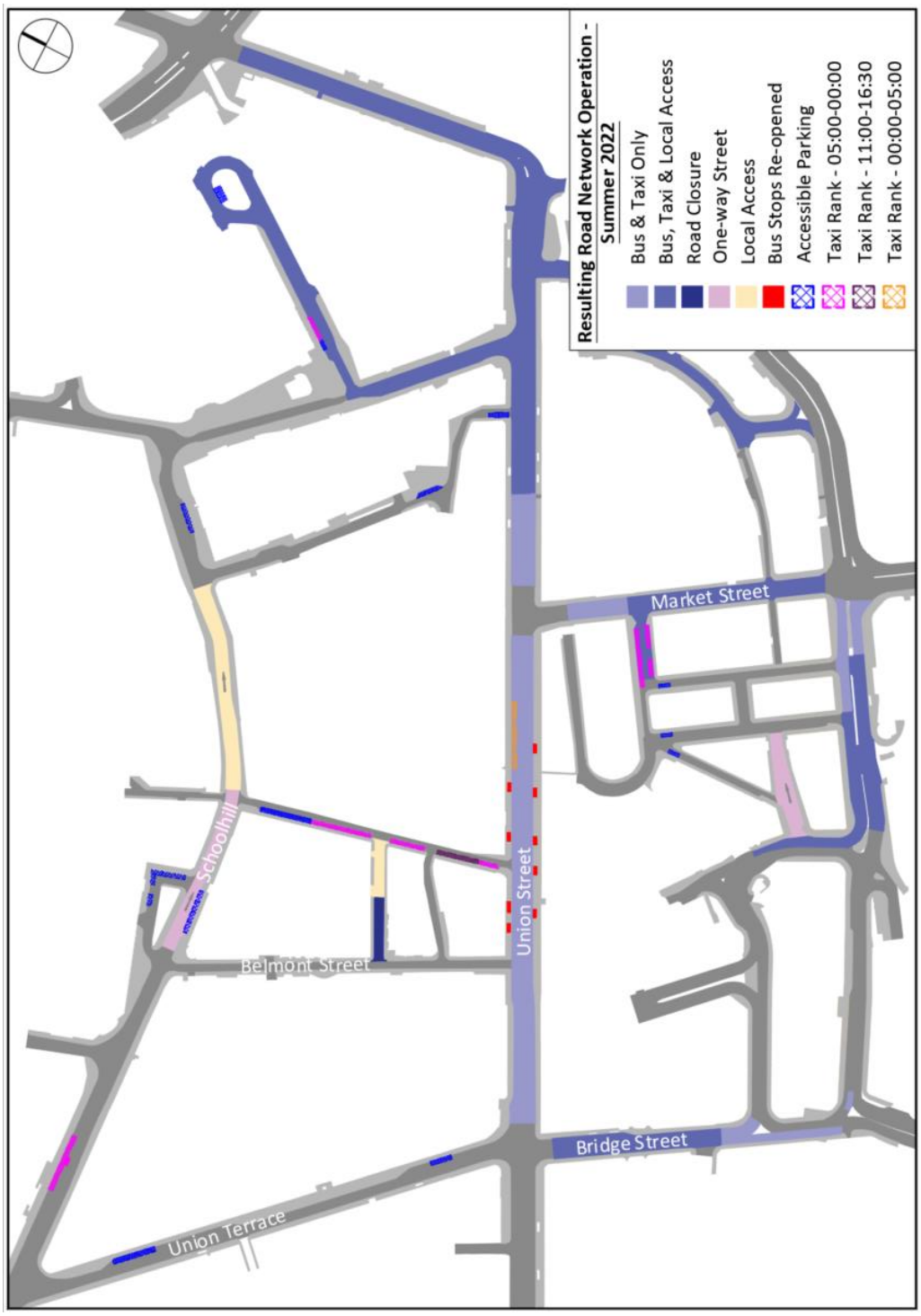


Figure 1. Summary of Key Measures ETRO 1 & 2

1.4 Longer Term Transport Plan

1.4.1 The streetscape consultants are progressing with the development of streetscape options for each of the key intervention areas. These are each at different 'RIBA' stages (Royal Institute of British Architects) depending upon the proposed implementation programme requirements:

- Stage 0 - Strategic Definition
- Stage 1 - Preparation & Briefing
- Stage 2 - Concept Design (Union St East & Castlegate, Union St West & West End)
- Stage 3 - Spatial Coordination (Aberdeen Market / Merchant Quarter)
- Stage 4 - Technical Design (Central Union Street, Belmont Quarter)
- Stage 5 - Manufacturing & Construction
- Stage 6 - Handover
- Stage 7 - Use

1.4.2 SYSTRA was requested to assess options for the Union Street East and West corridors to ascertain how the wider network could potentially operate with the key variations considered for Central Union Street, namely:

- CCMP Scenario 1 – with pedestrianisation* of Central Union Street
- CCMP Scenario 2 – with buses and taxis permitted along Central Union Street

*Whilst the scenario is deemed 'pedestrianisation' of Central Union Street, it is important to clarify that this scenario allows for cycles and service vehicles through the corridor and is therefore not a full pedestrianisation zone in the typical understanding of the term.

1.4.3 SYSTRA has undertaken an option development exercise for these corridors, similar to the option development and sifting process undertaken for Central Union Street.

1.4.4 A programme of consultation with the two main bus operators was carried out to determine a practical solution for operators and their customers in both Central Union Street scenarios. This has led to the development of bus stop location requirements through the city centre area to facilitate the CCMP scenarios noted above.

1.4.5 Traffic modelling of these scenarios has been undertaken and this suggests that the wider public transport operation applied for each scenario, including bus stop locations, bus lanes, bus laybys, traffic restrictions and bus gates, would operate without excessive delay.

1.4.6 A shortlist of 5 options were considered for operational viability. From this, there are emerging options which meet the objectives of the study, although it is important to note that further engagement with other stakeholders is proposed to occur over the coming weeks (after the June 2022 Committee) before any final decisions are made.

1.4.7 The emerging options consider a 4-lane operation with a bus lane and a general traffic lane in both directions.

1.4.8 Plans have been prepared to provide details of the potential operation of the longer-term Union Street East & West corridors, including the proposed bus stop locations.

1.5 Next Steps

- Further consultation on East and West Union Street Options
- Fine tuning of city centre traffic management requirements in tandem with streetscape developments
- Consideration of satellite taxi rank locations throughout the city centre, including the utilisation of up-to-date hurry call technology
- Network monitoring – continual assessment of the impact that ETRO1 and ETRO-2 has on the network operation. Amendments to the measures, if required
- Appraisal of options for Beach Boulevard / Commerce St / Justice St junction operation connecting active travel movement between the CCMP and the Beachfront development.

2. INTRODUCTION

2.1 Report Scope

2.1.1 This report details the work undertaken to date to develop the traffic management plans to deliver the initial works for summer 2022, including stakeholder engagement, and the utilisation of experimental traffic orders to deliver the short term measures as efficiently as possible.

2.1.2 A technical information pack detailing the proposed traffic management measures has been prepared to provide sufficient information for key stakeholders This is provided in **Appendix 1** of this document.

Longer Term CCMP Measures

2.1.3 The longer term CCMP implementation strategy includes changes to the whole Union Street corridor, not just the central section, to create an operational network that works for each of the current considerations for the central section. This report therefore details the work undertaken to date with the bus operators for the potential wider network PT operation.

2.1.4 This long term plan is ongoing, and the latest developments are detailed within this report.

2.2 Background

2.2.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) in September 2021 to develop a traffic management plan to facilitate the next stage of delivery of the Aberdeen City Centre Masterplan (CCMP).

2.2.2 This commission is separate to the streetscape works, which is coordinated by Hub North Scotland, and includes consultants: LDA Design, RYDER, Keppie, Currie & Brown, DSSR, Mott Macdonald, and Fairhurst. For the purposes of this report, this consortium is deemed the 'streetscape consultants'.

2.2.3 The initial Phase 1 of the traffic management plan (Ref: *CCMP – Traffic Management Plan – Phase 1* Ref:GB01T21D88_151021, Oct 2021) focussed on the Central Union Street area and the supporting measures required to facilitate the proposed traffic restrictions along this route. These restrictions included service vehicles and cycles only through Central Union Street.

2.2.4 The Phase 2 requirements included the development of Traffic Regulation Orders (TROs), including associated engineering junction design and signal design works to deliver initial works on the ground by summer 2022.

2.2.5 In addition, consideration of the longer term operation of the city centre transport network was required to be progressed.

2.3 Council Instruction February 2022

2.3.1 At the Aberdeen City Council full council meeting on 28th February 2022, a motion was passed to:

- Re-open Union Street between its junctions with Union Terrace and Market Street to service buses, taxis, private hire vehicles and pedal cycles only, all as soon as is practicably possible, but not before any necessary investigatory or other required works are completed and not before any necessary statutory processes are completed
- Re-establish the taxi rank on Back Wynd and the night-time taxi rank on Union Street at St. Nicholas Churchyard
- 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 Low Emission Zone (LEZ) - reporting back progress to Full Council in June 2022

2.3.2 Phase 2 of the CCMP therefore incorporates the latest council instruction to allow buses and taxis back onto Central Union Street in the summer of 2022.

3. THE ABERDEEN CITY CENTRE MASTERPLAN - WIDER CONTEXT

3.1 Introduction

3.1.1 A transformative regeneration of Aberdeen's city centre, former market and Beachfront was approved at the November 2021 City Growth and Resource Committee meeting. These proposals form the core measures of the future vision of Aberdeen city centre.

3.1.2 Other measures to be implemented in and around the city centre area to support the vision include:

- A Low Emission Zone (LEZ) within the city centre area
- South College Street junction improvements
- Berryden corridor improvements
- George Street area masterplan
- Bus Partnership Fund schemes / Aberdeen Rapid Transit (ART)

3.1.3 At the Aberdeen City Council full council meeting on 28th February 2022, the motion passed included the instruction to:

- *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 Low Emission Zone - reporting back progress to Full Council in June 2022*

3.1.4 This chapter briefly sets out how these city centre projects each support council's overall vision for the city.

3.2 Projects

Aberdeen Beachfront Development Framework

3.2.1 The Beachfront proposals aim to create a transformational new waterfront destination for the city of Aberdeen. A key aspect of the proposals is improved access and connectivity between the beach and the city centre. This requires both the Beachfront and CCMP studies to consider the transport network connections between these areas, particularly for active and sustainable travel.

3.2.2 It is envisaged that direct pedestrian and cycle access between the two areas would primarily route between the Castlegate, through Justice Street and along Beach Boulevard via a re-visioned junction at Beach Boulevard / Commerce Street.

Low Emission Zone

3.2.3 The Aberdeen Low Emission Zone (LEZ) is an area where only certain vehicles are allowed to enter, based upon their emission standards. The purpose of the LEZ is to reduce the dangerous levels of air pollution (mainly nitrogen dioxide - NO2) mostly from vehicle emissions within the city centre.

3.2.4 Through development and model testing of the LEZ, it was found that an LEZ on its own was not enough to reduce emission levels to an acceptable level. Restrictions to general traffic through Central Union Street were recommended to help combat this deficit.

3.2.5 Conversely, the City Centre Masterplan initial assessment in 2016 identified that, in order for the network to cater for the displacement of traffic from the city centre area, an additional traffic reduction of 20%* was required.

*20% of 2023 future predicted traffic levels (includes 8% background growth over 2012 baseline)

> The LEZ and CCMP are therefore anticipated to work in unison to support the relevant traffic reduction and air quality improvement requirements to facilitate the CCMP and also meet the air quality emission targets.

3.2.6 The LEZ will be introduced in 2022 with a two year grace period and it will come into full effect in June 2024.

South College Street Junction Improvements

3.2.7 The impact of traffic displacement from the city centre, as a result of the proposed changes associated with the CCMP, has been assessed and complimented by traffic modelling.

3.2.8 The South College Street / QEII / North Esplanade West junction was identified as a congestion pinch point due to the displacement of east-west routing traffic from Union Street and Guild Street conflicting with north-south traffic entering and exiting the city centre area.

3.2.9 The South College Street Junction Improvements project developed road and junction operation improvements to help alleviate this anticipated pinch point in the network. The scheme has been identified as a priority for delivery, prior to the full implementation of the wide ranging public realm and bus priority changes associated with the CCMP.

3.2.10 This project has been split into 2 phases with the first phase implementation starting in June 2022, with full opening approximately 1 year later.

Berryden Corridor Improvements

3.2.11 The 'Berryden Corridor Improvements' will provide substantial benefits across the north of the city including improved journey times, reduced congestion and improved pedestrian and cycle provisions.

3.2.12 Similar to the South College Street proposals, the Berryden Corridor Improvements will help to reduce conflict congestion pinch points in the network, which may have otherwise increase as a result of traffic displaced from the CCMP measures.

3.2.13 It is anticipated that the project will commence in the next 2 years and will take 2-3 years to complete.

George Street Area Masterplan

3.2.14 The George Street area forms part of the CCMP boundary but is not included within the current CCMP work packages. A public consultation was undertaken in February 2022 to gauge public opinion on what changes people would like to see in any future plans for the area.

3.2.15 The consideration of a mini-masterplan for the George Street area is still in its infancy, but connectivity with the current and ongoing CCMP proposals will be a primary consideration of any proposals.

Bus Partnership Fund Schemes (BPF) / Aberdeen Rapid Transit (ART)

The North East of Scotland Bus Alliance have been allocated funds from Transport Scotland's Bus Partnership Fund to significantly transform public transport provision in the north east. There are currently nine workstreams ongoing, including various corridor studies associated with the Aberdeen Bus Partnership Fund Programme, and the above noted South College Street Improvements. The Bus Partnership Fund routes are detailed in Figure 2

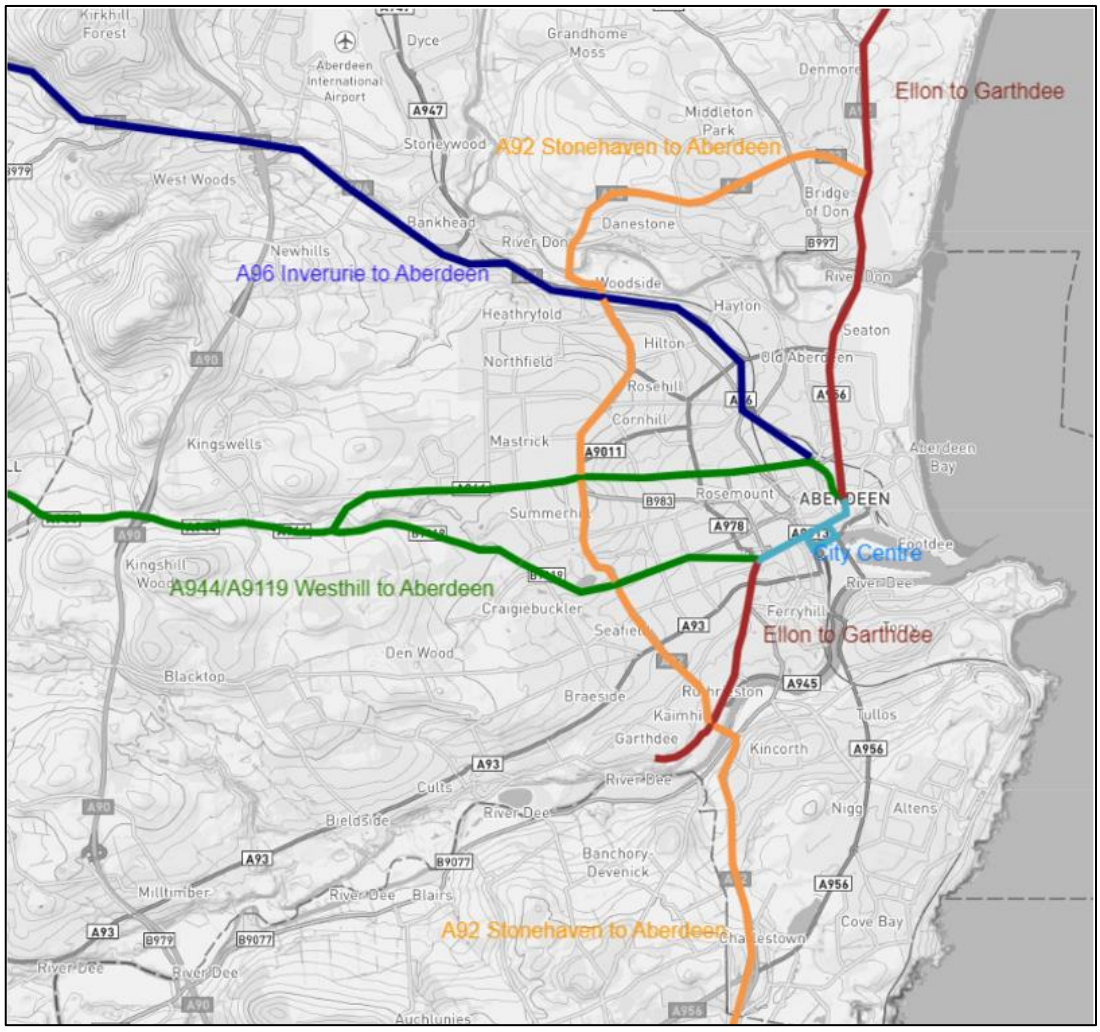


Figure 2. BPF Study Routes (Source: ACC)

3.2.16 The ART is a longer term public transport vision building from the BPF work to enable a step change in movement around the Aberdeen region from private vehicle travel to public transport. The ART vision will identify corridors across Aberdeen and the wider region that will connect key destinations.

3.2.17 Both the City Centre and Beachfront have been identified as potential key ART corridors /destinations, although work around this is ongoing.

3.3 Movement of People & Traffic

3.3.1 This section discusses how the movement of people and transport around the city centre is envisioned, in the context of the schemes noted in the above section.

3.3.2 Active travel provision (walking and cycling) through the city centre is at the forefront of the vision. Improved pedestrian spaces within the CCMP area are a critical element of the streetscape designs.

3.3.3 Figure 3 illustrates active travel routes connecting the city centre with the Beachfront (primarily via Castlegate through to Beach Boulevard) as well as north and south routes between the George Street area through the city centre to the bus and rail stations, north Dee Business Quarter and to the Riverside.

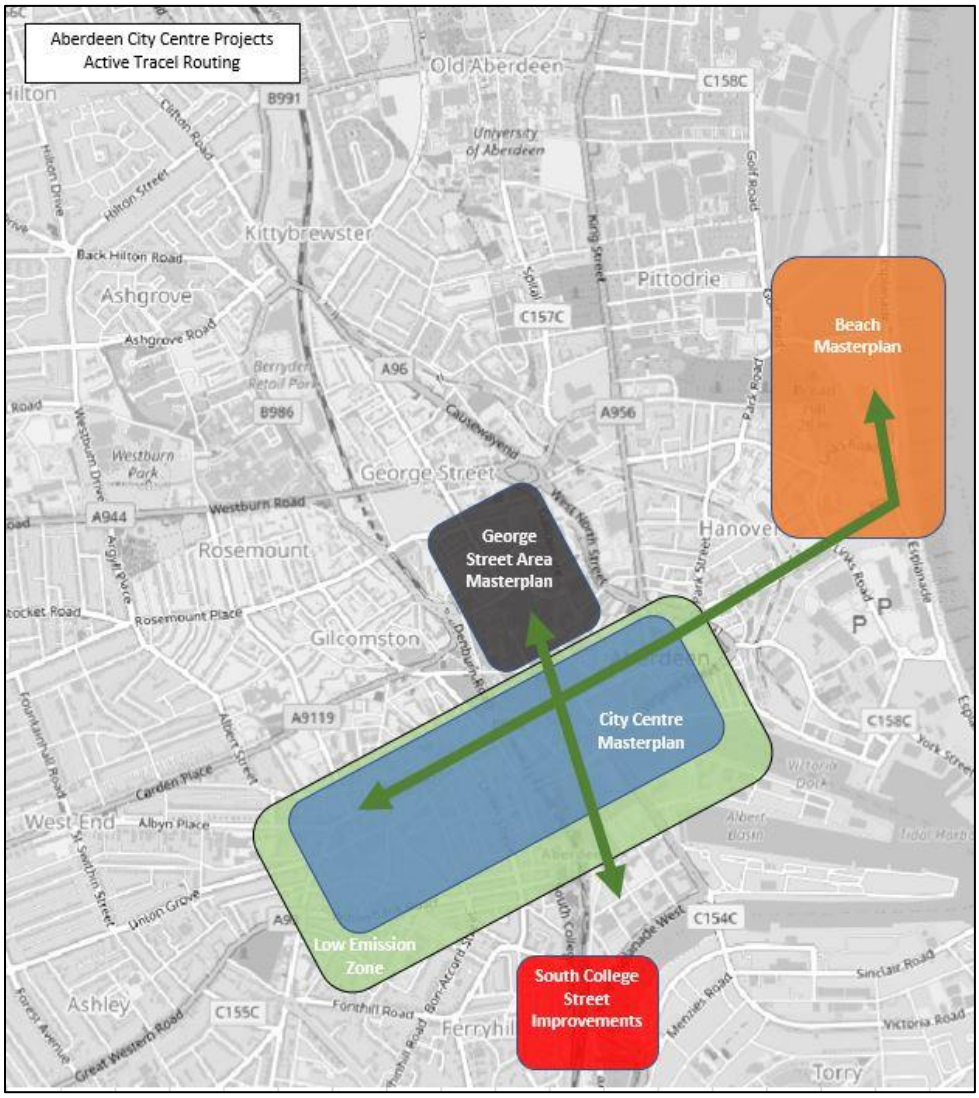


Figure 3. City Centre Project Areas connected by Active Travel

3.3.4 Figure 2 showed the Bus Partnership Fund Projects (BPF) which includes the Westhill A944 BPF Project and the Ellon to Garthdee BPF Project – both of which route through the city centre (Union Street).

3.3.5 Figure 4 shows the longer term strategic ART corridors, connecting key transport interchanges at Craibstone, Kingswells, Ellon and Portlethen, with the city centre.

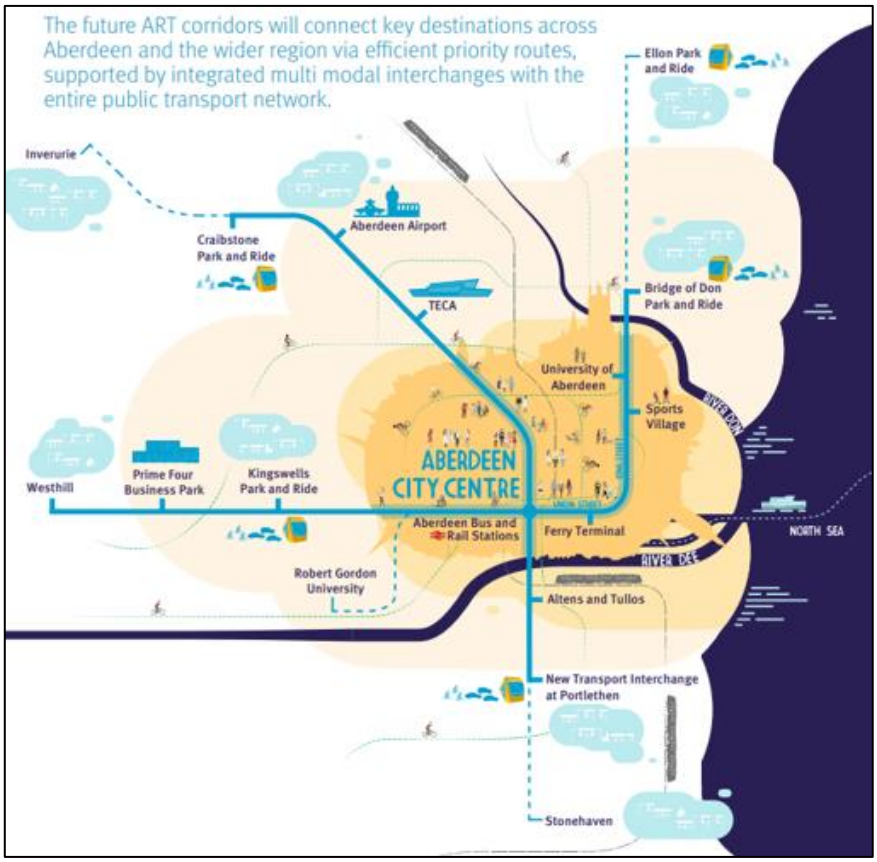


Figure 4. ART Connections (Source: NESTRANS)

3.3.6 The explicit ART corridors are still in the early stages of appraisal, but Figure 5 shows the potential ART corridors relative to the city centre network. The ART route through Union Street will depend upon the long term operation proposal for central Union Street. There has also been some initial considerations for ART connectivity between the city centre and the Beachfront via the Castlegate-Beach Boulevard corridor.

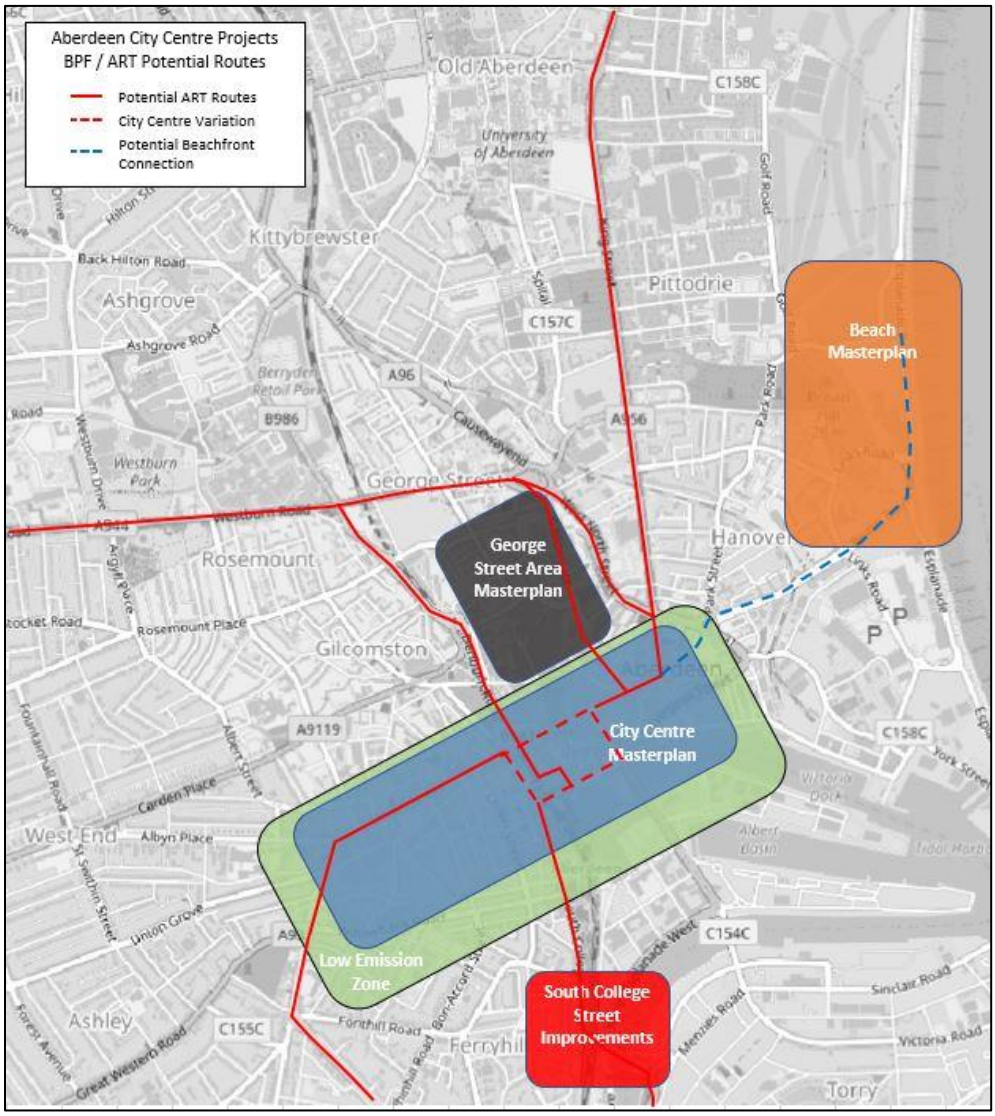


Figure 5. City Centre Project Areas with potential Longer Term PT Priority Corridors

3.3.7 Figure 6 details the general traffic routing corridors in the context of the city centre projects noted.

3.3.8 The revised road network hierarchy, implemented in 2019, has provided a blueprint for the operation of general traffic around the city centre area. The road hierarchy and associated road signing is designed to provide key routes to and from the city centre but not through the city centre, thus identifying the city centre as a destination, not a traffic corridor.

3.3.9 The implementation of the LEZ, not only results in a reduction in vehicle emissions within the city centre, but also assists the CCMP by reducing the volume of traffic that does not need to route through the area (i.e. via Denburn Road or the Harbour corridor).

3.3.10 As noted in Section 3.2, both the Berryden corridor improvements and the South College Street improvements will assist with the management of general traffic displaced from the city centre area as a result of the CCMP restrictions. Both of these schemes are scheduled for

implementation in the immediate years ahead to tie in with the 5-6 year programme identified for the CCMP implementation.

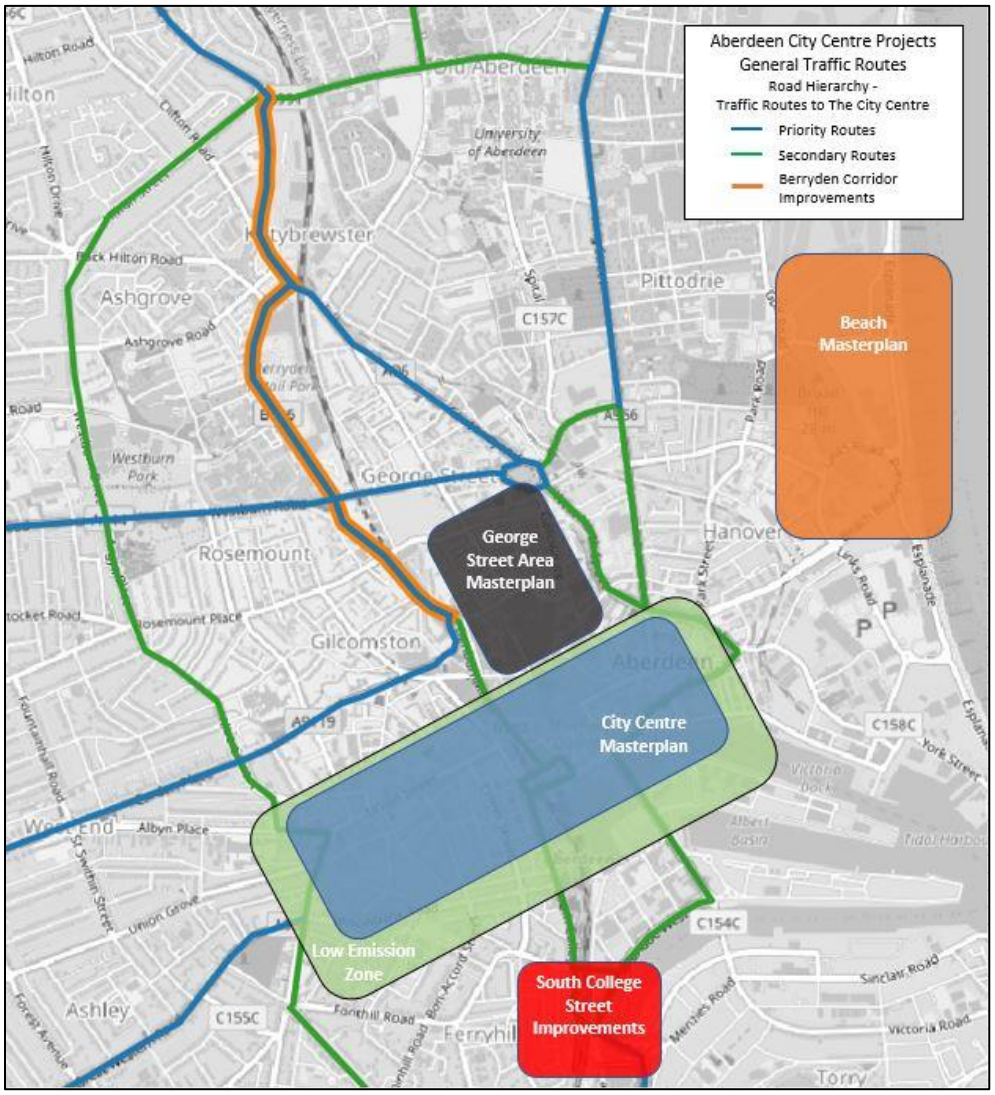


Figure 6. City Centre Project Areas with General Traffic Primary Routes

3.3.11 The above figures provide a very high level overview of the various connected projects within the city centre area. The development of the CCMP proposals will take cognisance of the wider city objectives relating to the connection to the Beachfront and the potential ART corridors.

3.3.12 The implementation programme for the CCMP will also take cognisance of the wider supporting infrastructure measures for Berryden Road and South College Street, and the fully operational LEZ.

4. SCOPE OF THE CCMP TRAFFIC MANAGEMENT PLAN

4.1 Overview

4.1.1 The following details the various project areas that comprise the CCMP and the development stage of the traffic management and streetscape proposals.

4.1.2 The City Centre Masterplan (CCMP) has been separated out into individual study areas as detailed in Figure 7.



Figure 7. Geographical Scope of CCMP

Area -1 – Belmont Quarter & Schoolhill

Belmont Quarter

4.1.3 The streetscape proposals for a new permanent café culture within the Belmont Quarter have been developed by the streetscape consultants.

- The key traffic management measures for the Belmont Quarter are to be implemented as part of on-site traffic changes proposed in 2022 – **See Chapter 5**

Schoolhill

4.1.4 The streetscape proposals for the Schoolhill corridor are currently in development.

- The key traffic management measures for Schoolhill are to be implemented as part of on-site traffic changes proposed in 2022 – **See Chapter 5**
- Small scale additional traffic management measures will be required for the implementation of the Streetscape works, following wider consultation of these proposals.

Area-2 – Merchant Quarter / The Market

4.1.5 The Merchant Quarter proposals are currently in development by the streetscape consultants. The streetscape measures will be implemented following construction of the new market development.

4.1.6 In the short term, initial changes to the Merchant Quarter are proposed for 2022 – (See Chapter 5). Further traffic management changes may be required to facilitate the detailed streetscape and traffic management proposals but the vast majority of measures will be in place this summer.

Area 3 – Central Union Street -Supporting Measures

4.1.7 The scope of the traffic management plan extends beyond the proposed streetscape improvement areas to include Bridge Street, Wapping Street, Guild Street and Market Street Proposed traffic changes through these corridors form the 'supporting measures' required to deliver traffic restrictions through Central Union Street.

4.1.8 The measures are required to support the operation of the public transport network, whether bus services are retained on central union Street or not.

Area 4 – Union Street Central

4.1.9 An option sifting process for the operation of Central Union Street has been undertaken by the streetscape consultants. A shortlist of options were subject to a Scottish Transport Appraisal Guidance (STAG) assessment appraisal and a recommendation provided for the June 2022 Committee to consider.

4.1.10 A traffic management plan for the immediate priority to open central Union Street to buses and taxis is detailed in **Chapter 5** of this report.

4.1.11 For the longer term streetscape proposals, traffic management plans are in development for the key operational variations through Central Union Street, namely:

- Pedestrianisation, with service vehicle and cycling permitted
- Bus and taxi only corridor, with service vehicle and cycling permitted

4.1.12 The implications to the operation of the public transport network associated with these proposals is detailed in **Chapter 6** of this report.

Areas 5 & 6 – Union Street East & West

4.1.13 The Union Street east and west corridors are not subject to significant on-site traffic changes in 2022. Measures proposed for the wider Union Street corridor will be considered as part of the longer term implementation programme (Chapter 6).

4.1.14 An option sifting process for the operation of Union Street East and West is currently in development. This has followed a similar process to the option sifting exercise for Central Union Street. A shortlist of options were subject to a Scottish Transport Appraisal Guidance (STAG) appraisal. An interim report which details this process has been produced and

provided to ACC (*CCMP-Union Street East & West Option Development, Ref: GB01T21D88_0622_4).*

4.1.15 Consultation with bus operators has been ongoing in the development of long term bus stop and bus routing provisions throughout the city centre network. These have been considered for both Central Union Street scenarios (with or without buses allowed).

4.1.16 Progress relating to the long term CCMP proposals, including the Union Street East and West corridors is detailed in Chapter 6.

4.1.17 In addition, these potential public transport (PT) network proposals have been also tested through traffic modelling, with a separate modelling report provided to ACC (*CCMP Traffic Modelling Report,* Ref: GB01T21D88_0622_3b).

4.1.18 Consultation with wider stakeholder groups on the detail of the Union Street East and West areas will take place after June 2022. A preferred design layout will be presented to committee in November 2022.

Area 7 – West End

4.1.19 The 'West End' study area (Rose St/Thistle St/Chapel St) is not subject to on-site traffic changes in 2022.

4.1.20 The West End proposals are currently in development by the streetscape consultants. The streetscape measures will be implemented later in the programme along with the Union Street West measures.

CCMP Streetscape Projects Implementation

4.1.21 The proposed implementation programme for the various CCMP projects is detailed below. These timescales assume that there will be no delays to the programme resulting from design or construction delays or from TRO objections.

- June 2022 Buses and taxis only on Central Union Street
- September 2022 Area 3 – Supporting Measures
- Q2 2023 Area 1 – Belmont Quarter
- Q1 2024 Area 2 – Merchant Quarter / The Market
- Q2 2024 Area 4 – Central Union Street
- Q2 2025 Area 1 – Schoolhill / Upperkirkgate
- Q1 2027 Area 6 – Union Street East & Castlegate
- Q3 2028 Areas 5&7 – Union Street West & West End

5. ON-SITE TRAFFIC CHANGES 2022

5.1 Stakeholder Engagement

5.1.1 A programme of consultation with key stakeholders has been undertaken for the traffic management proposals to be implemented in 2022, as well as some of the longer term proposals associated with the permanent PT network.

5.1.2 Stakeholders included in the consultation process include:

- PT Operators – First Bus and Stagecoach representatives
- Taxi Representatives – Aberdeen Taxis; Rainbow City Taxis
- Disability Group Representatives: - Disability Equity Partnership (DEP)
- Cycle Representatives – Aberdeen Cycle Forum; Grampian Cycle Partnership
- ACTUP (Accessible City Transport Users Partnership) – Includes representatives from the above groups

5.2 Development of City Centre Measures for 2022

5.2.1 The proposed traffic and road changes are being introduced from the end of June 2022 with a second series of changes proposed towards the end of Summer 2022. These measures are to be introduced via experimental traffic orders (ETROs). Further information on ETROs is provided in Section 5.3.

5.2.2 An information pack detailing the proposed changes throughout the Summer of 2022 is provided in **Appendix 1** of this document. This includes:

ETRO-1 (June 2022). Key measures:

- Buses to mostly revert back to pre-Covid routes through Central Union Street
- Central Union Street to be open for buses, taxis and cycles only
- Taxi rank to be re-introduced along Back Wynd.
- Taxis and service vehicles to access Central Union Street from Back Wynd only (no entry from either end of Union Street restriction)
- Accessible parking to be re-introduced along Back Wynd
- General traffic management restrictions for the Belmont Quarter to facilitate the café culture environment
- Only buses and cycles to access Central Union Street from either end (to facilitate clear restriction signage for general traffic)

5.2.3 Figure 8 provides a visual summary of the ETRO-1 measures that will be in place by late June 2022.

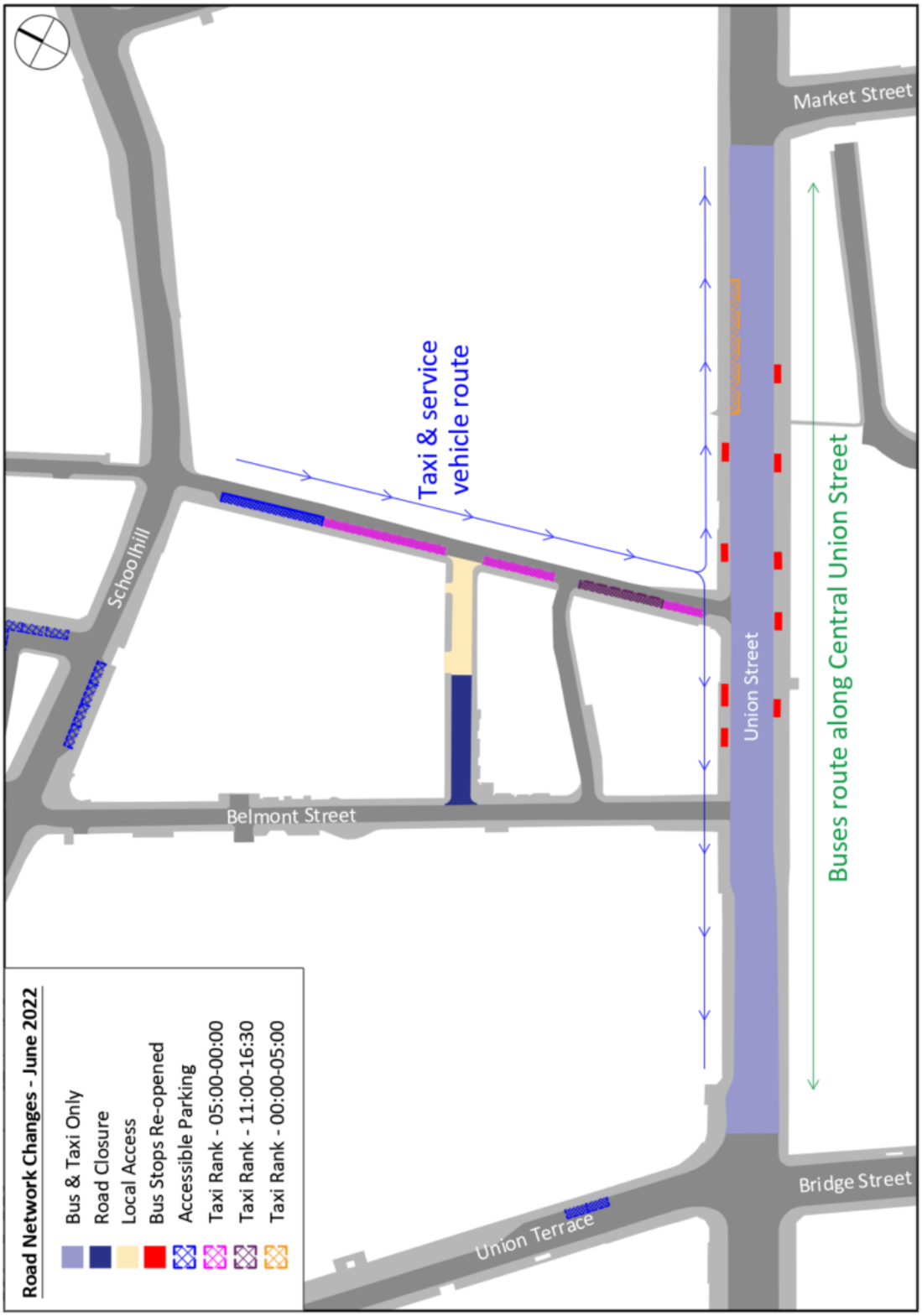


Figure 8. Summary of ETRO-1 Measures

ETRO-2 (Proposed for late Summer 2022). Key measures:

- Bus and Taxi only restrictions on
  - Bridge Street
  - Guild Street (east of Wapping Street)
  - Market Street (north of Guild Street)
- Union Terrace – banned right turn to Rosemount Viaduct (except for buses, taxis and cycles)
- Schoolhill – Service vehicles only between Back Wynd and Flourmill Lane

5.2.4 Figure 9 provides a visual summary of the ETRO-2 measures that are proposed to be in place by late Summer 2022, whilst Figure 10 shows ETRO-1 and ETRO-2 measures combined.

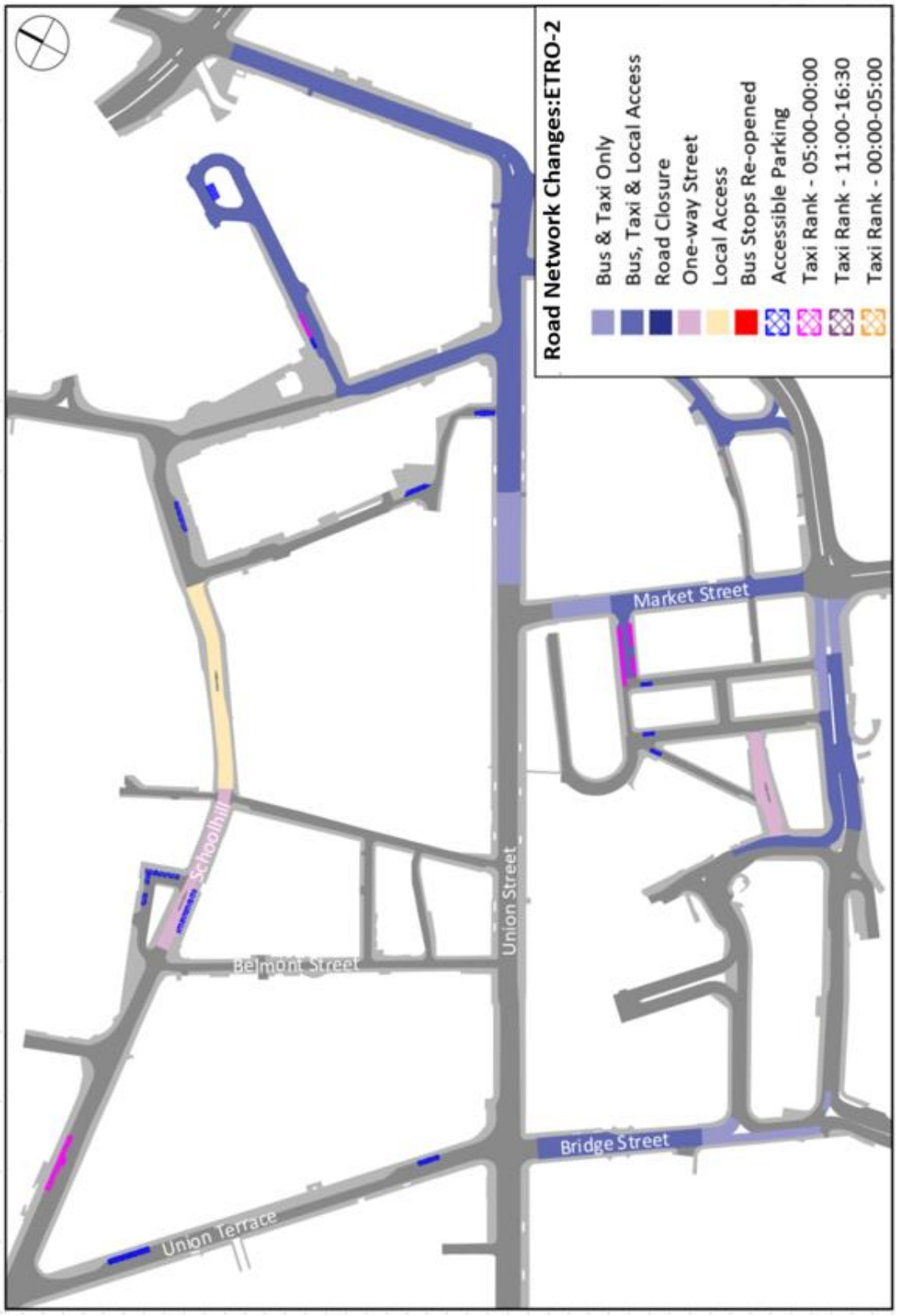


Figure 9. Summary of Key ETRO-2 Measures

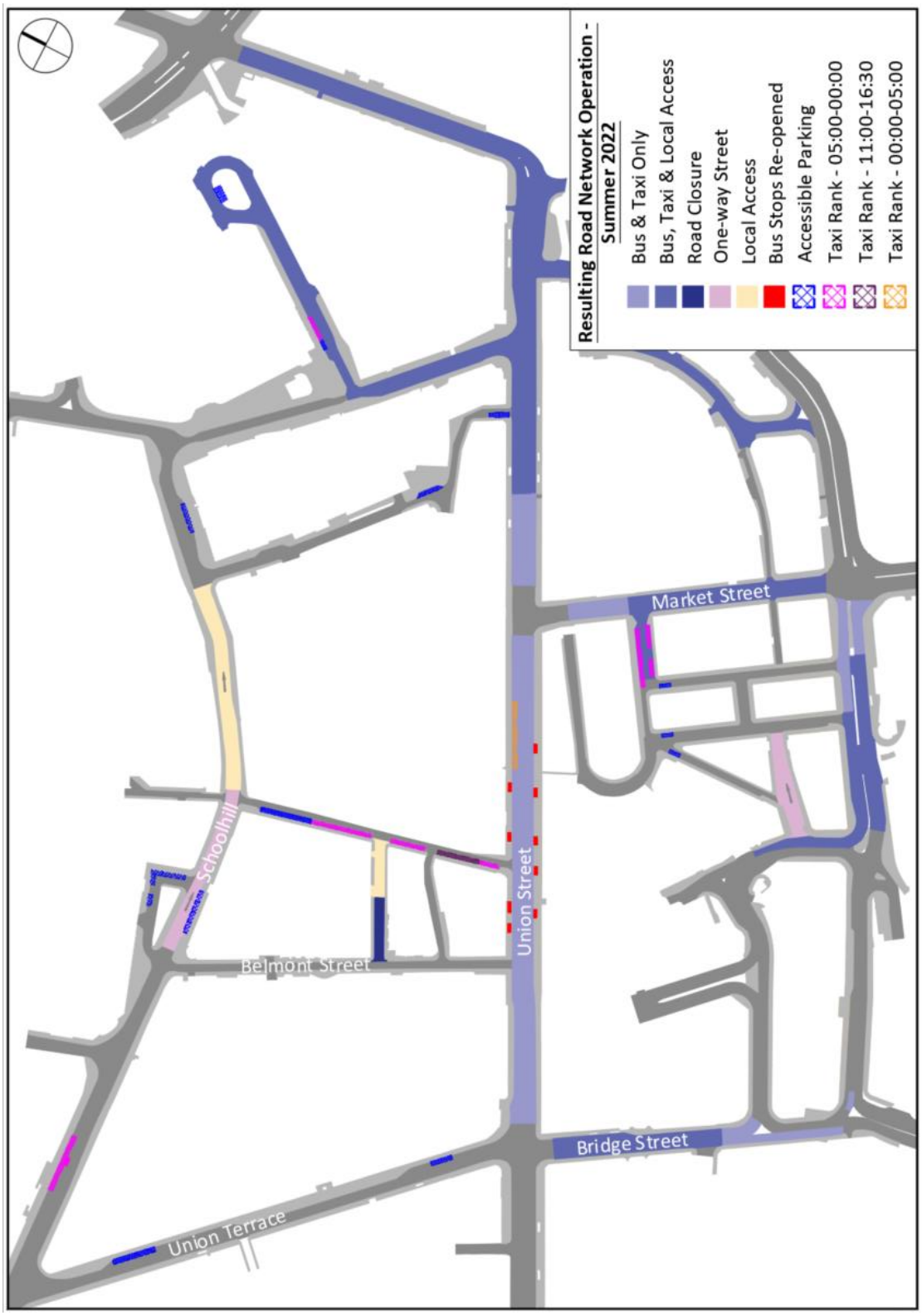


Figure 10. Summary of Key ETRO - 1 & 2 Measures Combined

5.2.5 More details are provided in the ETRO information pack detailed in **Appendix 1**.

Taxi Ranks

5.2.6 The information pack also details the locations of the proposed taxi ranks across the CCMP area. These include:

- All Pre-Covid taxi rank locations
- Retention of *Spaces for People* taxi ranks on Exchequer Row and Rosemount Viaduct
- A proposed new taxi rank location on Queen Street
- All existing night-time taxi ranks, include the re-introduction of the night-time rank on Central Union Street as part of ETRO-1

5.2.7 The retention of some of the spaces for people temporary taxi ranks, plus the proposed Queen Street taxi rank, results in a net increase in taxi rank provision (by the sum of 21 bays).

5.2.8 The information pack provides two graphics of the proposed taxi rank locations. One shows the location of each rank location with a 50m distance isochrone around them. The other provides a 5 minute walking distance isochrone around it.

5.2.9 These figures show that the proposed locations of the taxi ranks provide a good network coverage for the proposed location of taxi ranks (in 2022).

5.2.10 The decision on the long term operation of central Union Street may dictate whether other taxi rank locations need to be considered as an alternative to Back Wynd.

Accessible Parking

5.2.11 The information pack also details the locations of the proposed accessible parking across the CCMP area. These include:

- Existing on-street accessible parking locations
- Existing off-street accessible parking within public and private car parks
- Retention of some temporary *Spaces for People* accessible parking bays
- Proposed new accessible parking locations
- Proposed new shared space between service loading (6pm-10am) and accessible parking (10am-6pm)
- Locations where accessible parking bays are required to be relocated

5.2.12 A total of 9 accessible parking bays were identified to be relocated from the Belmont Quarter and a total of 21 bays added (7 of which were first introduced as temporary provisions during *Spaces for People*).

5.2.13 The information pack provides graphics of the proposed accessible parking locations with 50m distance isochrones. These were discussed and accepted by the Disability Equity Partnership (DEP).

5.2.14 As the study progresses, there may be a requirement to relocate further accessible parking bays, depending upon the agreed streetscape detail through the CCMP area.

Servicing

5.2.15 Consideration of appropriate service access and egress has been given to each area affected by the proposed changes to ensure that continued access for loading and servicing, including refuse collection, is maintained appropriately.

5.2.16 Revised service periods have been proposed through the Belmont Quarter and Central Union Street to best manage the risk of interaction between service vehicles and pedestrians. ACC officers have advised that the service period will be restricted to a period between 4:30pm and 11:00am in these areas.

5.2.17 Key public transport corridors within the city centre have previously included service periods designed to fall out-with the peak public transport periods (typically, no loading between 07:30-09:30am, 12 noon-2:30pm, and 4:00-6:00pm).

5.2.18 On Bridge Street and Market Street the interpeak restriction period has been removed, as there will be a significantly lower general traffic volume through these restricted corridors and so vehicle servicing would not have such a detrimental impact on the operation of the PT network. Note - there is no loading/stopping permitted on Guild Street (as per the existing operation). Servicing for properties on Guild Street is undertaken on parallel streets (Merchant Quarter) and private off street access (St. Magnus House, Station Hotel).

5.2.19 Due to the requirement for service vehicles accessing Central Union Street to route through Back Wynd, the pedestrian safety considerations are paramount and therefore the Central Union Street service period must follow the more pedestrian friendly 4:30pm-11am restrictions.

5.2.20 All revised service periods are detailed in the information pack in **Appendix 1**.

5.2.21 With regard to bin storage locations, these will need to be considered within the streetscape proposals if they are required to be relocated. This will require liaison with the Council Waste Collection team.

5.3 Experimental Traffic Orders (ETROs)

5.3.1 An experimental Traffic Regulation order (ETRO) is like a permanent Traffic Regulation Order (TRO). It is a legal document which imposes traffic and parking restrictions. We use ETROs to see if a scheme will work in practice.

5.3.2 The key information to note on ETROs includes:

- An ETRO can stay in force for up to a maximum of **18 months** while the effects are monitored and assessed.
- The statutory consultation process that occurs prior to implementation can be undertaken within a short timeframe (3-4 weeks)
- Feedback can be feedback through the process however, formal objections to the order must be made in the first **6 months** of it coming into force
- If any changes to the ETRO are made, a further **6 month** objection period is required

- A decision on whether the changes introduced as part of the ETRO will be removed or made permanent must be made within **18 months** of the order coming into force.
- The decision to make a scheme permanent will follow the formal decision making process.

6. CCMP – LONGER TERM TRANSPORT PLAN

6.1 Introduction

6.1.1 The traffic management measures to be introduced in the Summer of 2022 form the initial steps in the development and implementation of the long term vision for the city centre, as detailed in the *Streetscape Interventions Initial Reporting* in August and December 2021.

6.1.2 The initial ETRO measures will facilitate the removal of through routing general traffic from the city centre area. This creates an environment from which the proposed streetscape measures can be implemented over the coming years.

6.1.3 The streetscape consultants are progressing with the development of streetscape options for each of the key intervention areas. These are each at different 'RIBA' stages (Royal Institute of British Architects) depending upon the proposed implementation programme requirements:

- Stage 0 - Strategic definition
- Stage 1 - Preparation & briefing
- Stage 2 - Concept design (Union St East & Castlegate, Union St West & West End)
- Stage 3 - Spatial coordination (Aberdeen Market / Merchant Quarter)
- Stage 4 - Technical design (Central Union Street, Belmont Quarter)
- Stage 5 - Manufacturing & construction
- Stage 6 - Handover
- Stage 7 - Use

6.1.4 As the details of each study area is refined through ongoing consultation and detailed design, the associated traffic management requirements for each area will also develop and refine in tandem.

6.1.5 The streetscape consultants have sifted options for Central Union Street into 4 alternatives. These are to be considered at the June committee 2022.

6.1.6 SYSTRA were requested to assess options for the Union Street East and West corridors to ascertain how the wider network could potentially operate with the key variations considered for central Union Street, namely:

- CCMP Scenario 1 – with pedestrianisation* of Central Union Street
- CCMP Scenario 2 – with buses and taxis permitted along Central Union Street

*Whilst the scenario is deemed 'pedestrianisation' of Central Union Street, it is important to clarify that this scenario allows for cycles and service vehicles through the corridor and is therefore not a full pedestrianisation zone in the typical understanding of the term.

6.1.7 SYSTRA have undertaken an option development exercise for these corridors ,similar to the option development and sifting process undertaken for Central Union Street and have provided a draft appraisal report to ACC.

6.2 Union Street East And West Corridors – Assessment of Options

6.2.1 The transport operation of the Union Street corridor is a fundamental element of the CCMP. There are competing priorities for the available road space, from pedestrian improvements and placemaking objectives, through pedestrian and cycle safety to sustainable transport measures. Each of the transport hierarchy modes must be considered against the wider placemaking objectives of the city centre as well as the operational viability of the measures developed.

6.2.2 SYSTRA was requested to develop and sift transport options for Union Street East and West corridors. The central section of Union Street has undergone a separate option sifting exercise by LDA Consultants and is detailed in the Report: '*Union Street Central, Public Transport Options Appraisal*'.

6.2.3 The draft report provided to ACC (*CCMP-Union Street East & West Option Development, Ref: GB01T21D88_0622_4)* details the option development and sifting process undertaken for the Union Street east and west corridors. This follows a similar STAG (Scottish Transport Appraisal Guidance) process undertaken for the Central Union Street option development.

6.2.4 A shortlist of 5 options was then considered for operational viability. These were:

- Option 1 - Do nothing
- Option 2 - Provide bus laybys to replace bus lanes
- Option 4 - Rationalise minor junctions along Union St corridor (left in- left-out only). Keep bus lanes
- Option 6 - Rationalise minor junctions along Union St corridor (left in- left-out only). Apply bus laybys
- Option 7 – As per Option 6 including cycle lanes along central corridor

6.2.5 From this, there are emerging options which best meet the objectives of the study – Option 4, although it is important to note that further engagement with other stakeholders is proposed to occur over the coming weeks (after the June 2022 Committee) before any final decisions are made.

> The emerging options consider a 4 lane operation with a bus lane and a general traffic lane in both directions.

6.2.6 There has been extensive consultation with bus operators on the potential operation of the wider Union Street corridor, including bus routing and dwelling requirements.

6.3 Plans and Figures

6.3.1 SYSTRA have provided ACC with high level figures detailing the potential operation of the wider CCMP, with a particular focus on the operation of the PT network (*CCMP-Schematics of Potential Longer Term Layout, Ref: GB01T21D88_0622_5)*.

6.3.2 The figures detail:

- Key transport interventions included as part of ETRO-1 and ETRO-2
- Potential road lane allocation along Union Street East and West
  - 3 variations currently considered for Union Street West
- Proposed bus stop operation through the wider network (for both CCMP Scenario 1 and Scenario 2)
- Considered simplification of the operation of Wapping Street Gyratory (2 lane routing along Carmelite Street)
- All figures provided for both a Central Union Street pedestrianised scenario-1 and a Bus and Taxi only scenario-2

6.3.3 The emerging consideration of 4 lane routing along the Union Street corridor, has itself, some option variation, including:

- Continuous bus lanes along each side of the corridor
- Bus lanes with pedestrian build outs at key junctions
- Variation on both of the above relating to road narrowing at west end of Union Street

6.3.4 These variations, together with the sifting process rationale will be taken forward for further stakeholder consultation over the following weeks/months.

6.3.5 As noted above, the bus stop provision and location requirements have been discussed with both First Bus and Stagecoach operators. Further detail of the PT network development is provided in Chapter 7.

6.3.6 In order to assess whether these considerations are practically feasible (i.e. allow the PT network to operate efficiently), the measures have also been modelled in the Aberdeen City Centre Paramics Model.

6.3.7 Detail of the modelling undertaken is summarised in Chapter 8, and a separate model testing technical report was provided to ACC (*CCMP–Traffic Modelling Report 2022*, *Ref: GB01T21D88_0622_3b)*.

6.3.8 High level figures detailing the potential bus stop locations for both CCMP -Scenario 1 and Scenario 2 are detailed in Figure 11 and Figure 12. The initial bus stop name references have been derived by SYSTRA with the ACC Public Transport Unit.

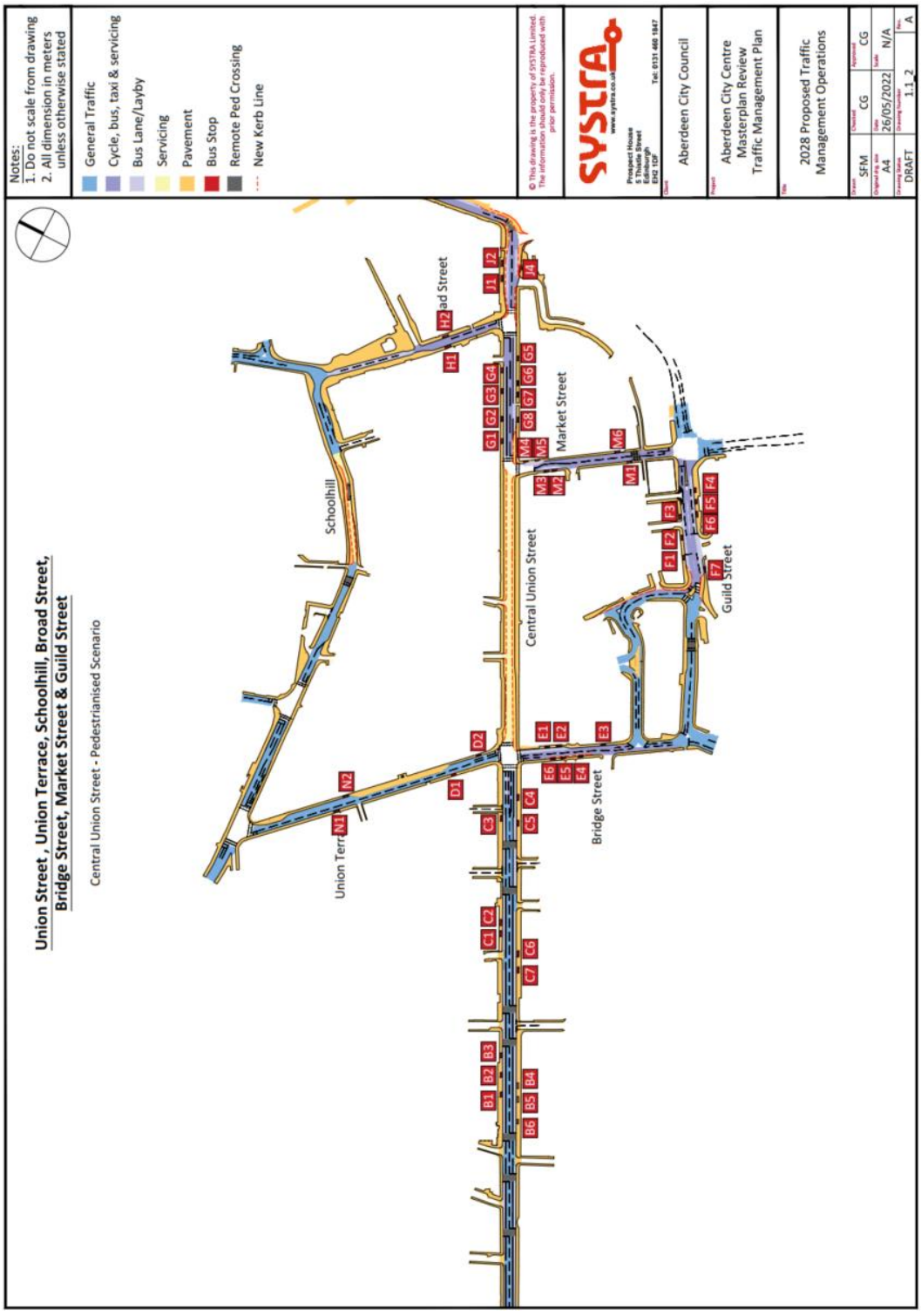


Figure 11. **Longer Term PT Network Operation (Central Union Street Pedestrianised)**

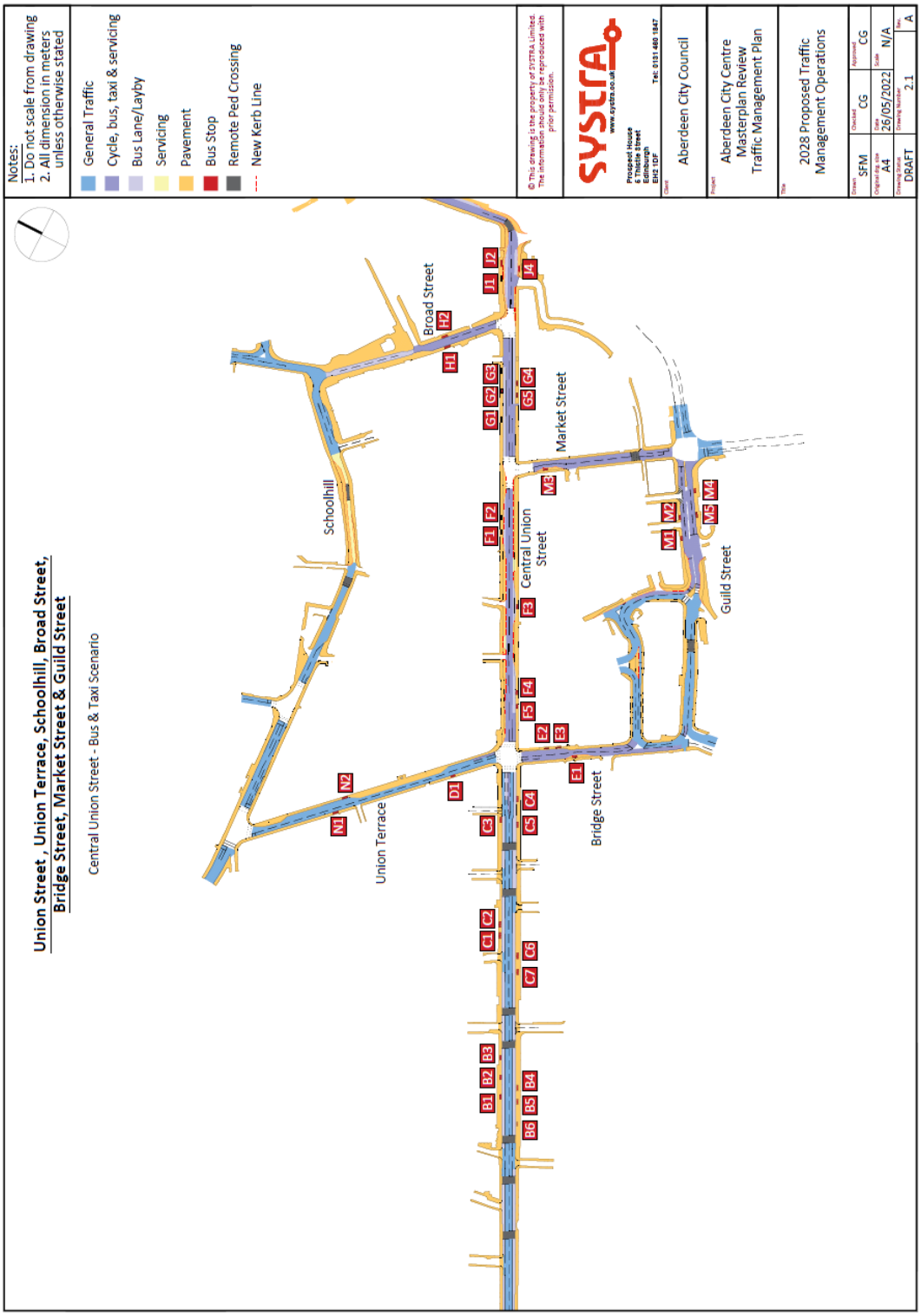


Figure 12. **Longer Term PT Network Operation (Central Union Street Bus & Taxi Only)**

7. CCMP – PUBLIC TRANSPORT NETWORK DEVELOPMENT

7.1 Introduction

7.1.1 A key objective of the CCMP was to ensure that a practical and sustainable public transport network could thrive and have the capacity to withstand expected future growth in bus patronage.

7.1.2 The two potential scenarios for the CCMP (pedestrianisation or bus and taxis allowed along Central Union Street) requires bus operators, First Bus and Stagecoach to significantly adjust their operating habits in the city centre.

7.1.3 In the event that Central Union Street was pedestrianised, buses (for journeys traveling east to west) would be required to divert their services along Bridge Street, Guild Street and Market Street before re-joining Union Street (the route would be reversed for vehicles travelling in the opposite direction).

7.1.4 The second scenario still allowed for the buses to use Central Union Street, however an aim of the CCMP was to provide pedestrians with more pavement space. To achieve this, a reduction of bus stops would have to be considered and the effects considered across the rest of the network.

7.1.5 This chapter is designed to describe the programme of consultation with stakeholders, set out a methodology and explain recommendations that reflect the operators requirements within the objectives of the CCMP to deliver the PT network detail shown in Figures 11 and 12.

7.2 PT Engagement

7.2.1 A programme of consultation with the two main bus operators has been carried out to determine a practical solution for operators and their customers in both Central Union Street scenarios.

7.2.2 The engagement with the bus operators was conducted across different forums. Individual operators were consulted initially to ensure their requirements and expertise in running bus operations within the city were considered. Members of the Aberdeen City Council and Aberdeenshire Council transport teams attended the consultations also.

7.2.3 A list of desirable outcomes for the project were noted for both operators. These included ensuring the project enabled capacity within the network to future proof against patronage growth; provide penetration to high footfall locations in the city centre; ensure safe access for their customers, particularly on streets with steep gradients, such as Market Street; an increase in bus priority measures; and a stricter regulation of service vehicle delivery locations and times.

7.2.4 The second phase of the consultation was to share the initial plans on proposed stop locations and receive feedback.

7.2.5 An in person collaborative meeting was organised with all operators, the ACC transport team and LDA, to finalise the locations before final recommendations were drawn.

7.2.6 Regular updates were provided throughout the project to all stakeholders at monthly City Centre Masterplan Implementation - Public Transport Forums.

7.3 Design Standards

7.3.1 Guidance on the design standards were taken from:

- 'Roads for All: Good Practice Guide for Roads' (Transport Scotland, 2013)
- 'Accessible Bus Stop Design Guidance' (Transport for London 2017)
- 'Inclusive Mobility' (Department for Transport, 2021)

7.3.2 The guidance documents detail the many user groups who have different needs with regard to bus stop design. They are written to ensure designers consider user needs such as those who use wheelchairs, crutches, walking sticks, canes, guide dogs, mobility scooters, shopping trolleys, and buggies when accessing bus services.

7.3.3 The guidance documents are designed to assist local authorities in the development of practical measures to improve accessibility at bus stops that are compatible with particular characteristics of low-floor buses deployed on Aberdeen's road network.

7.3.4 The design guidance included in these documents regarding bus stop / layby length, depth, and kerb height has all been applied in the design of the bus stops across Aberdeen city centre.

7.4 PT Network Development

7.4.1 Bus stop dwell time data was used to redistribute the time spent at bus stops along central Union Street to new or existing bus stops.

7.4.2 The effects of COVID-19 had a significant impact of bus patronage across the country. At the start of the consultation, Aberdeen bus operators estimated that they were carrying 60-70% less customers compared to pre Covid-19 levels.

7.4.3 To negate the impact of Covid-19 and the resulting patronage reduction on the results of this project, bus stop dwell time data was used that predated the pandemic.

7.4.4 The desires of the operators to penetrate other city centre hubs, such as Union Square shopping centre and the train station was considered in parallel to the bus stop dwell time data.

7.5 Proposed PT Operation

7.5.1 This section has been split into two sections, the pedestrianised scenario of Central Union Street and the bus & taxi only scenario of the corridor.

CCMP Scenario-1 : Central Union Street – Pedestrianised.

7.5.2 There were two key desirables that resulted from the consultation process. Firstly, despite the loss of bus stops on central Union Street, operators wanted to ensure the loss of quick access to that area was mitigated. Secondly, operators wanted to ensure that they could serve Guild Street to provide better access to Union Square and the train station.

7.5.3 To ensure the distance of bus stops to Central Union Street are kept at a minimum, additional bus stops have been added as close as possible to the junctions that Bridge Street and Market Street have with Union Street. Furthermore, additional bus stops have been added to the eastern section of Union Street.

7.5.4 Bus stops along Guild Street have been greatly enhanced. It has been possible to add the additional stops due to the reduction in car traffic in this area.

7.5.5 The bus operators preference was to continue with bus lanes rather than extended laybys along Union Street East and West.

7.5.6 The number of stops across the city have capacity to withstand the distributed dwell time from the data collected in 2019. Furthermore, there are sufficient stops and significant slack in the dwell time redistribution to accommodate future patronage growth.

CCMP Scenario 2- Central Union Street – Bus & taxi only.

7.5.7 In this scenario, apart from minor adjustments, many of the bus stops outside of the central Union Street area have remained the same.

7.5.8 A key CCMP objective was to create more pavement space along the central Union Street area. This resulted in the requirement for the number of stops through central Union Street to be reduced.

7.5.9 Initially, the bus stops along the central Union Street section were reduced to two in each direction. The later addition of Stop F3 in the west bound direction was to cope with the high peak demand of the University bus services. Stop F3 was also designed to be in isolation to other bus stops to reduce potential confusion for bus users of other services.

7.5.10 The bus stop placement in this scenario has the capacity to withstand the redistributed dwell time from the data collection in 2019.

8. TRAFFIC MODELLING OF PUBLIC TRANSPORT NETWORK OPTIONS

8.1 General

8.1.1 As noted in section 6.3.7, in order to assess whether the PT network proposals are practically feasible (i.e. allow the PT network to operate efficiently) in the longer term CCMP operation, the measures have also been modelled in the Aberdeen City Centre Paramics Model.

8.1.2 A model testing technical report was provided to ACC (*CCMP–Traffic Modelling Report 2022*, *Ref: GB01T21D88_0622_3b)* and the findings are summarised as follows:

Long Term CCMP – With Central Union Street Pedestrianised (CCMP-Scenario 1)

- In this scenario, buses are diverted via Bridge St/Guild St/Market St. The average journey times for affected buses are only slightly longer (3%) than a Reference Case scenario (i.e. no CCMP)
- Even with the additional signalised junctions and bus gates that the affected services have to traverse, this is only a small impact to the journey times for affected services
- The removal of general traffic from the majority of Union Street corridor and the diversion route is likely to have assisted with the efficient movement of buses through this corridor
- No build-up of queuing buses at stops were observed in the model network

Long Term CCMP – With Central Union Street Bus and Taxi Only (CCMP-Scenario 2)

- In this scenario, buses are retained along Central Union Street. The average journey times for affected buses are only slightly shorter (-6%) than a Reference Case scenario (i.e. no CCMP)
- This slight improvement in average journey time for affected buses can be attributed to the removal of general traffic from central Union Street and the wider CCMP area
- No build-up of queuing buses at stops were observed in the model network

CCMP longer Term Network Operation -Conclusion

For both the network scenarios modelled, (Central Union Street: Bus and taxi only or pedestrianisation), the model statistics suggest that the wider public transport operation modelled for each scenario, including bus stop locations, bus lanes, bus laybys, traffic restrictions, and bus gates, would be able to operate efficiently.

Other Model Testing:

- Model Testing of 'ETRO 1 & 2' suggested that the PT network would not be detrimentally affected or may, in fact, slightly improve (average journey times) by the network changes
- Model testing on buses stopping 'on stream' (i.e. in the traffic routing lane so they block other buses coming behind) would significantly impact on the reliability of the bus service operation through Central Union Street (10-20% increase along the

Central Union St corridor). Bus reliability is also anticipated to be significantly affected

- Model testing of the longer term option for Union Street West to limit the junction operation of the minor side roads to a left in, left out configuration would not cause considerable congestion elsewhere in the network
- The longer term operation of the Holburn Street / Union Street junction should be re-assessed in an updated traffic model (possibly 2023), following the implementation of ETRO 1&2, so that the model is able to take cognisance, not just of the ETRO changes, but also of the changes that have occurred in travel behaviour post-Covid as well as the impact on driver behaviour resulting from Central Union Street being closed to general traffic for 2 years

9. NEXT STEPS

9.1 General

9.1.1 The next steps required in the development of a traffic management plan for the city centre area include:

1. *Consultation on East and West Union Street Options*

   - Continued consultation on the wider Union Street corridor options, pending a final decision on the operation of Central Union Street in June 2022
   - Reporting of wider operation proposals to November Committee

2. *Liaise with Streetscape team on next stages of the CCMP Project Areas*

   - Fine tuning and refinement of the traffic management requirements for:
     - Belmont Quarter (minimal change required from ETRO 1 & 2)
     - Merchant Quarter
     - West End
     - Castlegate

3. *Taxi Rank Options*

   - Depending upon the recommended operation of central Union Street, there may be a requirement to seek alternative taxi rank locations to Back Wynd. ACC are currently considering what modern technology is available to facilitate the operation of smaller satellite taxi pick up points rather than the formalisation of static long ranks

4. *Network Monitoring*

   - Monitoring the network operation following the implementation of ETRO 1 and 2 to identify if any network operational issues arise and also to potentially address comments or objections to the measures implemented

9.1.2 Following the implementation of ETRO-1 and ETRO-2, it is critical to assess the impact on the network that these measures will have. The nature of an Experimental Traffic Order is that it can be amended whist operational on-site.

9.1.3 SYSTRA have prepared a 'Network Monitoring Report'. This details recommended locations for traffic monitoring based upon traffic modelling of the ETRO proposals, plus locations where potential rat running may occur to avoid the new traffic restrictions. Monitoring of the frequency of illegal movement through the bus gates will also be monitored.

9.1.4 A separate study (although linked with both the CCMP and Beachfront projects) to develop and appraise a number of options for the Beach Boulevard roundabout to meet the connectivity objectives of both masterplan areas. This will also need to consider and incorporate the emerging Castlegate streetscape considerations

APPENDIX 1:

CITY CENTRE NETWORK CHANGES - SUMMER 2022

(ETRO-1 and ETRO-2)

Schematics of Proposals

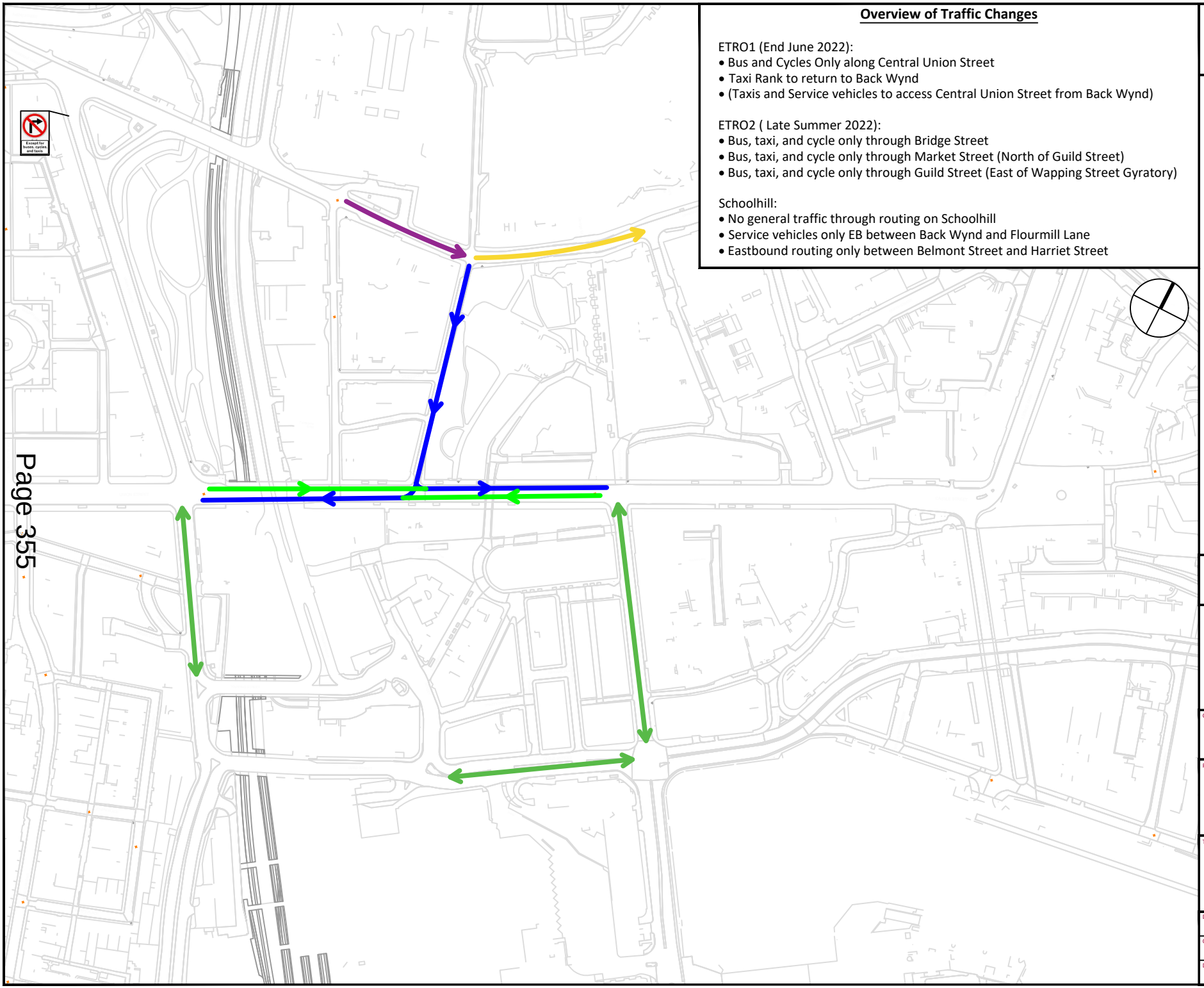
ABERDEEN CITY CENTRE MASTERPLAN

Proposed Changes for Summer 2022 (ETRO-1 & ETRO-2)

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Page 3	Public Transport Routes
Page 4	Taxi Routes
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Page 8	Network Operation - Simplified Schematic
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Ref: GB01T21D88_0622_2



Overview of Traffic Changes

ETRO1 (End June 2022):
- Bus and Cycles Only along Central Union Street
- Taxi Rank to return to Back Wynd
- (Taxis and Service vehicles to access Central Union Street from Back Wynd)

ETRO2 (Late Summer 2022):
- Bus, taxi, and cycle only through Bridge Street
- Bus, taxi, and cycle only through Market Street (North of Guild Street)
- Bus, taxi, and cycle only through Guild Street (East of Wapping Street Gyratory)

Schoolhill:
- No general traffic through routing on Schoolhill
- Service vehicles only EB between Back Wynd and Flourmill Lane
- Eastbound routing only between Belmont Street and Harriet Street

Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

- Bus & Cycle Only
- Bus, Taxi & Cycle Only
- One-way Access
- Cycle & Service Vehicles Only
- Union Street Taxi & Service Routing

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Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Overview of Traffic Changes

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_1	A

Overview - General Traffic: Key Traffic Routes

- General traffic can still access all city centre car parks
- General traffic able to route North-South between College Street & Denburn Road
- General traffic able to route North-South between Market Street and West North Street / King Street via Trinity Quay / Virginia St / Commerce St
- Local access retained via Union Street (East) and Union Terrace.
- No right turn from Union Terrace to Upperkirkgate (except for buses, taxis and cycles)





Notes:
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2. All dimension in meters unless otherwise stated

- Major Route
- Minor Route
- Car Park Access
- Car Park

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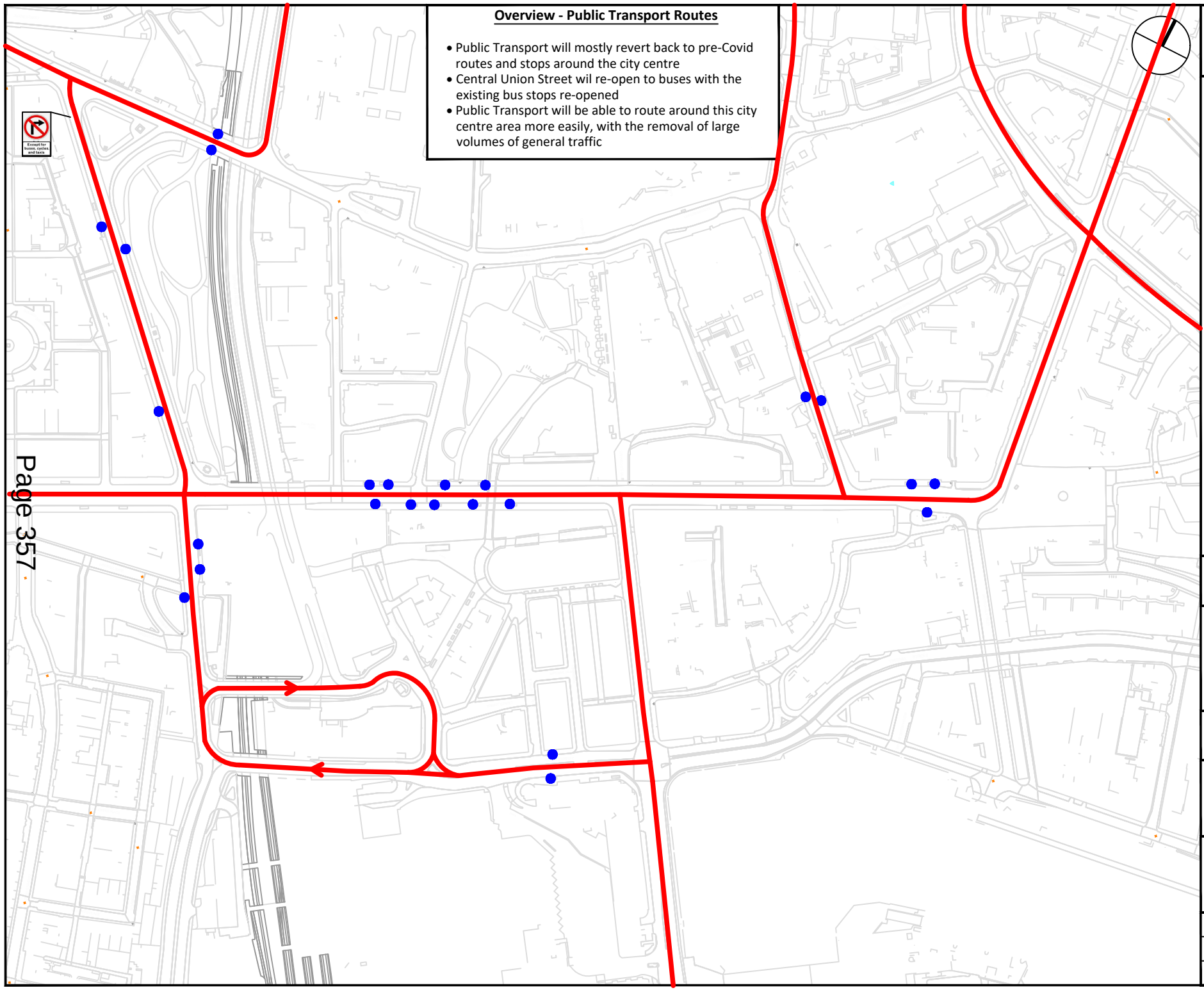
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Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: General Traffic: Key Traffic Routes

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A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_2	A



Overview - Public Transport Routes

- Public Transport will mostly revert back to pre-Covid routes and stops around the city centre
- Central Union Street wil re-open to buses with the existing bus stops re-opened
- Public Transport will be able to route around this city centre area more easily, with the removal of large volumes of general traffic

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Bus Route
Bus Stop

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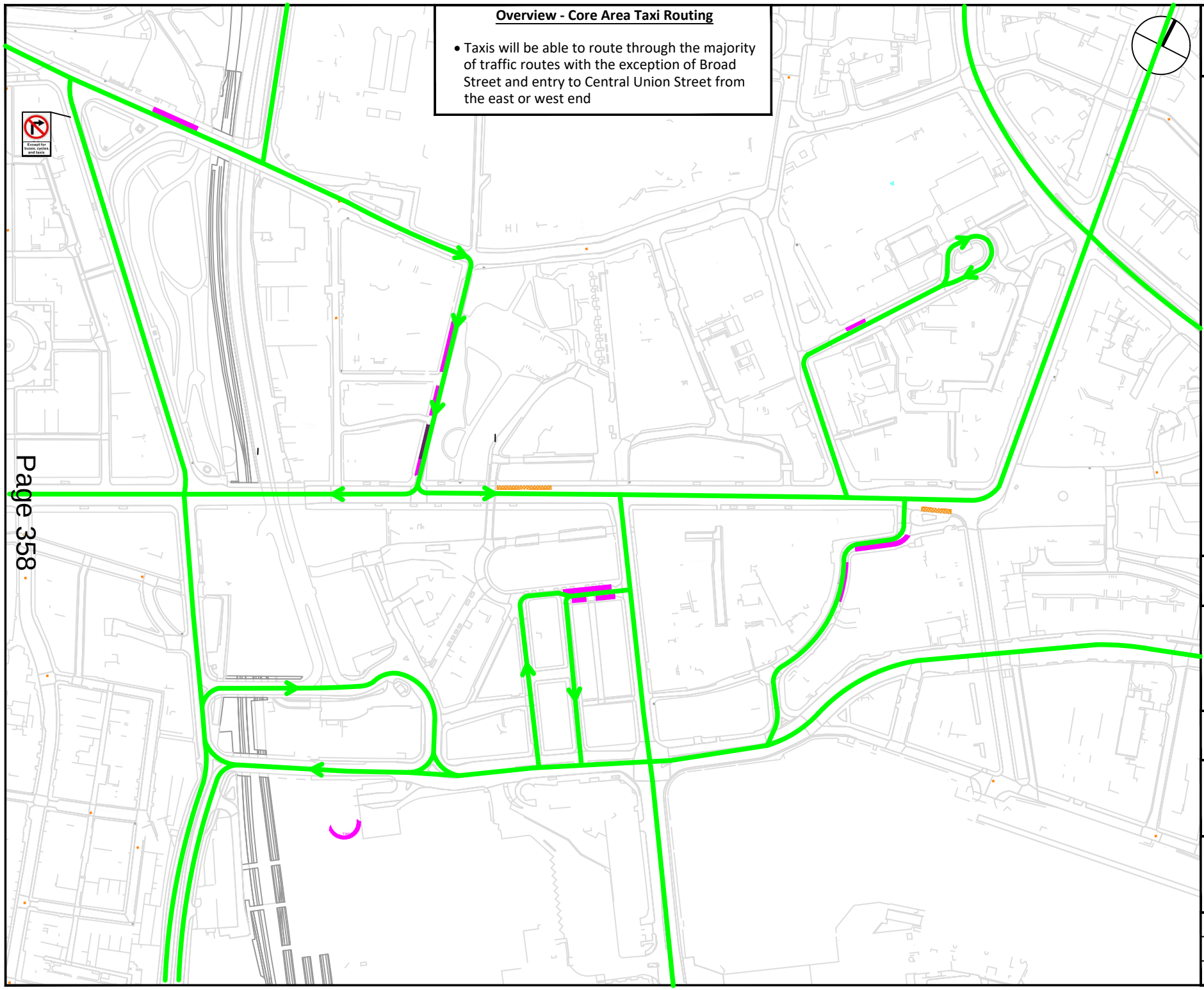
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Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Public Transport Routes

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A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_3	A



Overview - Core Area Taxi Routing

- Taxis will be able to route through the majority of traffic routes with the exception of Broad Street and entry to Central Union Street from the east or west end

Notes:
1. Do not scale from drawing
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- Core Taxi Routes
- Taxi Rank 05:00-00:00
- Taxi Rank 10:00-18:00
- Taxi Rank 00:00-05:00

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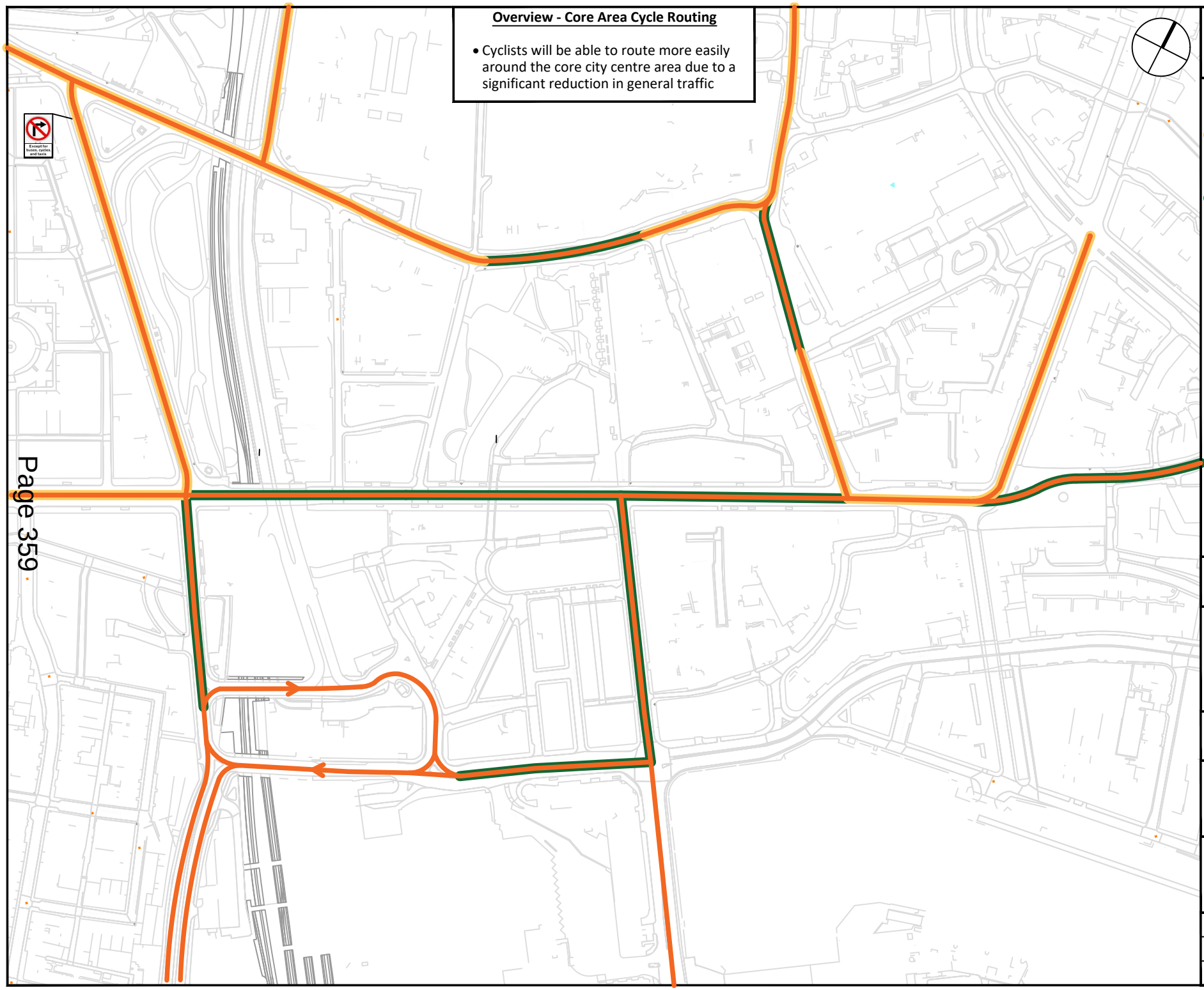
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Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Core Area Taxi Routing

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Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_4	A



Overview - Core Area Cycle Routing

- Cyclists will be able to route more easily around the core city centre area due to a significant reduction in general traffic

Notes:
1. Do not scale from drawing
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Core Cycle Route

Low Traffic Cycle Route
Approx. 100-300 Veh/h Directionally

Very Low Traffic Cycle Route
Approx. 0-100 Veh/h Directionally

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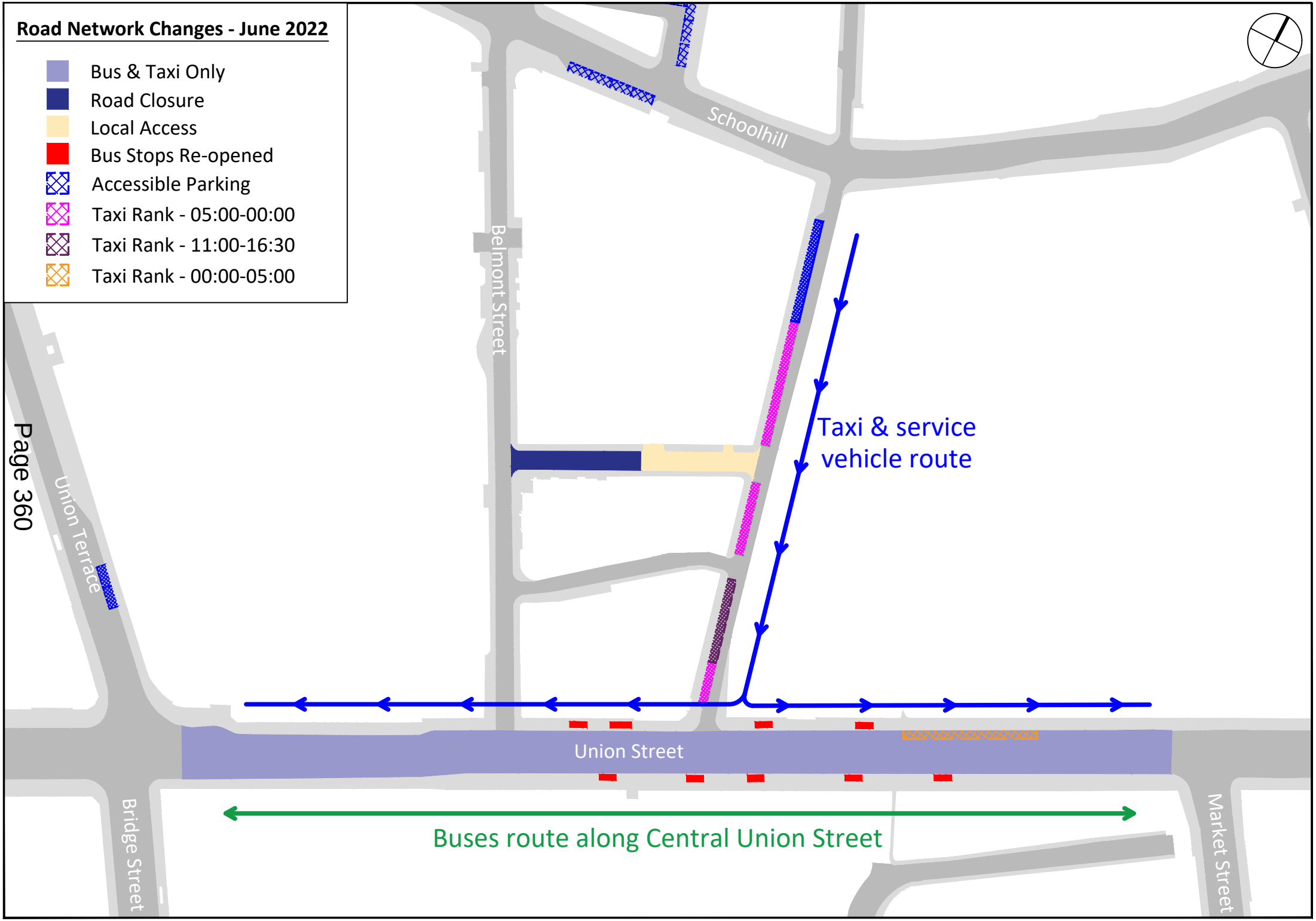
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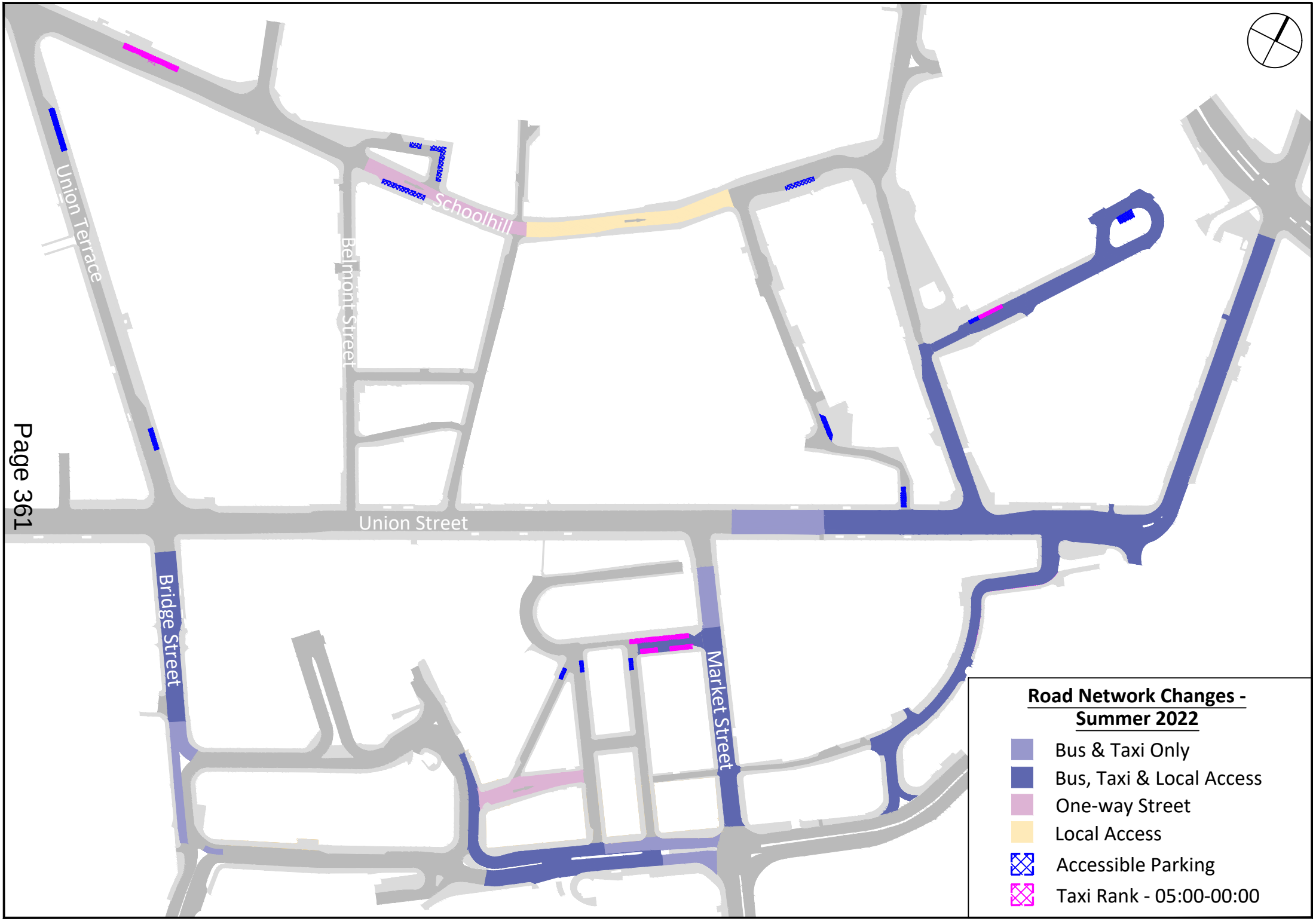
Client: Aberdeen City Council

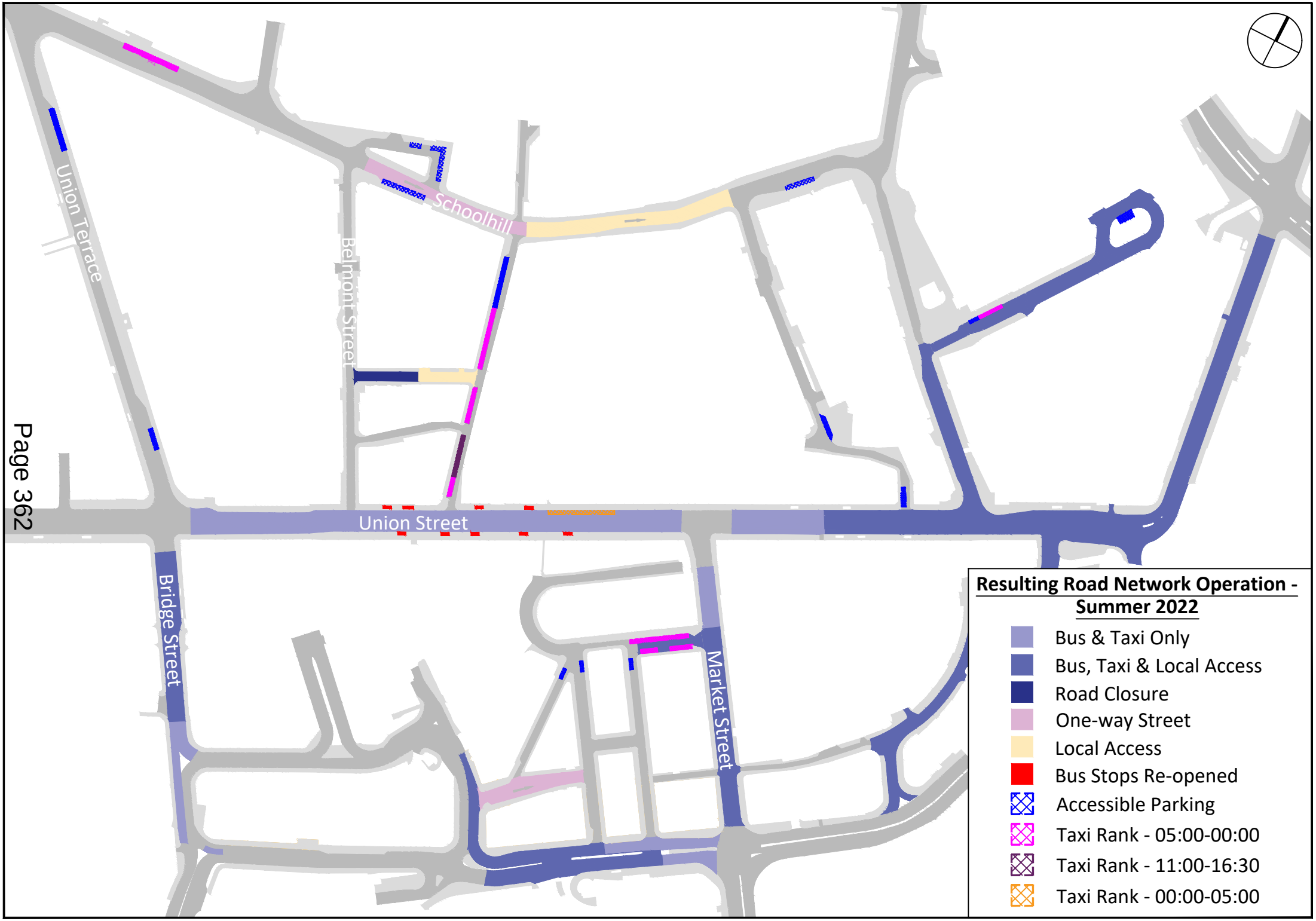
Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Core Area Cycle Routing

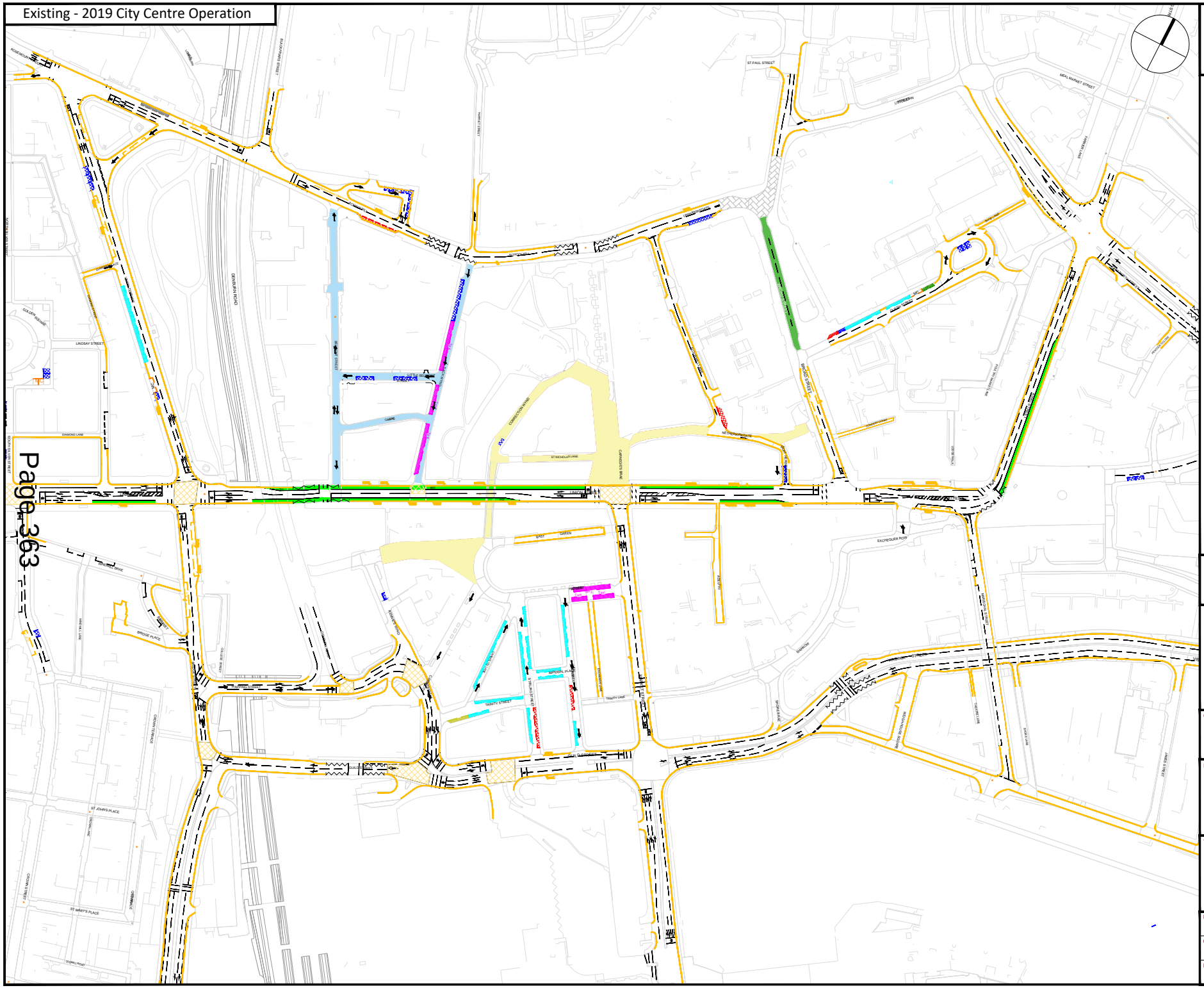
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_5	A


Road Network Changes - June 2022
Bus & Taxi Only
Road Closure
Local Access
Bus Stops Re-opened
Accessible Parking
Taxi Rank - 05:00-00:00
Taxi Rank - 11:00-16:30
Taxi Rank - 00:00-05:00
Schoolhill
Belmont Street
Union Terrace
Taxi & service vehicle route
Union Street
Bridge Street
Market Street
Buses route along Central Union Street


Union Terrace
Belmont Street
Schoolhill
Union Street
Bridge Street
Market Street
Road Network Changes - Summer 2022
Bus & Taxi Only
Bus, Taxi & Local Access
One-way Street
Local Access
Accessible Parking
Taxi Rank - 05:00-00:00


Union Terrace
Belmont Street
Schoolhill
Union Street
Bridge Street
Market Street
Resulting Road Network Operation - Summer 2022
Bus & Taxi Only
Bus, Taxi & Local Access
Road Closure
One-way Street
Local Access
Bus Stops Re-opened
Accessible Parking
Taxi Rank - 05:00-00:00
Taxi Rank - 11:00-16:30
Taxi Rank - 00:00-05:00

Existing - 2019 City Centre Operation



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:
- Loading
- Buses Only
- Buses, Taxis, Loading & Local access

Other Restrictions
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

Kerbside Detail Key:
- Bus Stop
- Loading Bay
- Taxi Rank
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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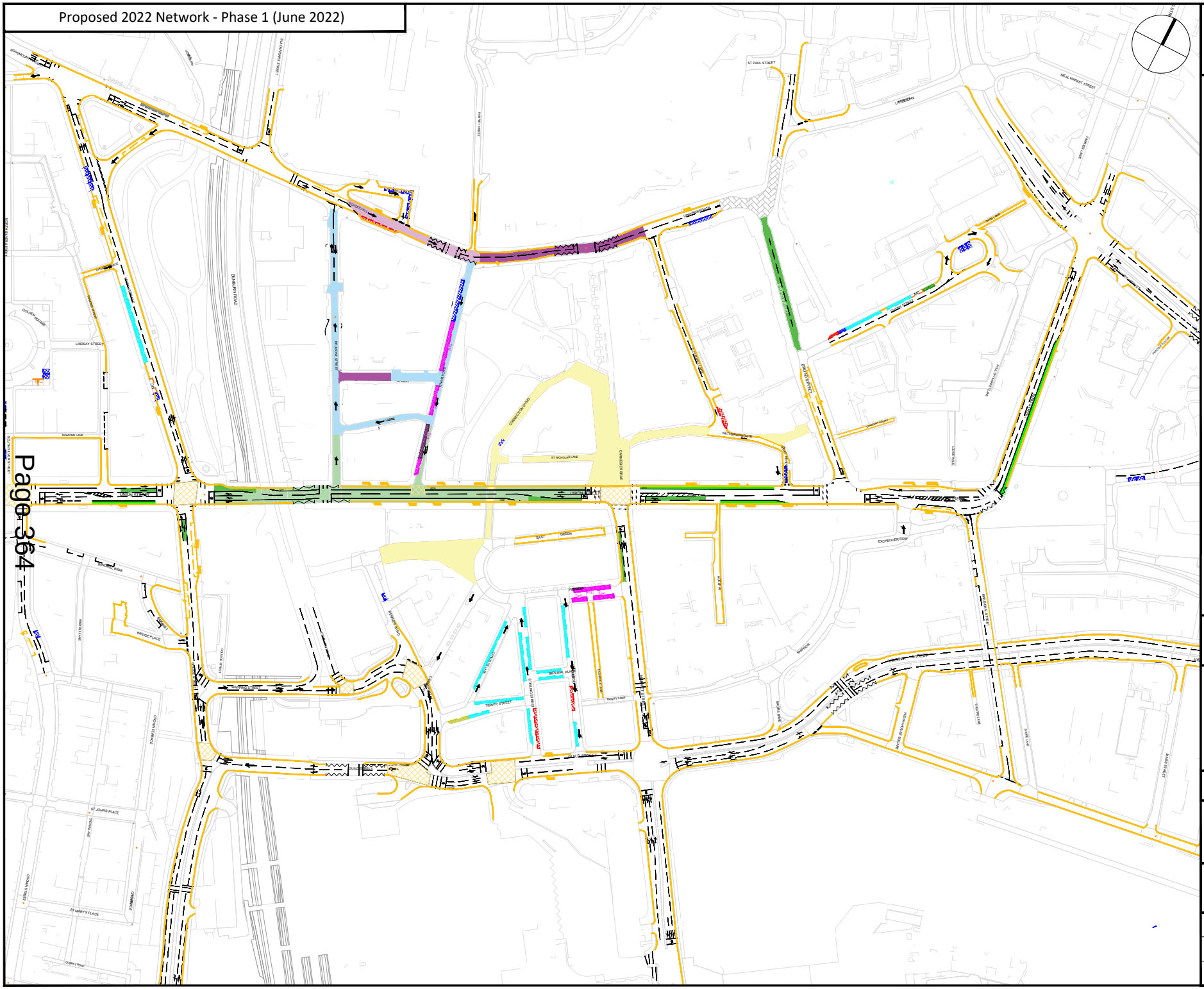
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2019 Existing City Centre Operation

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	**Date**	**Scale**
A4	09/05/2022	N/A
Drawing Status	**Drawing Number**	**Rev.**
DRAFT	CCMP_IP_9	A

Proposed 2022 Network - Phase 1 (June 2022)



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:
- Loading
- Buses Only
- Buses, taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

Kerbside Detail Key:
- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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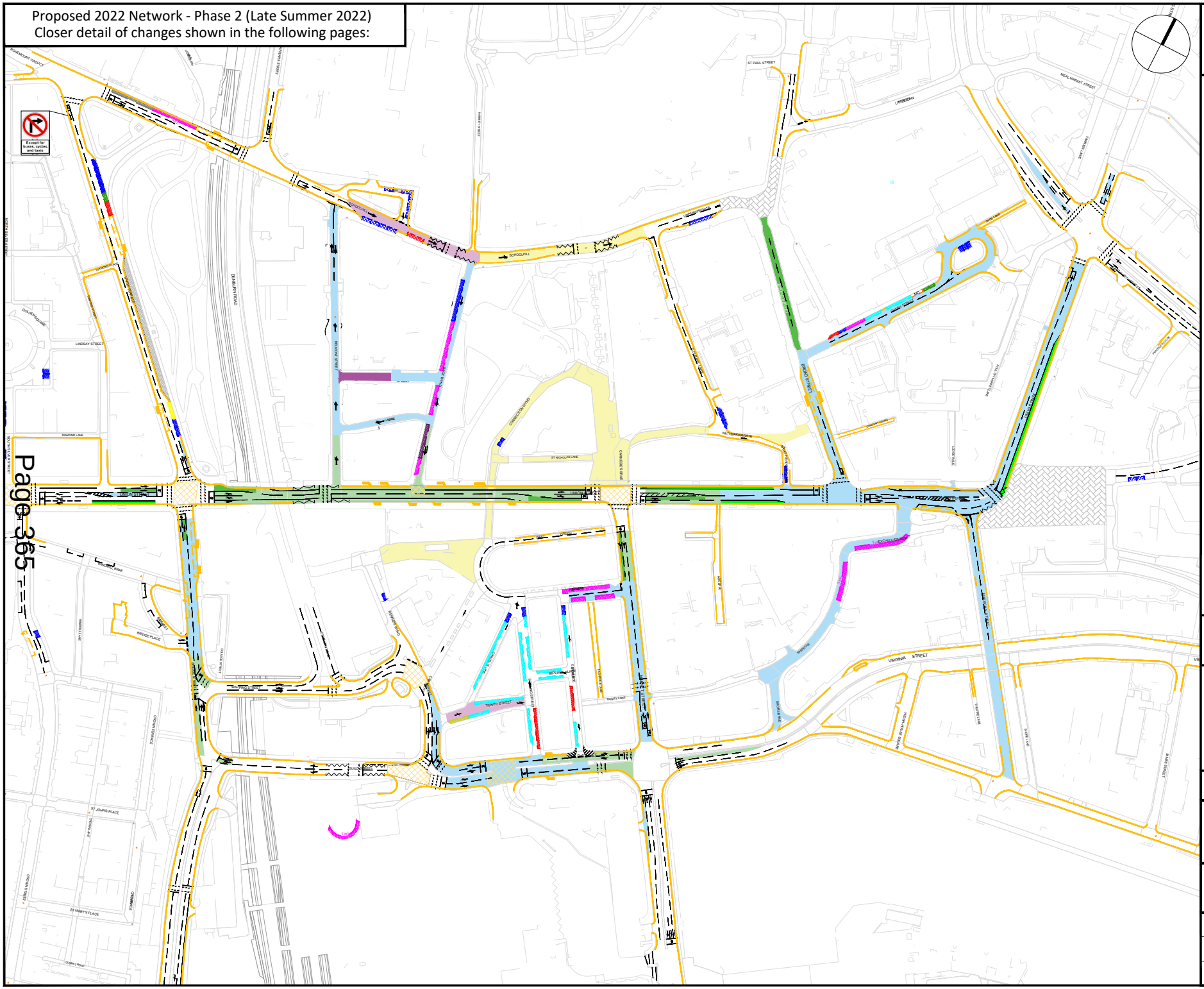
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2022 Proposed CCMP Union Street Bus & Taxi

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_10	A

Proposed 2022 Network - Phase 2 (Late Summer 2022)
Closer detail of changes shown in the following pages:



Notes:
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2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Accessible Parking
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2022 Proposed CCMP Union Street Bus & Taxi

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	**Date**	**Scale**
A4	09/05/2022	N/A
Drawing Status	**Drawing Number**	**Rev.**
DRAFT	CCMP_IP_11	A

Central Union Street

- Closed to General Traffic, with access only for Buses and cyclists from either end.



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

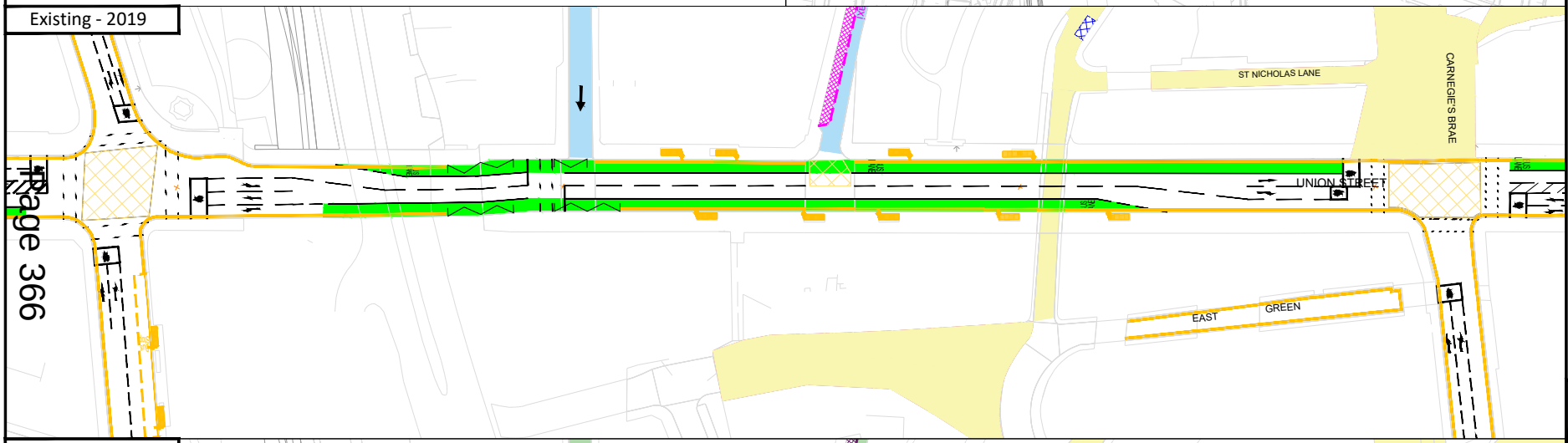
Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

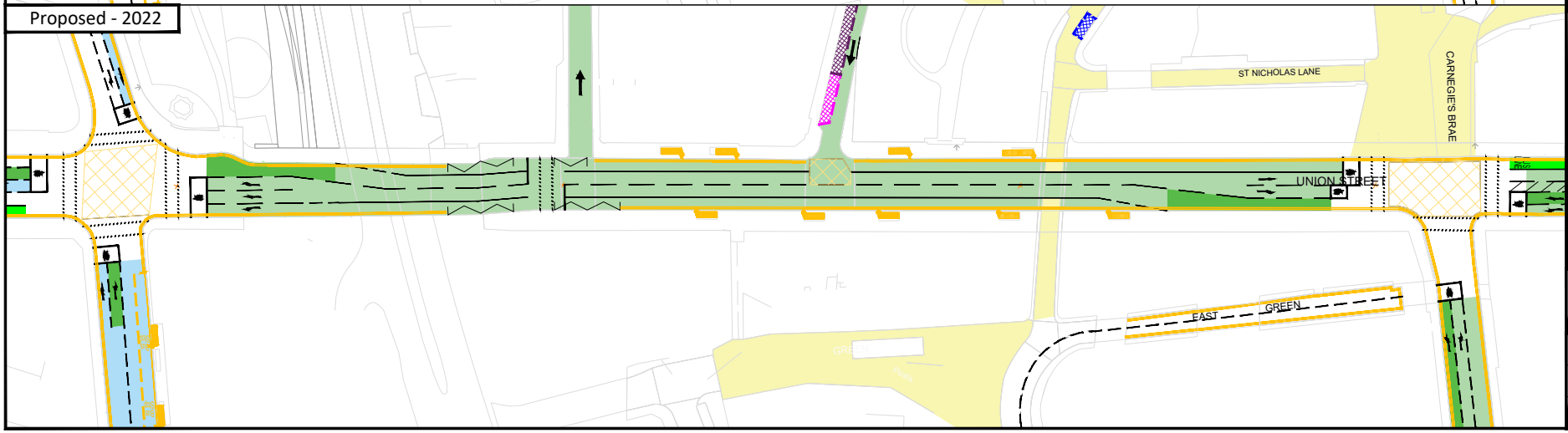
Kerbside Detail Key:

- Bus Stop
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking

Existing - 2019



Proposed - 2022



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Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Central Union Street

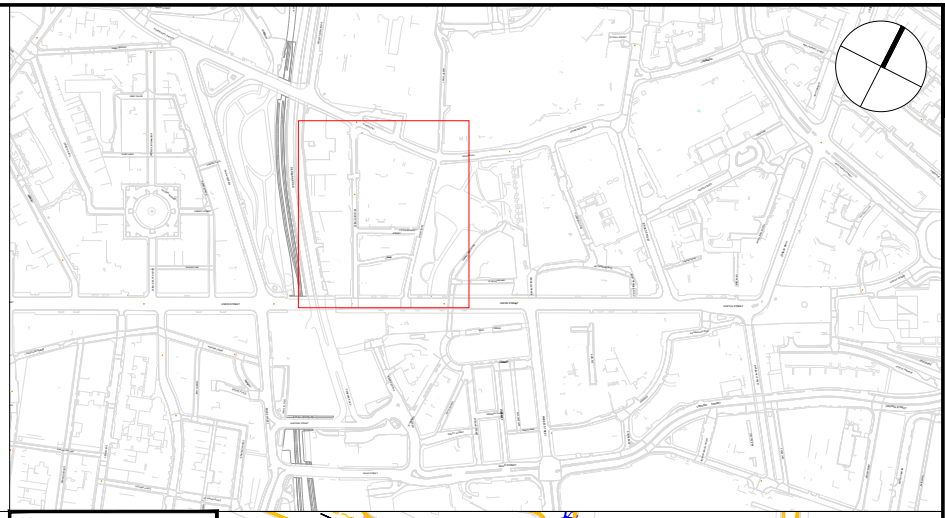
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_12	A

Back Wynd
- Local Access only except for service vehicles and taxis

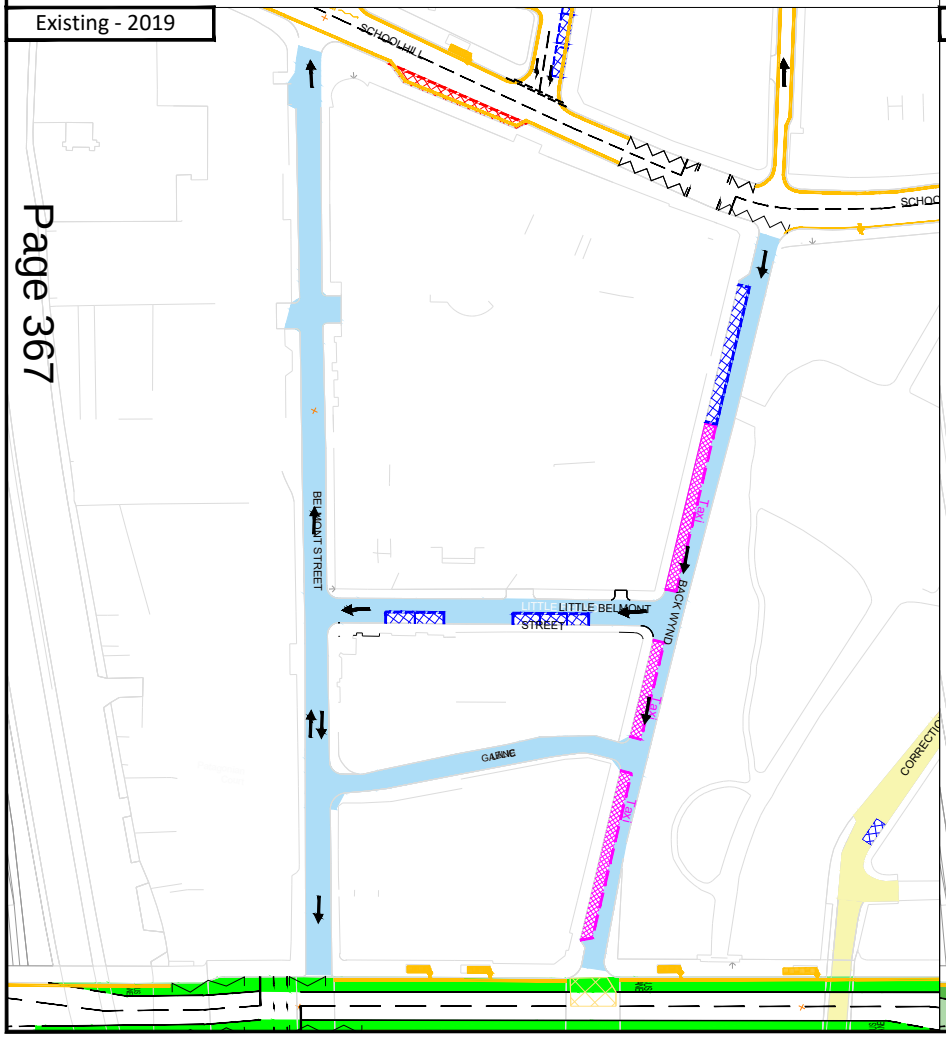
Little Belmont Street
- Road Closed to all traffic
- Relocation of Accessible Parking

Gaelic Lane
- Local Access only

Belmont Street
- Local Access only
- 2-way local access at north end of Belmont Street



Existing - 2019



Proposed - 2022



Notes:
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Prohibition of Motor vehicles except:
- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

Kerbside Detail Key:
- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking

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Title: Back Wynd/Belmont Street

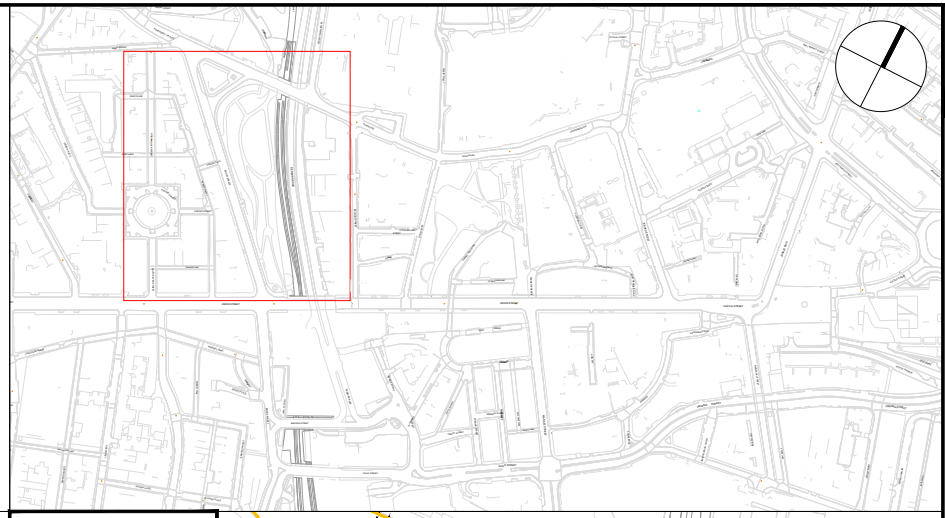
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_13	A

Union Terrace

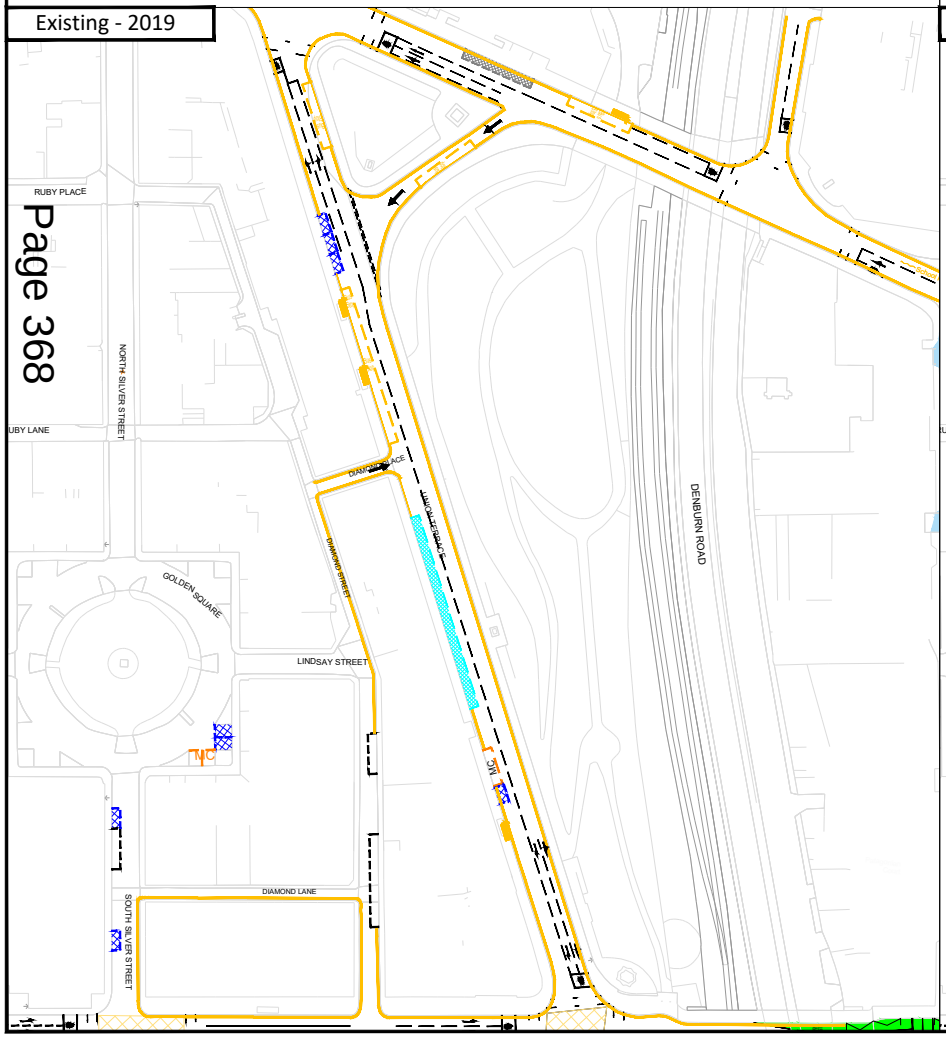
- Closure of Union Terrace One-way southbound slip from Rosemount Viaduct, with bus stop relocated to Union Terrace Southbound.
- Banned right turn at north end of Union Terrace for general traffic except for buses, taxis and cycles.
- 2 lanes reduced to 1 lane at north end of Union Terrace.
- Footway widening on East side of Union Terrace.
- Relocation of 4 accessible parking bays on West side of Union Terrace.
- Removal of Pay & Display parking on West side of Union Terrace.
- Removal of Motorcycle bay on West side of Union Terrace.
- Introduction of 6 accessible parking bays on East side of Union Terrace.
- Introduction of City Car Club bay on East Side of Union Terrace.
- Introduction of 2 loading bays on East side of Union Terrace, 1 of which is a shared used bay for accessible Parking.

Rosemount Viaduct

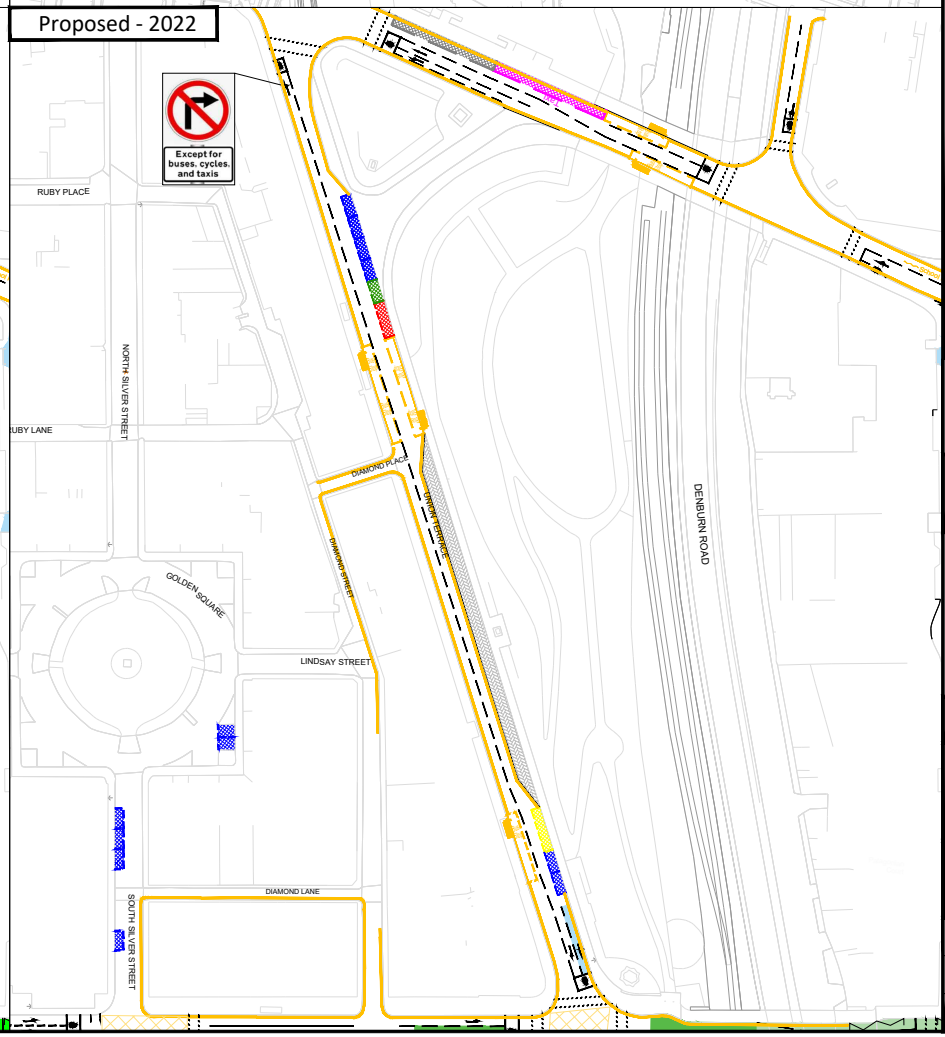
- Pick up/Drop off bay changed to Taxi Rank and Pick up/Drop off bay.



Existing - 2019



Proposed - 2022



Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- Dual use - Loading and Accessible Parking
- Drop Off Point
- City Car Club

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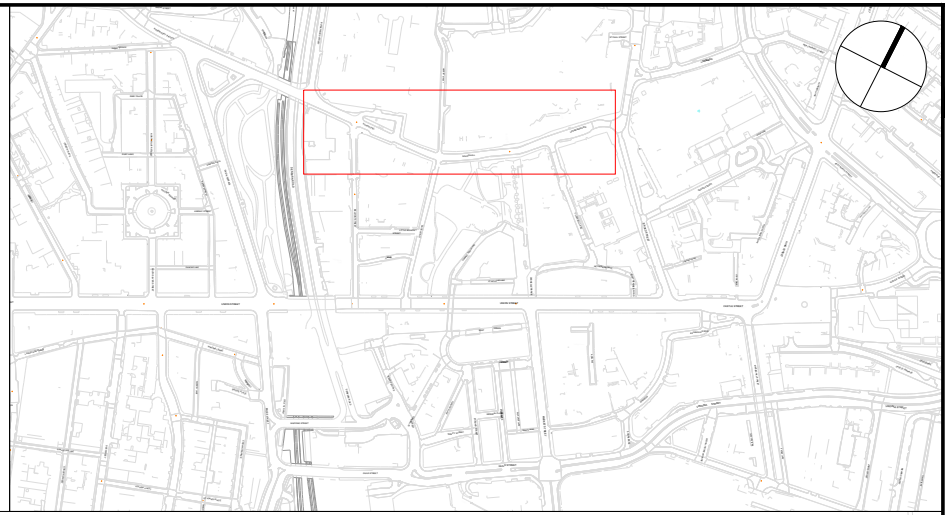
Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Union Terrace & Rosemount Viaduct

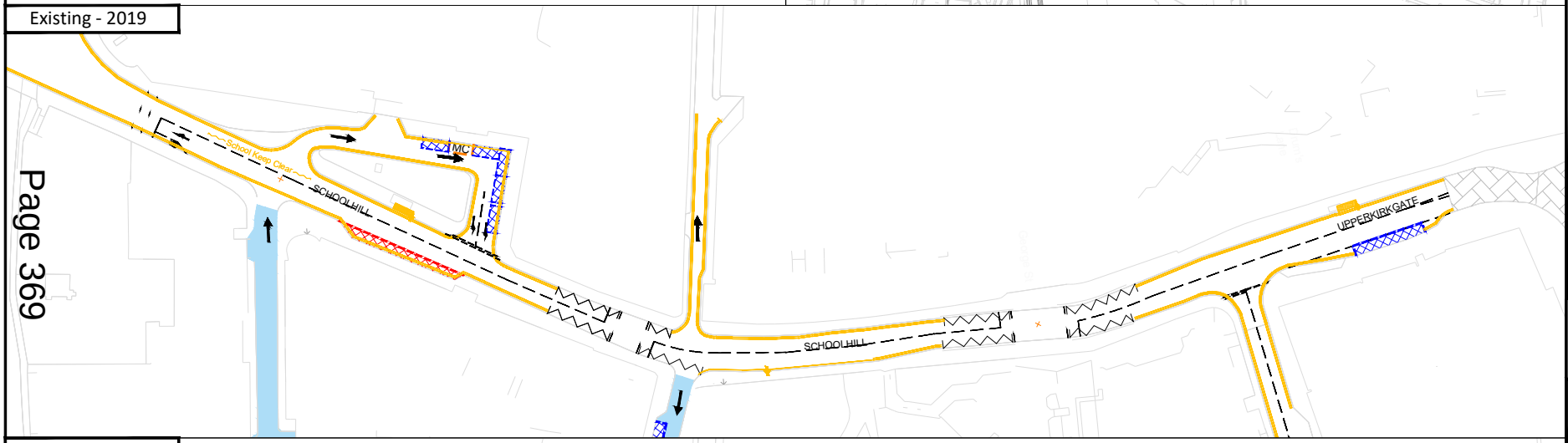
Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_14	A

Schoolhill

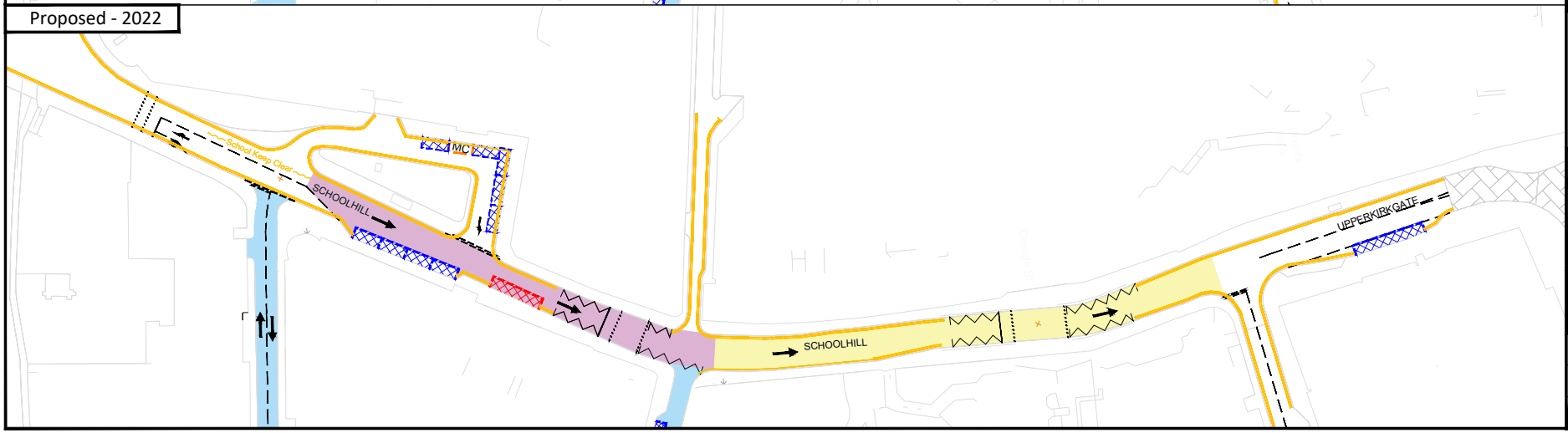
- Schoolhill closed to general traffic in both directions between Back Wynd and Flourmill Lane.
- Access to Harriet Street Car Park from west end of Schoolhill only.
- One-way routing Eastbound between Belmont Street and Back Wynd.
- One-way routing Eastbound between Back Wynd and Flourmill Lane - for Service vehicles and Cycles only.
- Loading bay in lay-by on South side of Schoolhill relocated directly east and replaced with 4 Accessible Parking Bays.



Existing - 2019



Proposed - 2022



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Proposed one-way street

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Accessible Parking

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Title: Schoolhill

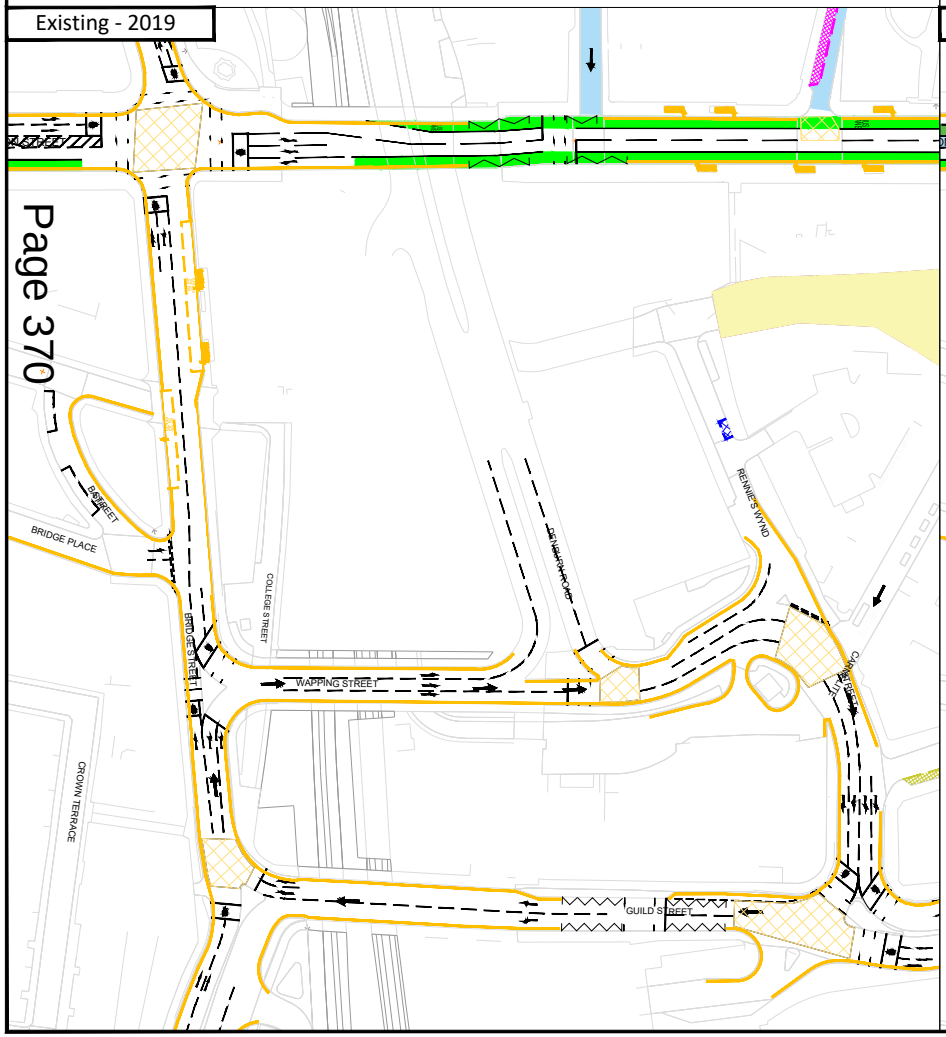
Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_15	A

Bridge Street
- Closed to General Traffic, with access only for Buses, Taxis and local access.

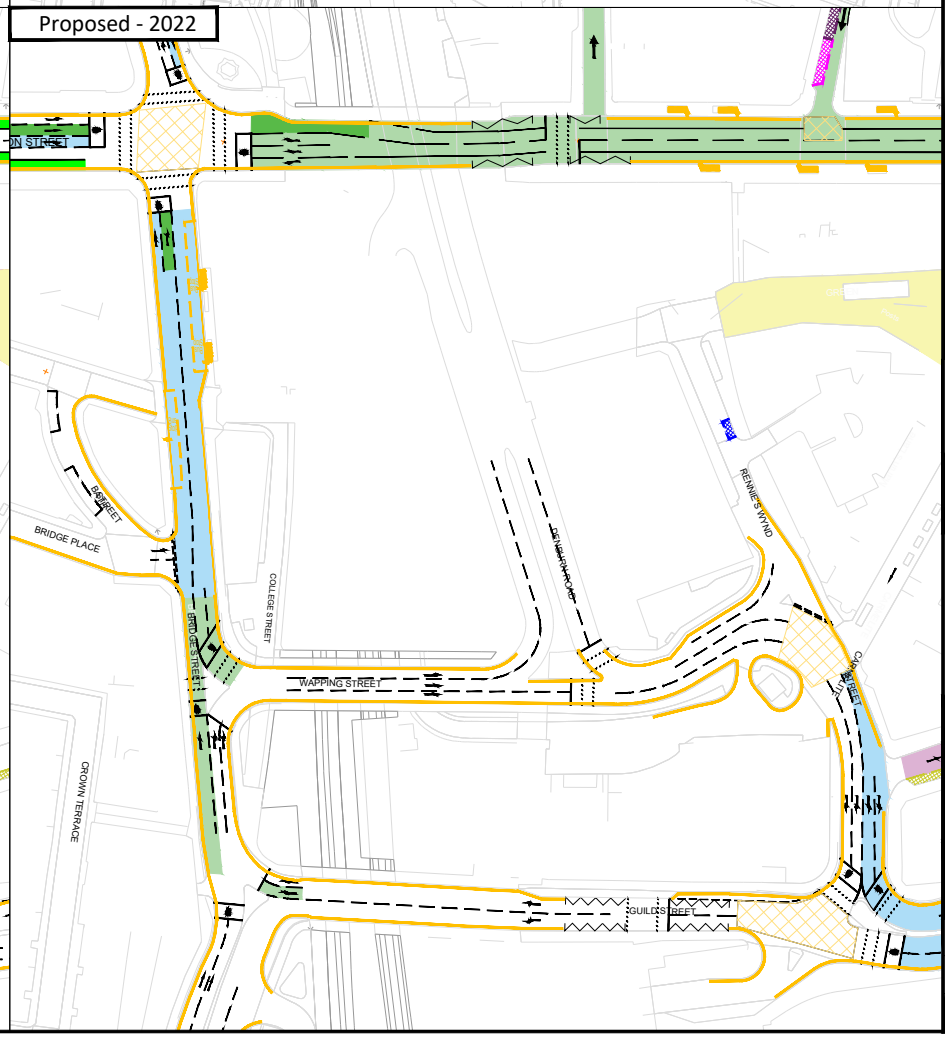
Wapping Street Gyratory
- 2 lanes on East side of Carmelite Street changed to Buses, Taxis and local access.



Existing - 2019



Proposed - 2022



Notes:
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2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:
- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Proposed one-way street

Kerbside Detail Key:
- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display

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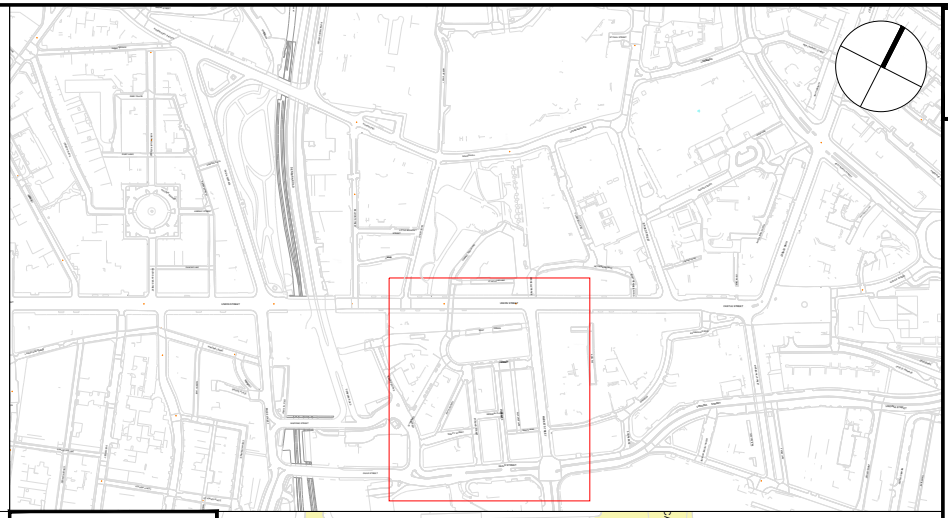
Title: Bridge Street & Wapping Street Gyratory

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_16	A

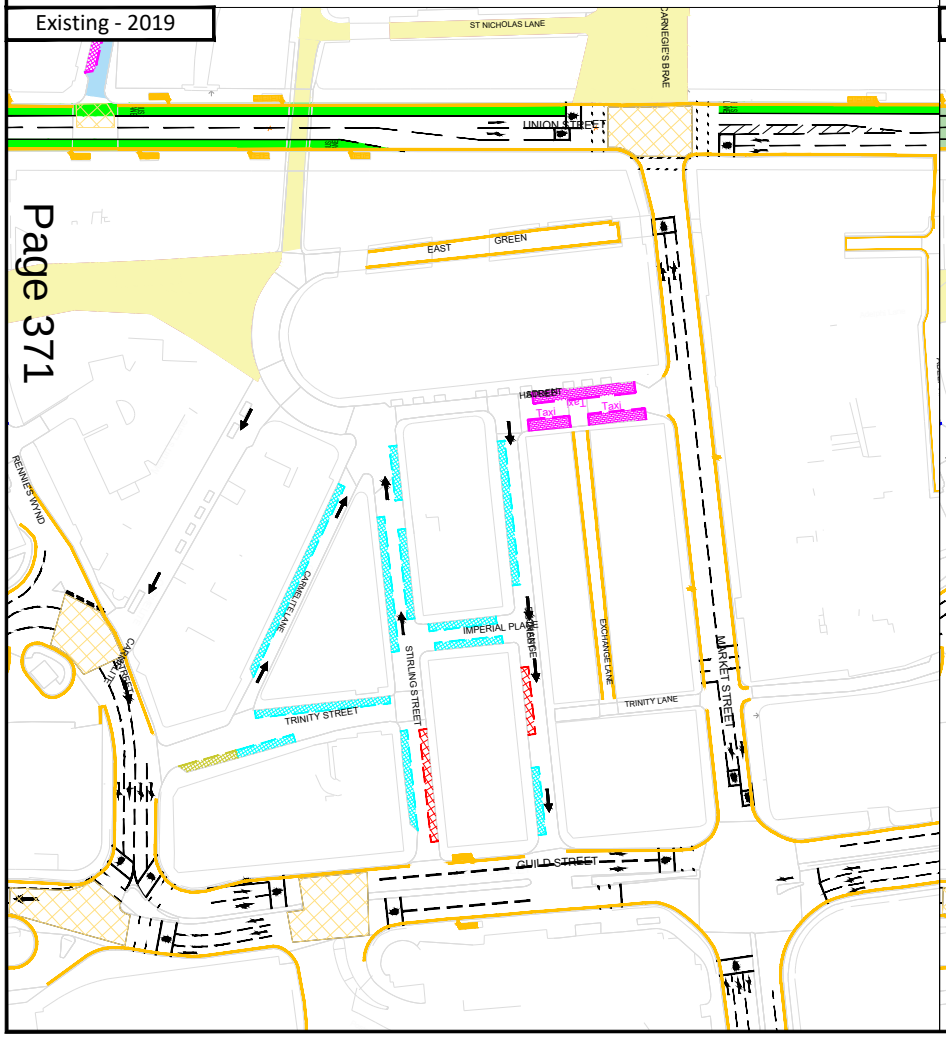
Market Street(North of Guild Street)
- Closed to General Traffic, with access only for Buses, Taxis and local access.

Guild Street
- Closed to General Traffic, with access only for Buses, Taxis and local access.

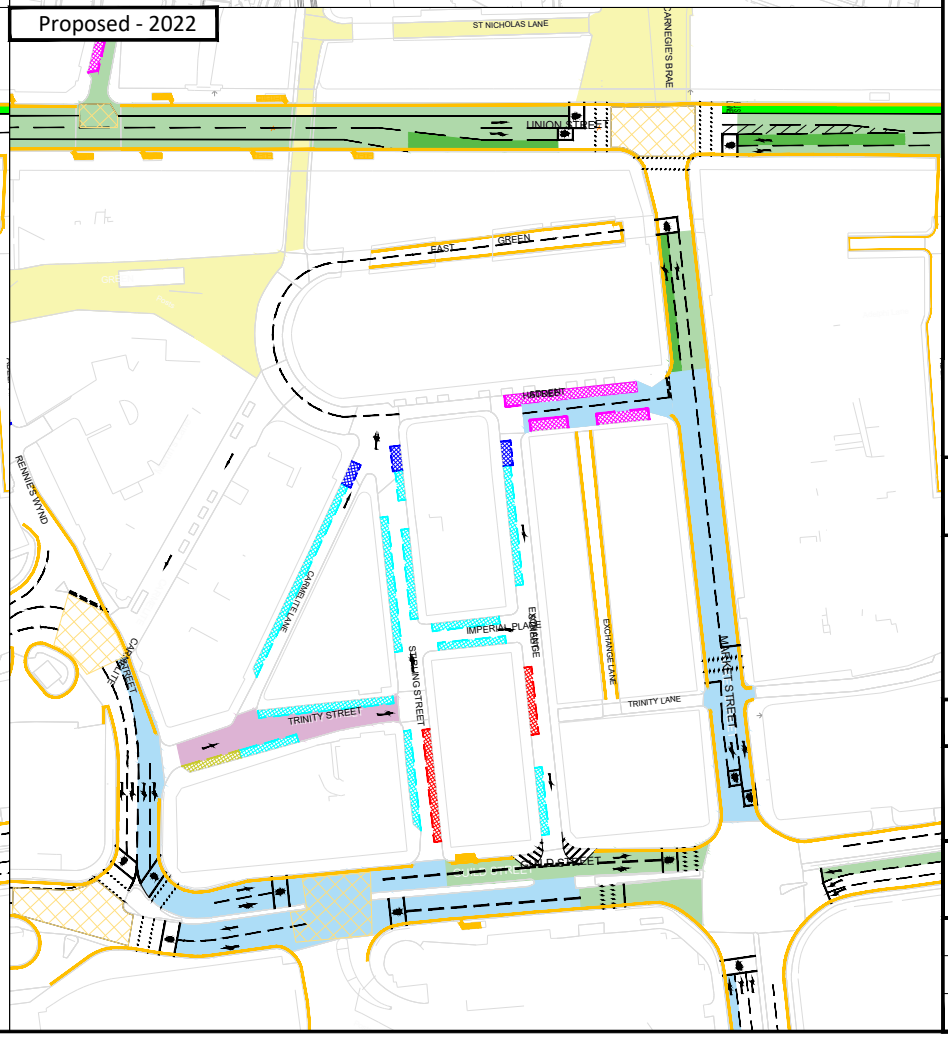
Merchant Quarter
- Hadden Street - Closed to General Traffic between Exchange Street and Market Street, with access only for Taxis and local access.
- Trinity Street - Changed to One-way Eastbound
- Carmelite Lane - New Accessible Parking at north end of Carmelite Lane
- Stirling Street - One bay of Pay & Display parking replaced with Accessible parking bay at north of Stirling Street
- Exchange Street - One bay of Pay & Display parking replaced with Accessible parking bay at north of Exchange Street



Existing - 2019



Proposed - 2022



Notes:
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Prohibition of Motor vehicles except:
- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Proposed one-way street

Kerbside Detail Key:
- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display

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Title: Market Street & Merchant Quarter

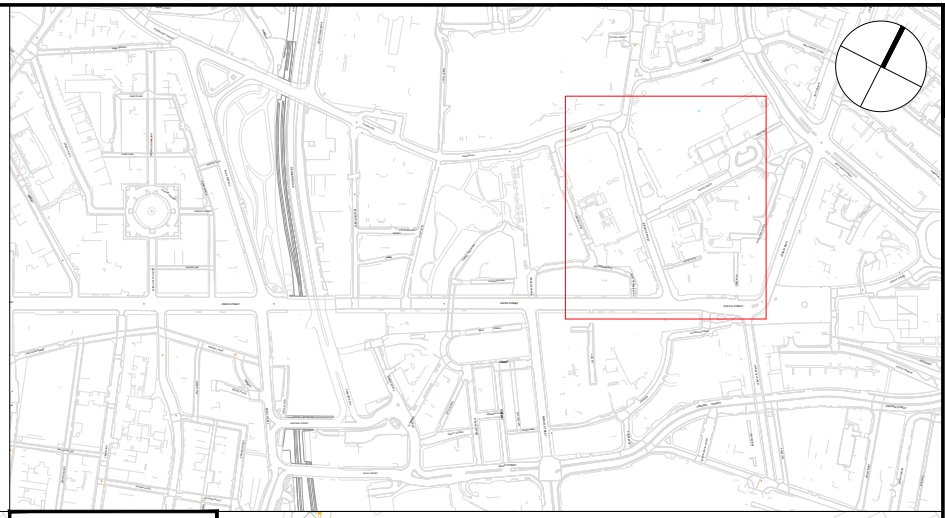
Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_17	A

Broad Street

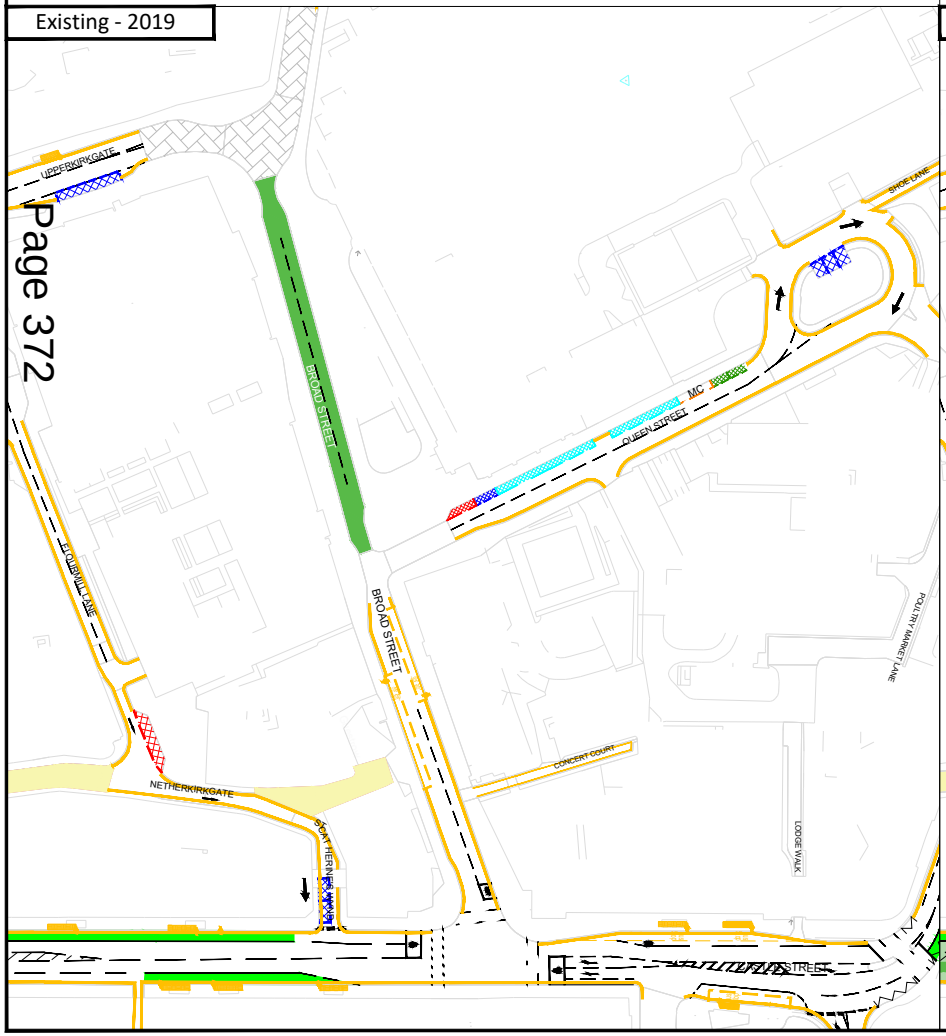
- Broad Street, between Union Street and Queen Street, closed to General Traffic, with access only for Buses, Taxis and local access.

Queen Street

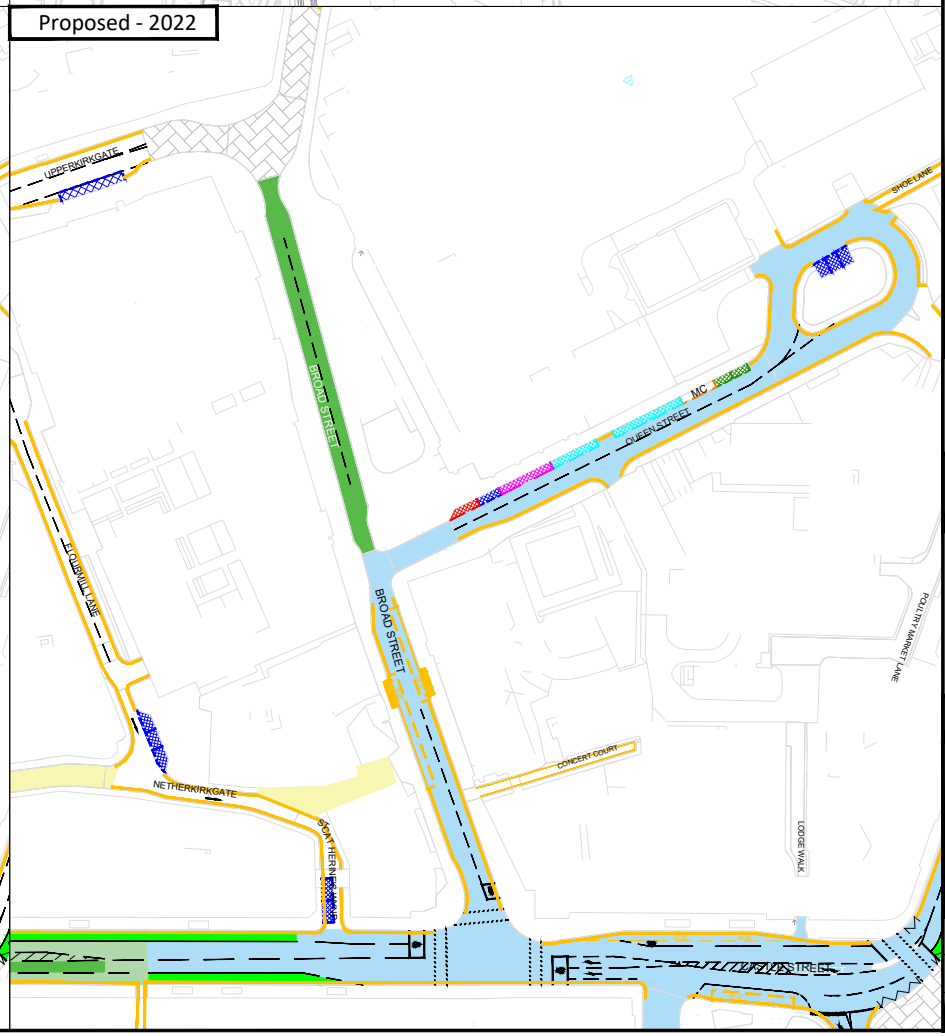
- Closed to General Traffic, with access only for Taxis and local access.



Existing - 2019



Proposed - 2022



Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- City Car Club

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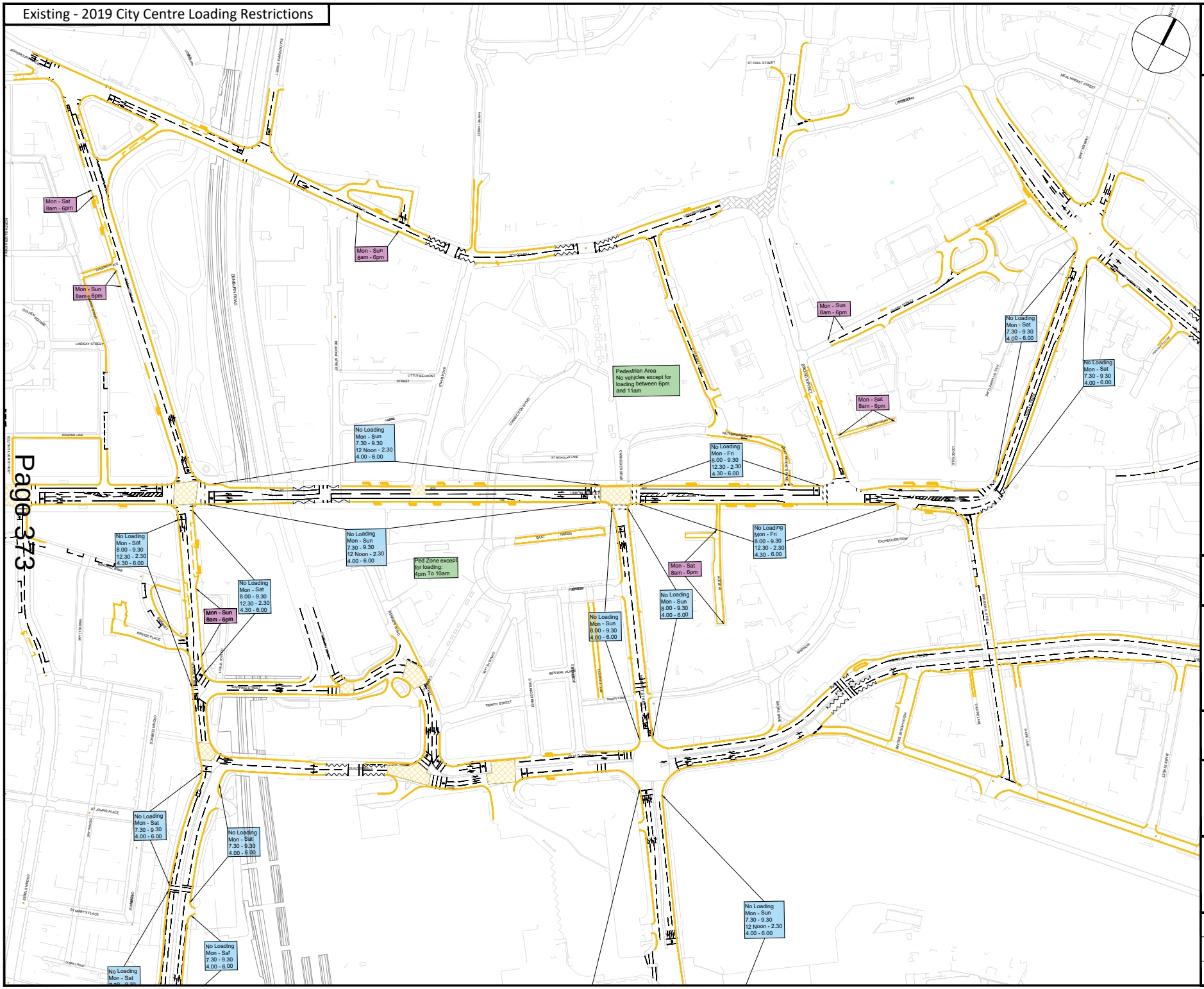
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Broad Street & Queen Street

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_18	A

Existing - 2019 City Centre Loading Restrictions



Notes:
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- Peak Loading Restrictions (PT Related)
- Loading Restrictions (Traffic Related)
- Loading Restrictions (Pedestrian Related)

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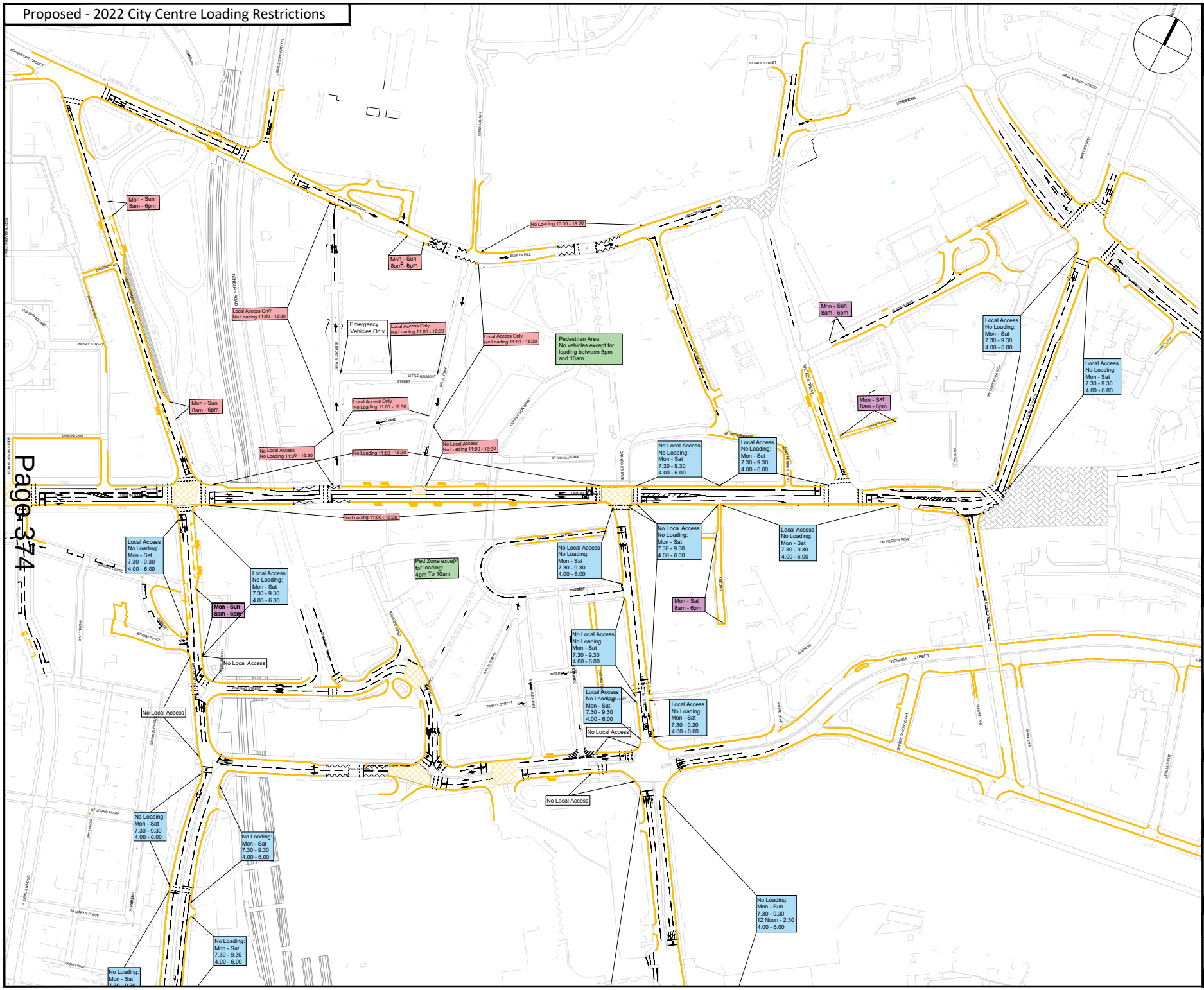
Client
Aberdeen City Council

Project
Aberdeen City Centre Masterplan Review
Traffic Management Plan

Title
2019 Existing Loading Restrictions

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_19	A

Proposed - 2022 City Centre Loading Restrictions



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

- Peak Loading Restrictions (PT Related)
- Loading Restrictions (Traffic Related)
- Loading Restrictions (Pedestrian Related)
- New Loading Restrictions (Pedestrian Related)

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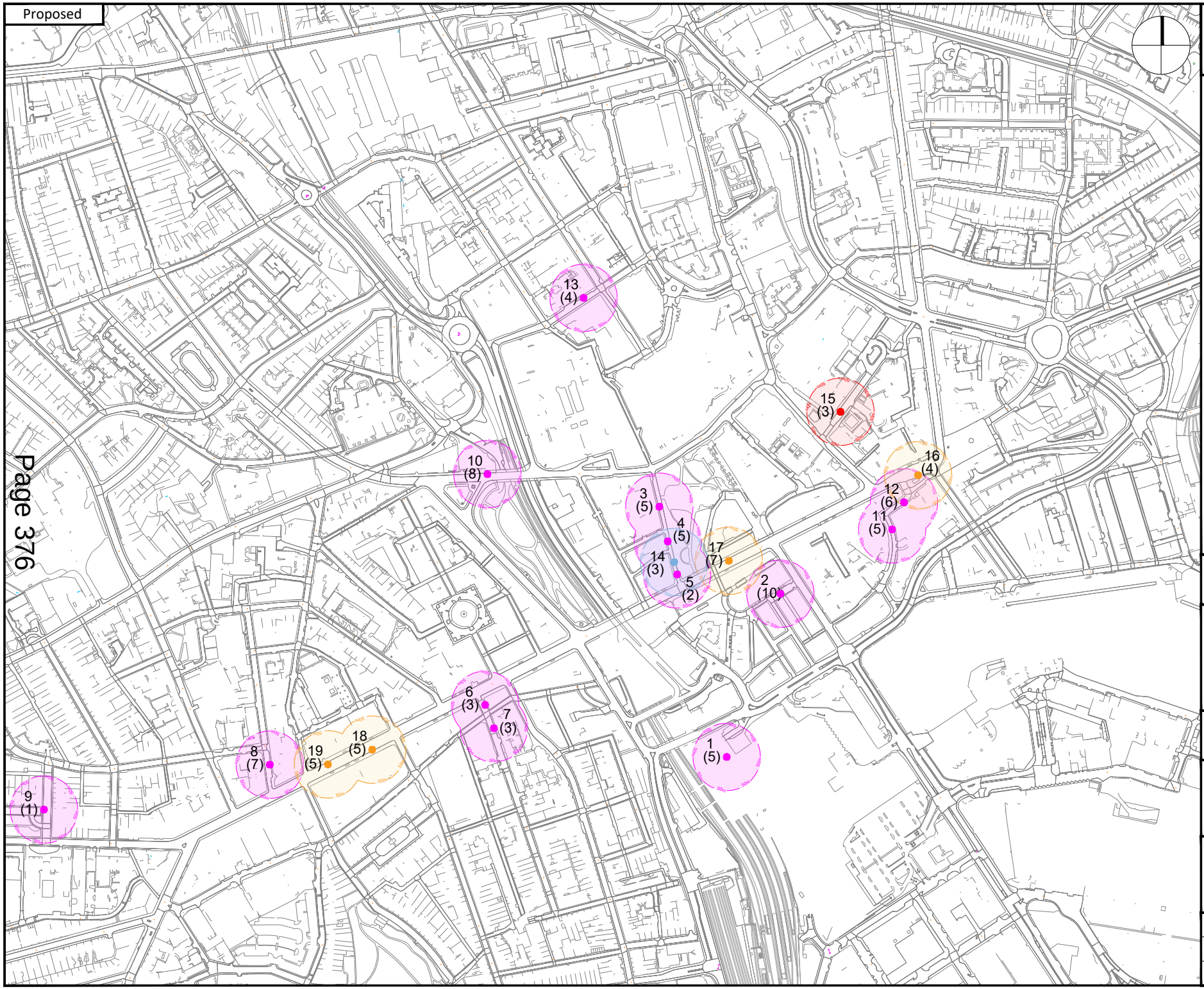
Client
Aberdeen City Council

Project
Aberdeen City Centre Masterplan Review
Traffic Management Plan

Title
2022 Proposed CCMP Loading Restrictions

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_20	A

Taxi Ranks					
Ref.	Location	Direction	Estimated No. of Spaces	Existing/Proposed	Time Period
1	Rail Station	N/A	5	Existing	Station Operating Hours
2	Hadden Street	EB & WB	10	Existing	5:00-24:00
3	Back Wynd	SB	5	Existing	5:00-24:00
4	Back Wynd	SB	5	Existing	5:00-24:00
5	Back Wynd	SB	2	Existing	5:00-24:00
6	Dee Street	SB	3	Existing	5:00-24:00
7	Dee Street	SB	3	Existing	5:00-24:00
8	Chapel Street	SB	7	Existing	5:00-24:00
9	Rubislaw Place	NB	1	Existing	5:00-24:00
10	Rosemount Viaduct	EB	8	Existing	5:00-24:00
11	Exchequer Row	NB	5	Existing	5:00-24:00
12	Exchequer Row	NB	6	Existing	5:00-24:00
13	St. Andrews St	EB	4	Existing	5:00-24:00
14	Back Wynd	SB	3	Existing	11:00-16:30
15	Queen Street	EB	2	Proposed	5:00-24:00
16	Castle Street	WB	4	Existing	24:00-05:00
17	Union Street	EB	7	Existing	24:00-05:00
18	Union Street	WB	5	Existing	24:00-05:00
19	Union Street	EB	5	Existing	24:00-05:00



Notes:
1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

- Day Time Taxi Rank 05:00-00:00 50m Isochrone
- Day Time Taxi Rank 11:00-16:30 50m Isochrone
- Proposed Day Time Taxi Rank 05:00-00:00 50m Isochrone
- Night Time Taxi Rank 00:00-05:00 50m Isochrone

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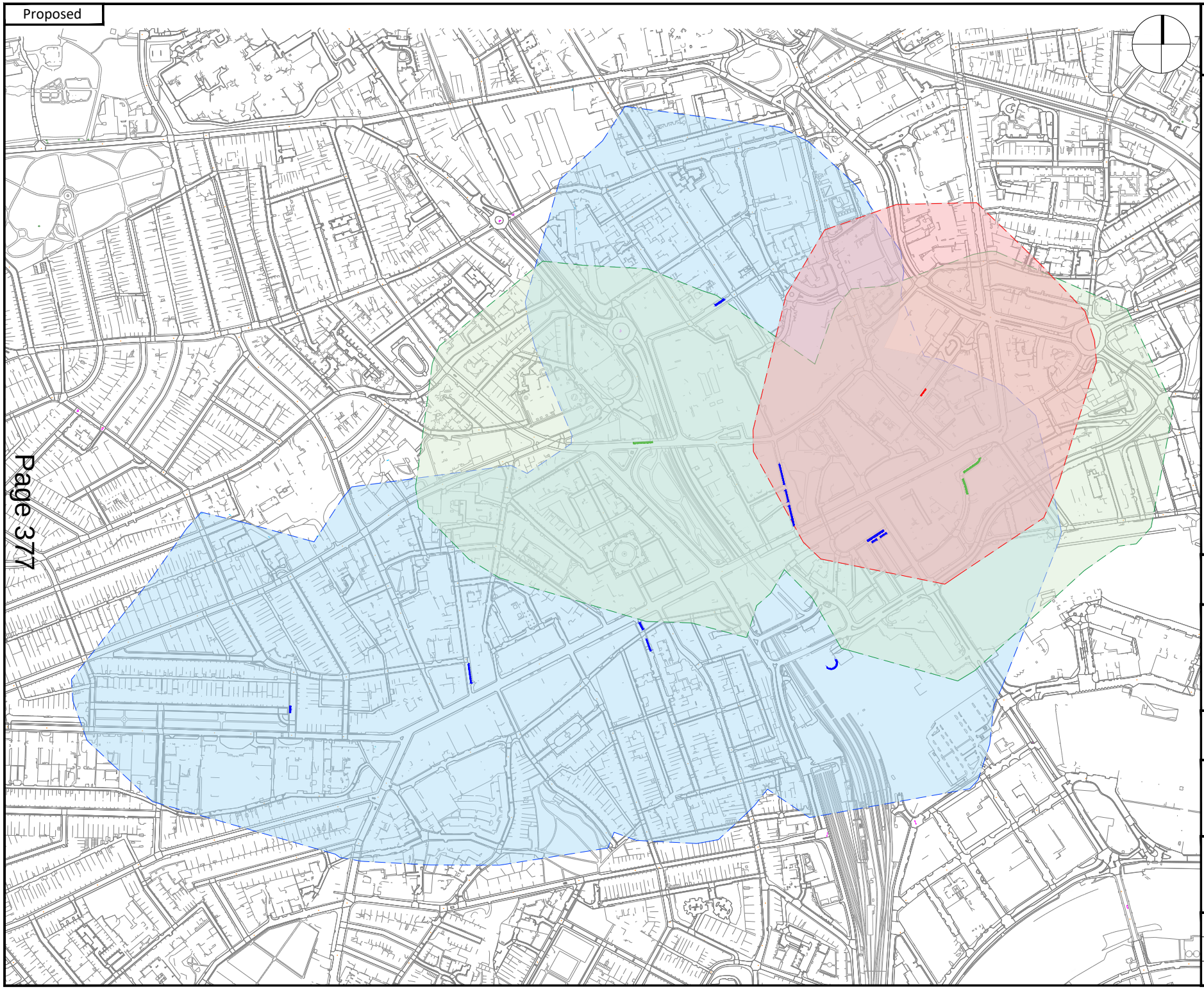
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2022 Proposed CCMP Taxi Rank: Taxi Rank Locations

Drawn	Checked	Approved
SFM	CG	CG
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A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
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Notes:
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Taxi Rank: Existing 5 Minute Walking Isochrone

Taxi Rank: SFP Existing 5 Minute Walking Isochrone

Taxi Rank: Proposed 5 Minute Walking Isochrone

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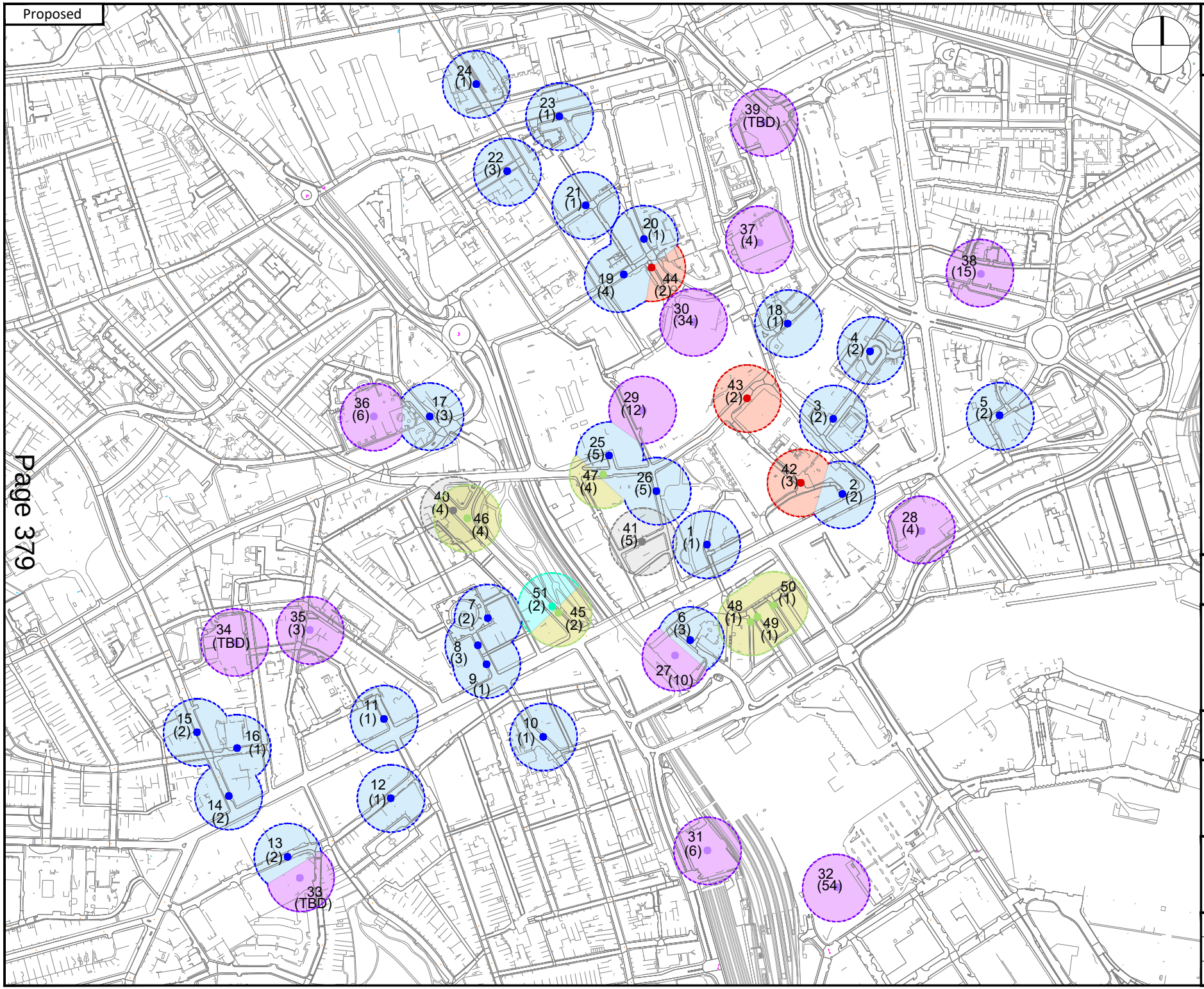
Client
Aberdeen City Council

Project
Aberdeen City Centre Masterplan Review
Traffic Management Plan

Title
2022 Proposed CCMP
Taxi Ranks:
5 Minute Walking Isochrone Coverage

Drawn	Checked	Approved
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Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_23	A

Accessible Parking Bays						
Ref.	Location	On-Street / Off Street	Dir.	No. Spaces	Exisitng / Proposed	Time Limit
1	Correction Wynd	On	SB	1	Existing	3 hours max
2	St. Catherines Wynd	On	SB	2	Existing	3 hours max
3	Queen Street (East)	On	WB	2	Existing	3 hours max
4	Queen Street (West)	On	WB	2	Existing	No Limit
5	Justice St	On	WB	2	Existing	3 hours max
6	Rennies Wynd	On	NB	3	Existing	3 hours max
7	Golden Square	On	Circ.	2	Existing	No Limit
8	South Silver St (North)	On	NB	2	Existing	3 hours max
9	South Silver St (South)	On	NB	2	Existing	3 hours max
10	Crown Street	On	SB	1	Existing	3 hours max
11	Union Row	On	SB	1	Existing	3 hours max
12	Langstane Place	On	WB	1	Existing	3 hours max
13	Justice Mill Lane	On	WB	2	Existing	No Limit
14	Rose St (south)	On	NB	2	Existing	3 hours max
15	Rose St (north)	On	NB	2	Existing	3 hours max
16	Thistle St	On	EB	1	Existing	3 hours max
17	Spa Street	On	SB	3	Existing	No Limit
18	Little John Street	On	WB	1	Existing	3 hours max
19	S. Andrews St	On	WB	4	Existing	3 hours max
20	Loch St	On	SB	1	Existing	No Limit
21	John St	On	EB	1	Existing	3 hours max
22	Craigie St	On	WB	3	Existing	3 hours max
23	Spring Garden	On	WB	1	Existing	3 hours max
24	George St	On	SB	1	Existing	3 hours max
25	Schoolhill (At RGU)	On	EB	5	Existing	3 hours max
26	Back Wynd	On	SB	5	Existing	3 hours max
27	Q-Park Trinity Centre	Off	-	10	Exisitng	As per operating hours
28	NCP Aberdeen Shiprow	Off	-	4	Exisitng	As per operating hours
29	Bon Accord Car park - Harriet Street	Off	-	12	Exisitng	As per operating hours
30	Bon Accord Car park - Loch Street	Off	-	34	Exisitng	As per operating hours
31	College Street Car Park	Off	-	6	Exisitng	As per operating hours
32	Union Square Car Park	Off	-	54	Exisitng	As per operating hours
33	Aberdeen Car Parks - Hardgate	Off	-	TBD	Exisitng	As per operating hours
34	Chapel Street Car park	Off	-	TBD	Exisitng	As per operating hours
35	Summer Street Car park	Off	-	3	Exisitng	As per operating hours
36	Denburn Car Park	Off	-	6	Exisitng	As per operating hours
37	Gallowagate Car park	Off	-	4	Exisitng	As per operating hours
38	Frederick Street Car Park	Off	-	15	Exisitng	As per operating hours
39	West North Street Car Park	Off	-	TBD	Exisitng	As per operating hours
40	Union Terrace	On	NB	4	Relocated	
41	Little Belmont Street	On	SB	5	Relocated	
42	Flourmill Lane	On	SB	3	SFP - Retained	3 hours max
43	Upperkirkgate	On	WB	2	SFP - Retained	3 hours max
44	Loch St	On	NB	2	SFP - Retained	No Limit
45	Union Terrace South	On	SB	2	Proposed	3 hours max
46	Union Terrace North	On	SB	4	Proposed	No Limit
47	Schoolhill	On	WB	4	Proposed	3 hours max
48	Carmelite Lane	On	NB	1	Proposed	3 hours max
49	Stirling Street	On	NB	1	Proposed	3 hours max
50	Exchange Street	On	SB	1	Proposed	3 hours max
51	Union Terrace South	On	SB	2	Proposed - Shared	3 hours max



Notes:
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- Accessible Parking: Existing 50m Isochrone
- Accessible Parking: SFP Existing 50m Isochrone
- Accessible Parking: Proposed 50m Isochrone
- Accessible Parking: Proposed Shared Bay 50m Isochrone
- Accessible Parking: Car Park 50m Isochrone
- Accessible Parking: Relocated 50m Isochrone

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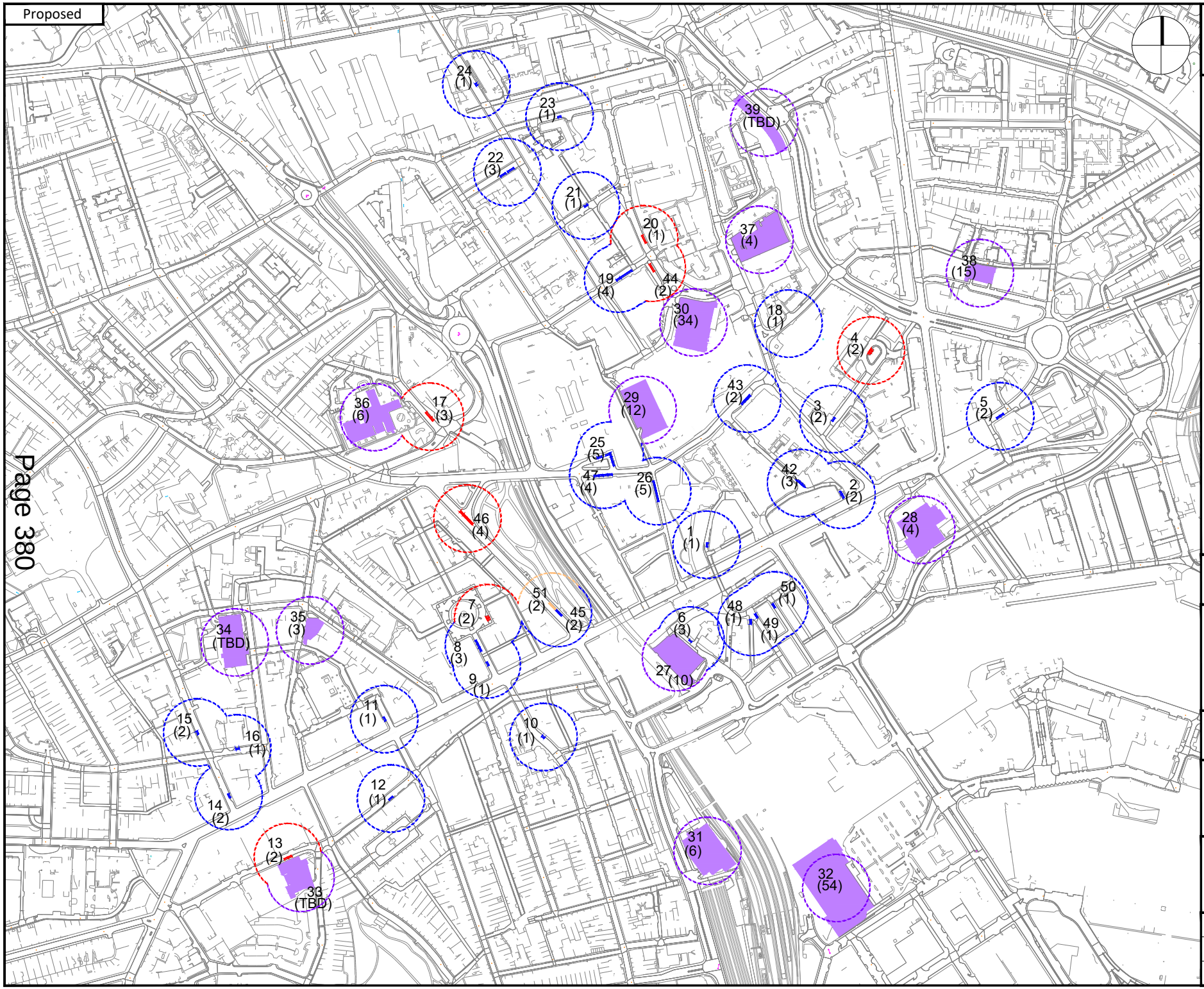
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2022 Proposed CCMP Accessible Parking: 50m Isochrone Coverage

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Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_25	A

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Accessible Parking: 08:00-20:00 3hr max stay

Accessible Parking: 10:00-18:00 3hr max stay

Accessible Parking: long stay

Accessible Parking: Within car park operating hours

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Project
Aberdeen City Centre Masterplan Review
Traffic Management Plan

Title
2022 Proposed CCMP Accessible Parking: Time Restrictions

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Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_26	A

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Union Street Central Building Condition Pilot Project v2.0

107-131 Union Street, Aberdeen

HUB North Scotland / Savills (UK) Ltd

09 June 2022

Contents

1. **Background**
2. **Project Engagement Strategy**
3. **Procurement Strategy**
4. **Cost Plans**
5. **Funding Options**
6. **Streamlining Consenting Process**
7. **Programme**
8. **Risks**

1. Background

The city centre plays a major role in the commercial, economic, social, civic and cultural life of Aberdeen and the wider North East. It is an important regional centre providing a focus for employment and business interaction, it offers access to a wide range of goods and services, and it is a place where many people meet socially and choose to live and visit. It is vital for the future prosperity of Aberdeen that the city centre is enhanced and promoted as a resilient, safe, attractive, accessible, and well-connected place which contributes to an improved quality of life.

In response to issues raised during the "The Future of Aberdeen City Centre and the Beach" public engagement exercise in June-July 2021, a high-level façade inspection of properties on Union Street was instructed and completed. This survey includes recommendations for improvement measures, including costs, constraints, methodologies and an implementation programme. At Full Council on 28 February 2022 Officers were instructed to prepare a plan for the implementation of improvement works to buildings on Union Street, to prioritise the area between Market Street to Bridge Street and to report progress to Full Council in June 2022.

Following on from the full Union Street survey report issued in February 2022 a pilot project has been selected to complement the proposed works to Union Street streetscape, Union Terrace Gardens and the forthcoming new Aberdeen Market building. This will set the tone for the remainder of the street and give a clear indication to the occupiers, landlords and tenants of the properties on Union Street how improvements maybe simplified, made more cost effective and set out what support Aberdeen City Council could offer to assist in the process.

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Image of Pilot Project:



Computer Image of Pilot Project (once improvements carried out):



Project Details

- Public engagement has identified improvements to Union Street as a priority.
- A visual building condition survey was undertaken of the facades all properties on Union St.
- A number of improvements have been recommended such as shop front renewal, rainwater goods repairs and stone cleaning.
- Recommendations include simplifying/streamlining statutory processes for building owners to obtain permissions and access grant funding where available.
- Initially ACC have identified a pilot project to focus on 107-131 Union Street.

City Centre Masterplan Engagement Strategy

An overarching City Centre Masterplan engagement strategy ensures the undernoted steps be taken when preparing engagement plans for projects.:

1. Programme confirmed
2. Engagement Objectives/Scope/Messaging/Q&A agreed
3. Technical input re any transportation issues
4. Ensure design team has undertaken and statutory/technical engagement timeously
5. Prepare engagement materials /agree wider PR with ACC comms
6. Briefing to Stakeholder Delivery Group/onboarding key stakeholders as required
7. Deliver engagement (methodology will vary)
8. Update SDG/Stakeholders
9. Wider Feedback
10. Engagement Report & Summary

2. Project Engagement Strategy

Establish Owner and Occupiers

- Legal support (title searches to include commercial and residential occupiers) to undertake initial contact with owners and occupiers and provide advice on any common repair liabilities where ownership cannot be established).
- Media campaign inviting owners and occupiers to come forward.

Engagement Objectives

- Awareness raising of the initiative to maximise take up.
- To encourage building owners to progress with building repairs.
- To document case studies.
- To demonstrate to citizens that the city centre is improving.
- To demonstrate economic impact.
- Identify cost/time/procurement/consenting efficiencies.

Engagement scope

- Technical – engagement required with specific officers and organisations needed to process applications, implement works and publicise/advise clients on project.
- Building owners – seek input of a sample to help refine implementation plan
- Audience – building owners, professional services companies, local supply chain to make it easier for work to be done.
- Citizens/Investors – to promote civic pride and that Union St/Aberdeen is changing.

Messaging			
Overarching City Centre and Beach Masterplan Messages:			
ECONOMY-To increase footfall and dwell time to the city centre & beach supporting vibrancy economic recovery for all.	INCLUSION -Creating inclusive and accessible spaces	NET ZERO - Prioritising people and active travel and futureproofing our city for our young people. Using local indigenous materials where possible, introducing urban greenery	QUALITY– Ensuring designs reflect our world class aspirations whilst respecting Aberdeen's characteristics.
Union St Building Repairs specific messaging (to be developed)			
Attractive frontages improve chances of attracting tenants. This will be monitored on an ongoing basis through Savills Retail team.	Replaced shop fronts improve access for all.	Local supply Chain Building preservation	Repairing the fabric of our heritage. Generate civic pride in the urban environment.

Transportation Issues – we do not anticipate this will be an issue as we anticipate works can be undertaken with minimal impact to existing travel arrangements. Coordination of street occupation licences/ permits/ etc. to be planned in advance of works to minimise disruption (e.g. delivery of scaffolding, MEWPS)?

Statutory/Technical Engagement – Hub North Scotland to deliver implementation plan

Engagement Materials – Once implementation plan is finalised the following materials will be required:

- Customer journey map prepared (I'm a building owner, I want to implement changes – what do I need to do?)
- Online processes mapped (e.g. make an enquiry, make an application/seek permissions, seek a contractor)
- Owner and occupier workshops

• Owner & stakeholder database prepared • Q&A prepared (providing evidence of where this has worked elsewhere & impact) • Visuals sourced: before & after pics/images? • Printed and e version of leaflet explaining "how to" • Direct contact with owners via letter/email, follow up with phone • "How to" guide on new City Centre/Beach Masterplan Portal • Press releases prepared /issued by ACC at key milestones
Stakeholder Briefings for: • Elected members • Relevant Aberdeen City Council clusters • Stakeholder Delivery Group • Aberdeen Inspired • Community Council • Interest groups such as Aberdeen Civic Society, Aberdeen History Society, Property Industry Group
Deliver Engagement: • Issue letter/email to all relevant owners • Invite owners/ occupiers to workshops • Engagement team member to follow up • Engagement Team member and planning authority to support application • Engagement hands over to delivery team, (who?)
Updates/Wider Feedback/Report • Update to stakeholders, building owners and Council as required • Wider feedback/publicity to be agreed with ACC at the time • Engagement report produced • Economic Impact report produced?
Outcomes • Achieve buy-in/ consent from owner and occupiers to carry out improvement works by incentivising works by partial payment, etc. • Written agreement in principle (note: no financial commitment at this stage and residential owners, who may have difficulty funding works may have additional support mechanisms) • Following completion of procurement strategy, funding exercise and streamlining of consenting process present the final proposal to the owners in writing, including draft agreement/draft grant contract and ask them to confirm if they are willing to participate prior to reporting back to Council. • If all owners in the pilot scheme area are agreeable to signing up to the proposed works put agreement in place/ make offers of grant (depending on the final approach).

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- Following completion of the pilot exercise this engagement exercise can be repeated in other areas of Union Street.

3. Procurement Strategy

Contractor Engagement

- Exercise to be carried out by lead consultant to identify contractors from local supply chain believed to be suitable for the project. The exercise will explore contractors who have a strong track record in traditional masonry repairs & maintenance and general external works.
- Conduct media campaign to invite expressions of interest from local contractors to be involved in project.
- Offer support to local contractors who are not yet on Public Contracts Scotland to ensure opportunity is provided to all competent local contractors.
- Formal invitation to tender to all suitable contractors
- Undertake two-stage tendering exercise to determine pool of four (TBC) contractors to engage with at detailed tendering stage. Scoring matrix for first stage to cover indicative costs, indicative methodology, locality and previous experience.
    - Note: In a market where contractor demand exceeds supply it is essential that the tendering process is simple and does not dissuade contractors from a desire to be involved in the project.
- At this point in the project, we will be able to evaluate various methods for cleaning of the facades. Our initial focus has been to utilise a doff cleaning method like that used at Union Terrace Gardens, however we propose that contractors are given the opportunity to present new and innovative methods. Costs for any new methods are to be budgeted for comparison and reported to Committee.
- Second stage of tendering to be based on detailed specification of works for the pilot area prepared by the design team.
    - Initial proposal to carry out project in two phases. Stone cleaning works and essential repairs only in phase one, from raised access platform to enable **'quick-win'**.
    - Follow-up project to complete repair works (e.g., roofs, windows, external decoration, etc.). We anticipate part of the first phase of works will be to carry out an in-depth façade inspection to enable development of a phase two specification
    - If there is a suitable level of appetite from the owners/ occupiers we propose initial clean-up works could be funded by Aberdeen City Council to act as an incentive for owners/ occupiers to carry out the other repair works. "Clawback" in any written agreement stating that if owners/ occupiers do not carry out repairs works within "X" years Aberdeen City Council is entitled to recover cost of the works. Clawback clause to be transferrable to new owners/ occupiers for a period of "X" years.

Design Team Engagement

- Lead consultant to develop simple two-stage tender document with specification in agreement with local authority.
    - Proposal to utilise doff cleaning methodology to ensure consistency with other city centre projects, however would consider other suitable methods.
    - Further repairs and maintenance work to be completed under guidance of CARS Scheme, Aberdeen City Heritage Trust and local authority guidance
- Engagement with local conservation accredited architect to provide required listed building consent/ planning reports and review of proposed methodology prior to issue of tender documentation.
- Lead consultant to identify priority shopfront projects based on content of Savills 2022 façade report and in agreement with Aberdeen City Council.

Local Authority Engagement

- CARS Board and ACHT Board to be involved in all discussions relating to design and specification of works.
- Aberdeen City Council Planning and Building Control Department to be formally requested to provide pre-application advice for listed, building, planning and advert approval.

4. Cost Plan

HUB North Scotland and lead consultant to develop full business case with report to cover the following elements:

- <u>Consultancy Costs:</u>
    - Design and contract administration
    - Heritage consultant
    - Legal costs (to incorporate title deed searches)
    - Cost associated with owner/ occupier engagement
- <u>Contractor Costs</u>
    - Phase one works (stone cleaning and essential repairs)
        - Budget cost for pilot area (107-131 Union Street): £100,000 + VAT inclusive of provisional sum for essential repairs.
    - Phase two works (repair works, decoration, etc.)
        - Budget costs for pilot area (107-131 Union Street): £350,000 + VAT inclusive of professional fees based on Savills' February 22 report.
- <u>Statutory Consents</u>
    - Listed building consent
    - Planning permission
    - Building warrant (generally where shopfronts are being replaced)
- <u>Aberdeen City Council Costs</u>

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- Additional staffing required to resource project with a project management background, preferably with experience of historic buildings.

Cost Benefit Analysis

Following completion of the initial pilot exercise undertake a cost benefit to identify the most cost-efficient manner to complete the remaining properties with a) initially Union Street central and b) remaining areas of Union Street.

We expect economies of scale to offer a cost benefit so therefore recommend undertaking works in blocks of multiple properties rather than a piecemeal approach.

5. Funding Options

In parallel to the occupier engagement strategy, we recommend that the Council explores the option to fund the façade cleaning works as an incentive for owners and occupiers to complete the maintenance works (e.g., decoration, roof repairs, shop front replacements). This potential funding will take cognisance of the Subsidy Control Act 2022.

To ensure that the repairs works are undertaken we propose that all owners/ occupiers enter a contract whereby if repairs works are not undertaken to a satisfactory standard within an agreed period Aberdeen City Council is entitled to be reimbursed for the cost. Cleaning facades is a high-impact/ quick-win solution but if other repair items are not attended to in the short-medium term (e.g. rainwater goods) the benefit of the cleaning works will be short-lived. This is why owners/ occupiers need to buy-in to the whole project and not just the cleaning.

Budget repair costs have been prepared for all properties on Union Street, including the pilot scheme area. This is based on a ground level and drone inspection. The council may wish to consider undertaking more detailed survey work before cleaning works are carried out to provide a comprehensive repair specification. This will be a time-consuming process but will enable all parties involved to know in advance what they are signing up to (albeit with budget costs and not fixed contract costs)

We propose that engagement is primarily with the building owners who (assuming buy-in) can delegate repairing responsibility to leaseholders depending on the repairing clauses of individual leases.

A critical part of the engagement strategy is to ensure an understanding of all available grant funding schemes (e.g., CARS) are made available to building owners. In addition, we propose that a guidance note is 'drawn-up' to provide owners with a step-by-step instruction manual on how to secure grant funding from all potential sources, procure and undertake the works.

6. Streamlining Consenting Processes

Listed building consent, planning permission, advertisement consent and, for some of the works (e.g., shopfront replacements), building warrants will likely be required.

Aberdeen City Council will assist property owners with the statutory consent process where required. The process can be streamlined by reducing the number of applications to the minimum required (e.g. one application for listed building consent and one application for planning permission for entire blocks of properties).

To ensure that there are no unnecessary hold-ups in the consenting process we propose clear and open dialogue with the consenting authorities ahead of applications being submitted.

We anticipate an early requirement for engagement with consenting authorities following the first stage tender return. This is particularly important if there is a requirement to assess new methodologies.

A guidance note specifically relating to the consent process will be produced to assist owners, occupiers and consultants.

7. Outline Programme for Pilot Scheme

Occupier engagement, procurement methodology, cost plan, funding options and streamlining of consenting processes will run concurrently for the pilot project. This will form the baseline for other areas of Union Street following.

Key milestones to be prioritised are as follows:

1. Present business case to secure funding strategy for façade works.
    - To include detailed cost plan for pilot project and remaining areas of Union Street to ensure that quantum of local authority funding is determined at the outset
2. Engage in early dialogue with owner/ occupiers and general public to gather momentum for the project.
3. Engage in early dialogue with local contractors to gauge interest in the project(s) and identify early-on any new methodologies on the market.
4. Engage in early dialogue with consenting bodies and existing grant funding schemes to help determine scope and streamline application processes

Once these milestones have been achieved, focus can then be shifted to procurement and the construction phase of the pilot project.

Initially we propose a target date of year end 2022 to have items 1-4 completed and follow up by end of April 2023 to have the first phase of construction works (façade cleaning) to be completed.

8. Key Risks

We have identified three key risks in the pilot project

- Lack of "buy-in" from owners and occupiers
  - The pilot project area is a relatively small area and to be successful it is imperative that all owners and occupiers "buy in" to the project. Therefore, we have proposed a front-end funding strategy.
  - We propose adopting a media campaign that demonstrates to the public Aberdeen City Councils ambition for the city centre and willingness to contribute, regardless of if it is a council owned property or not.
- Funding of works
  - We believe incentivising repair works by cleaning the facades is the best way to get owners and occupiers to cooperate with other repair and maintenance works to their facades. A succinct business case demonstrating the benefits of this should be presented to the committee.
- Owners/ occupiers have building façades cleaned but do not follow-up with repair works
  - Immediately following on from the phase one works a clear outline of required works to individual properties should be submitted to owners and occupiers for them to follow up with action. It would be reasonable to allow owners and occupiers to complete works within a year but propose a maximum of two years to complete. Failing this a clawback clause will apply where costs for phase one works are returned to Aberdeen City Council.

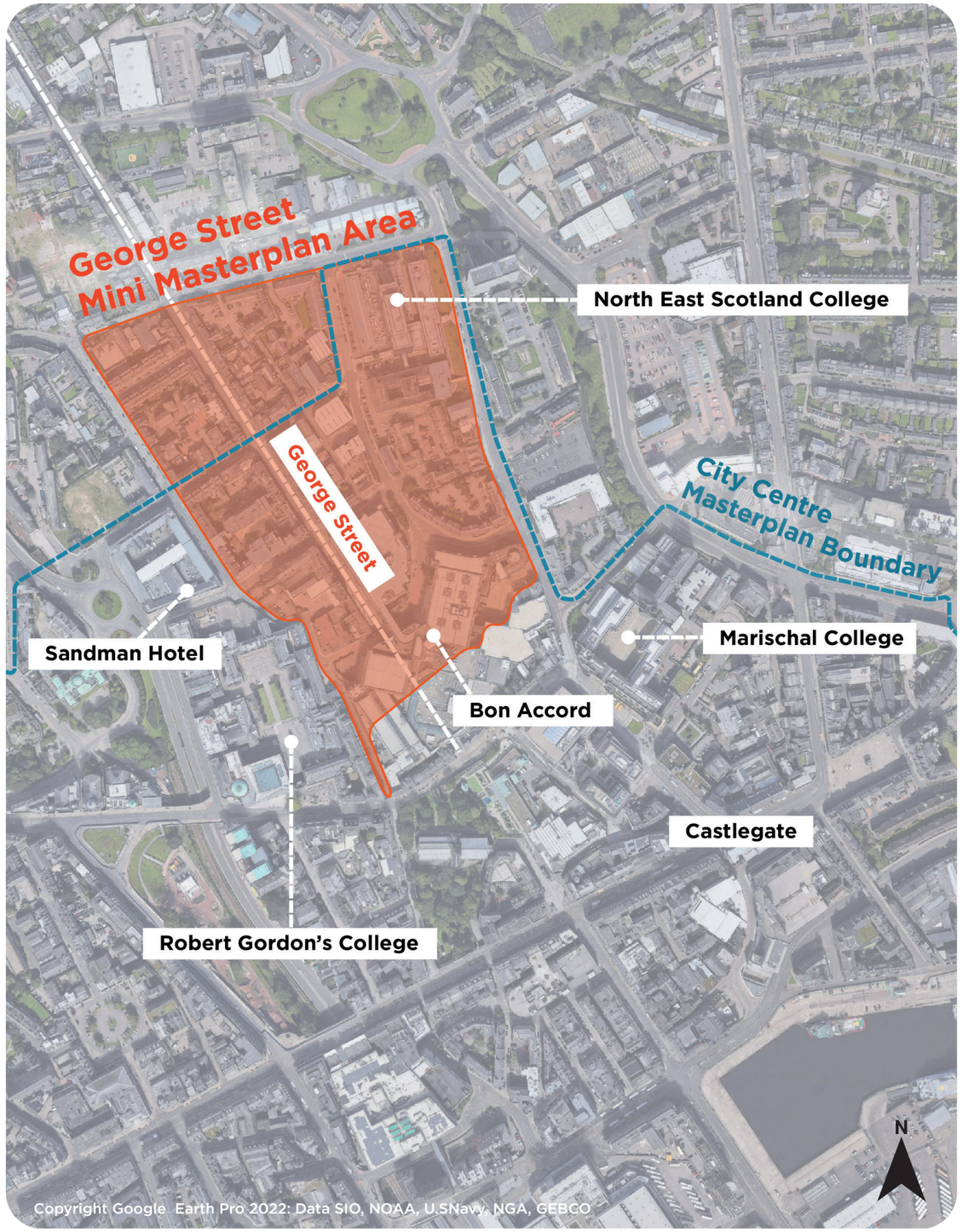
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George Street Mini Masterplan

Consultation Analysis

June 2022





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3. Interpreting Feedback 14
4. Next Steps and Conclusions 28



1. Introduction

This report has been prepared by Optimised Environments Ltd. on behalf of Aberdeen City Council. It sets out the key ideas which should be taken into account for future masterplanning work within the George Street Mini Masterplan area of the city centre, based on suggestions and themes that arose through a public engagement exercise which took place between February and March 2022.

Introduction to George Street

The Aberdeen City Centre Masterplan is currently undergoing a review exercise. Within the boundary of the City Centre Masterplan sits George Street. George Street is a vital part of the city centre with a diversity of uses which give the area its own distinct character. It is therefore a significant area of consideration for the wider masterplan.

Purpose of this report

A comprehensive engagement process has been carried out by Aberdeen City Council, to understand local stakeholder and community members views and aspirations for the George Street area. The report also seeks to establish potential areas for intervention which could be addressed through the Mini Masterplan for the George Street Area, as part of the wider Aberdeen City Centre Masterplan.

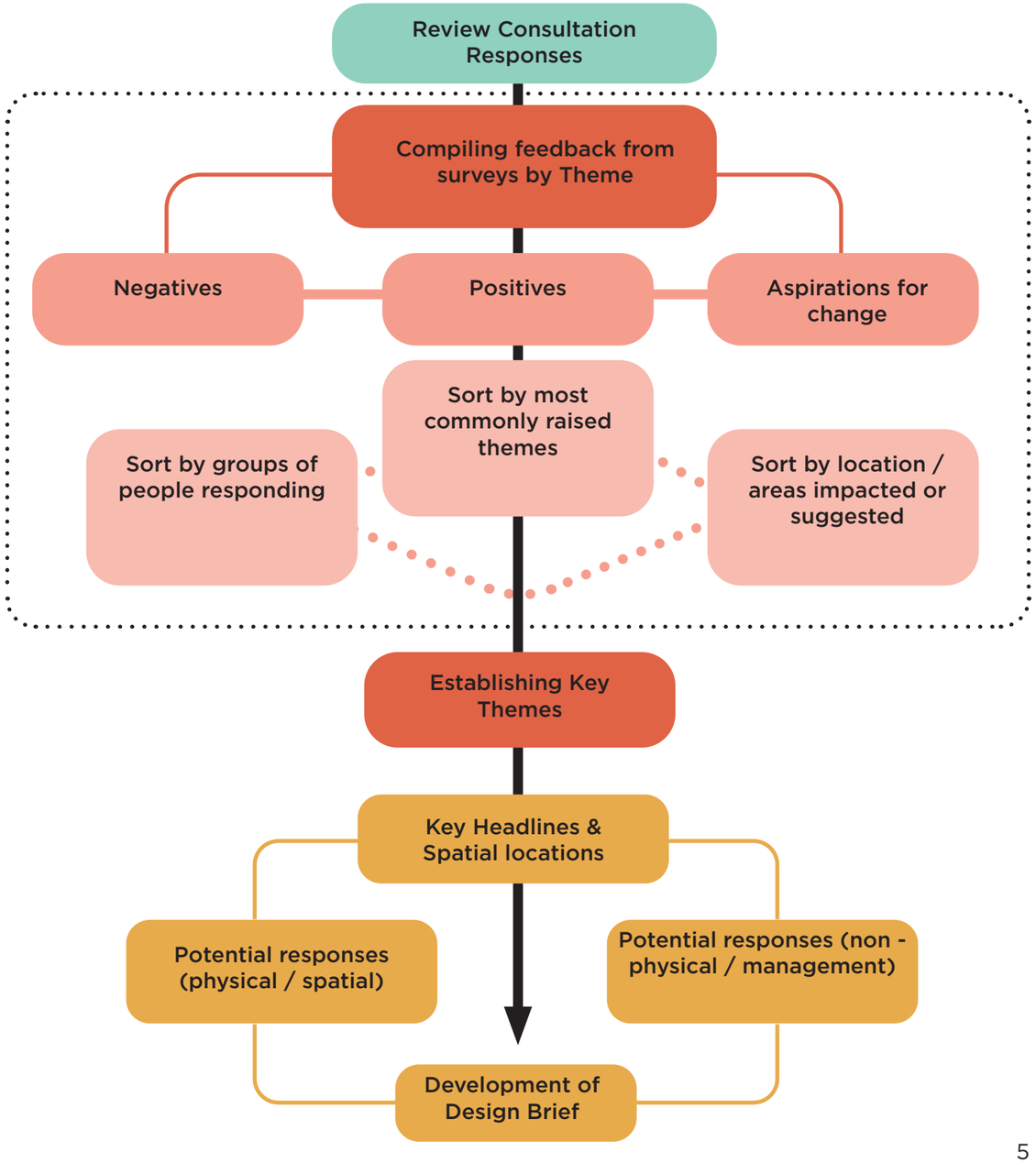
The aim of the consultation process was to encourage people to share ideas and experiences of George Street and to ensure that these formed part of any future proposals for the area. The consultation exercise also invited comment on the area's key issues, it's strengths and perceptions of proximity to the city centre, in order to establish a picture of how the area functions on day to day basis and how the local and surrounding community use and interact with the place.

Who should use this document

This document is intended to be read and understood by those closely linked to the George Street area. It aims to communicate key themes in a way that is accessible and engaging.

It could also be used as a general design brief in the future development of George Street. Future design proposals and ideologies should respond to the key themes identified within this document.





2. Engagement Feedback Summary

This section summaries the most reported strengths, weaknesses and aspirations for change in the feedback provided from the questionnaires.

Section 3 of this report further details and interprets the feedback from the consultation exercise.

Three questions were asked as a tool to provoke thoughts and ideas from participants. The questions were broad and qualitative and looked to understand people's general impressions of the place. The questions were:

- What do you think are the strengths / good aspects of the area?
- What do you think are the weaknesses / poor aspects of the area?
- What would you like to see changed in this area?

In addition to this, a further question was asked to establish people's understanding of how George Street relates to the rest of the city centre:

- Do you think of the George Street area as part of, and connected to, the rest of the city centre? Why do you feel this way?

The responses to this question largely suggested the area felt disconnected from the city centre. Of all the participants who responded, 41% of those believed that the disconnectedness was due to the severance caused by the John Lewis building and the Bon Accord Centre.

However, looking more closely at the data of the 46 respondents who live in the area, 59% felt that the George Street area was part of the city centre.

Feedback from the consultation questionnaire included 39% positive responses towards George Street and 61% negative responses



"I think it would be an excellent street to encourage smaller independent shops to open rather than all the 'chain' shops. It could be made into a friendly welcoming street if some of the shop frontages were refurbished. At the moment it feels a bit run down which is a shame... There could be quite a variety of goods sold there as well as a baker and a grocer. All independent..."



"...I think because some of the shops leading from Union Square to George Street are closed it doesn't flow well, therefore you either don't go or feel it's a separate trip. If there were more shops or restaurants etc leading to George Street it would all flow and you'd be more likely to continue onto the street..."





"It's not especially clean, it is frequented by a lot of substance abusers, which makes it a rougher area to live in which doesn't exactly entice you in..."

2. Engagement Feedback Summary cont.



Most reported strengths from the engagement

- The most reported word or theme was around **community**. This relates to the offer of **local business** and some respondents had a **sentimental connection** to the area.
- The **traditional architecture** of George Street was commonly reported with the John Lewis building and stone buildings providing a distinct character.
- A large number of responses reported the **diversity** and **multicultural** offer of George Street as a key strength.
- Of the positive feedback, a common theme was seeing the **potential** of George Street and how welcome change in the area would be.
- **Location**. General comments were made on the location of the area within the city centre, being close to **retail** and leisure offers as well as being easily accessibly by **pedestrians**.
- The **mixed use** of the area was raised as a strength throughout the feedback.
- A smaller number of responses commented on the **cleanliness** of George Street and the **street art**.

Most reported weaknesses from the engagement

- **General safety, maintenance and security**. Many people are concerned about **anti-social behaviour** and **crime rates** in the area and feel **unsafe** walking through at certain times of day.
- Although a number responses commented positively on the retail offer of George Street, the quality of the **retail offer** was seen as a weakness alongside **vacant properties.**
- There were a number of general comments on the overall **aesthetic** of the area needed improving due to; **foul smells**, **dirty façades**, **litter**.
- **Traffic** was raised as a concern in the area, with comments being raised on **double parking** and **uneven pavements**.
- The area **lacks green spaces** which are easily accessible.
- A smaller number of responses highlighted **seagull nuisance** as a concern in the area.

Most reported future aspirations from the engagement

- Despite a larger number of negative perceptions towards George Street, the feedback received welcomed future change to the area.
- Public realm aspirations included: boosting **pedestrian space**, increasing the **cleanliness** and **modernising** the overall aesthetic of the area.
- The strength of the community has been identified in the feedback, and there are aspirations for this to be further enhanced through **entertainment**, **activities** and **housing facilities**.
- Transport movement through the area was raised through both strengths and weaknesses, and also brought up in aspirations for change. As a means of tackling the issues, it was mentioned that better **traffic management** could be implemented as well as better **transport links.**
- Increasing the **retail options** within the area with **cafes** etc was identified as an aspiration
- It was mentioned that **controlling crime** in the area would improve the **safety** of the area and also encourage more visitors and users.
- All of the above would ultimately help to **attract more footfall** into George Street.

Most reported opinions on whether George Street area is part of and connected to the rest of the city centre

- A larger number of responses felt that the George Street area was disconnected from the city centre due to a **lack of activities, vacant shops** and an overall **run-down** aesthetic. **Unclear access points** also led to the feeling of **poor connectivity**.
- Those who did feel connected to the city centre thought this was due to its **proximity to Union Street** as well as **access to the Bon Accord Centre**.
- The areas location on a **main bus route** and **proximity to the university** also created a sense of connectivity to the city centre.

2. Engagement Feedback Summary cont.

297
Participants gave their feedback

279 or **94%** Travelled into or within the George Street area

46 or **15%** Lived in the George Street area

251 or **85%** Did not live in the George Street area

18 or **9%** Did not travel to or within the George Street area

Out of the 279 responses:

116 Participants chose a single reason for visiting the area



163 Participants chose multiple reasons for visiting the area



The various comments people gave for visiting the George Street area

34	Other*
45	Education
62	Entertainment
90	Work
124	Leisure
211	Shopping

* Other reasons for visiting
- Dog walking
- For fun or out of interest
- Cycling route
- Visit family or friends
- Use the services on the street
- Own a property
- Passing through

3. Interpreting feedback

The main messages and feedback from the consultation exercise have been interpreted by OPEN to aid the future design process. The following section further details the responses to the questionnaire and identifies key themes.

The themes

The feedback received was analysed in such a way that highlighted the number of times key words or phrases were mentioned, which allowed for the creation of particular themes. The themes were informed by the prevalence of words and descriptions, ensuring that all comments would be captured within a broader theme.

The following section details the main themes that emerge out of the strengths, weaknesses and aspirations for the George Street area. Each theme forms a means of grouping and evaluating feedback and which will be interpreted and used to inform future change and interventions for the area.

The questionnaire also asked if respondents felt the area was connected to and part of the city centre. The responses to this feedback have been combined with the themes of questions 1-4 to produce a mapping exercise to highlight where areas of intervention could be allocated.





1 Record feedbacks of participants through public consultation survey forms



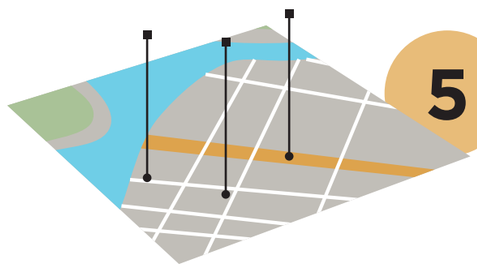
2 Record and categorise into themes the comments mentioned in the feedback by the participants



3 Count the number of references made within each theme and category



4 Analyse the data recorded and present it in a simple graphical manner



5 Analyse the references made on a map of the George Street area



6 Evaluate and suggest future steps

Strengths themes

447 comments mentioned the strengths of the area

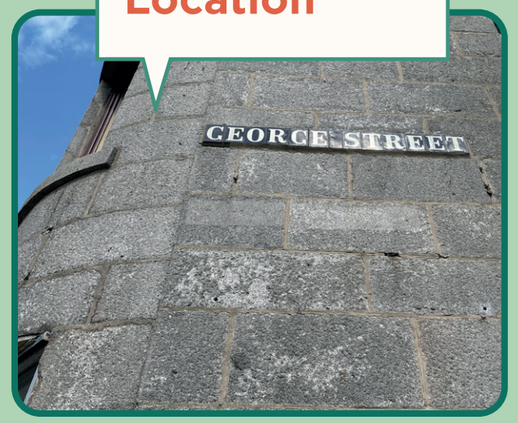
14%

of comments mentioned how well connected and easily accessible the area is

Accessibility & Connectivity



Location



57%

of comments believe the site is in a great location

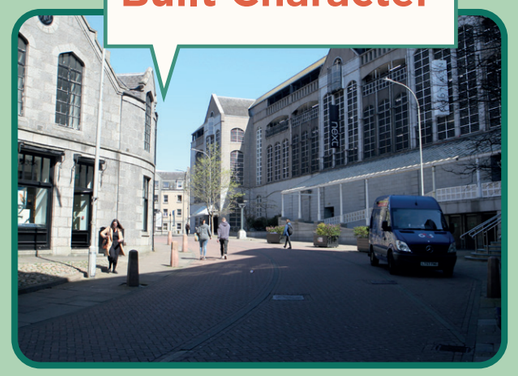
8%

of comments remarked on the public realm across the site

Public Realm



Built Character



9%

of comments referred to the built character of George Street and the surrounding area

12%

of comments remarked on the diversity of the area

Social Character



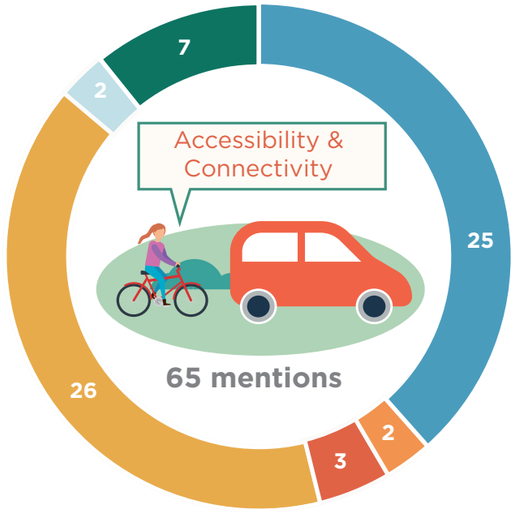
"...Its a very central location, has good transport links, easily accessible..."

"Unique area, original layout with passageways"

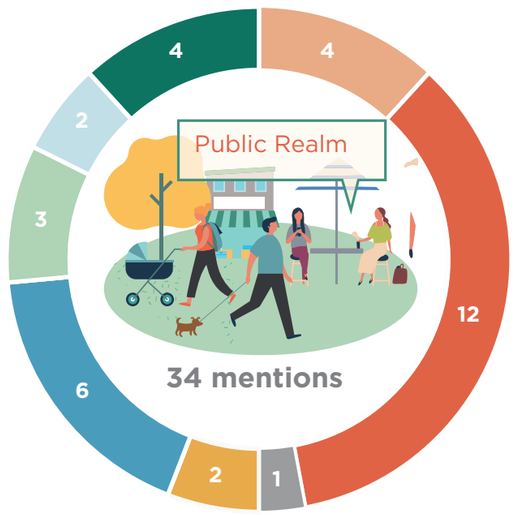
"Close to the centre of town, and allows access to other parts of town"

"I think the mix of modern buildings and traditional buildings is attractive"

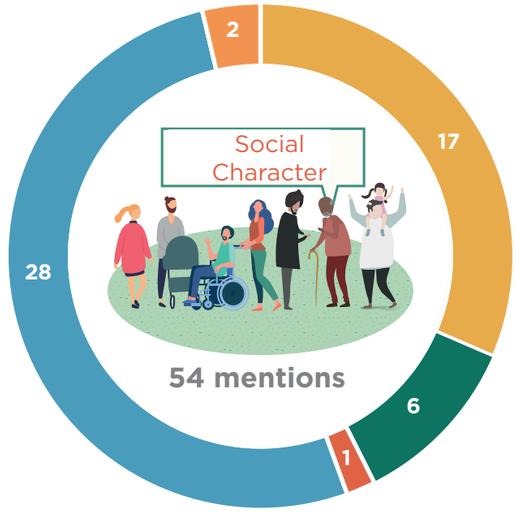
Strengths themes



- Public transport accessibility
- Cycle accessibility
- Pedestrian accessibility
- Vehicle accessibility
- Easily accessible location
- Low traffic



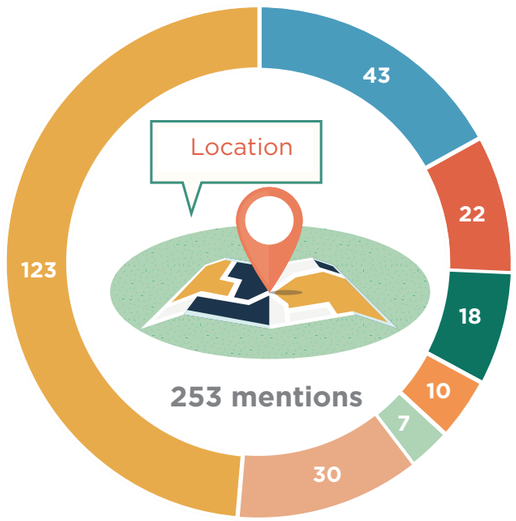
- Interesting street art
- Lively atmosphere
- Lit up street signs
- Disability/ age friendly
- Community atmosphere
- Good street width
- Street furniture
- Clean street



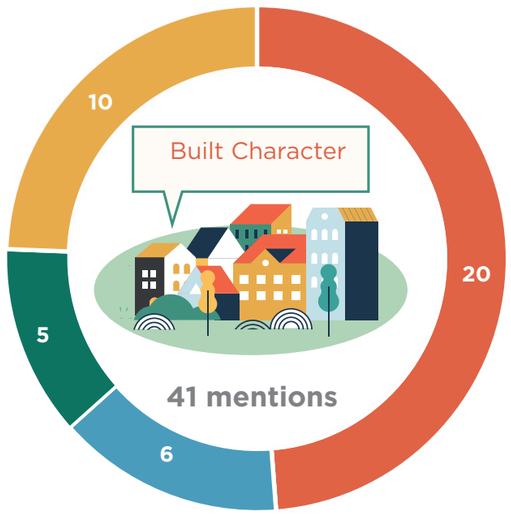
- Diversity of user groups
- Mixed use neighbourhood
- Safe and friendly
- Multi cultural presence
- Sentimental connection

!

The circle graphs show the 5 main strengths associated with the area and how many times that strength theme was mentioned within the responses. They also show a breakdown within each of what elements were considered important to each theme.



- City centre based location
- Proximity to parking facilities
- Proximity to Bon Accord
- Proximity to college
- Footfall generating location
- Access to retail and repair facilities
- Access to independent local businesses



- Traditional architecture
- Affordable residential area
- Recent hotel development nearby
- Development potential

Weaknesses themes

709 comments mentioned the weaknesses of the area

Access



16%

of comments referred to accessibility of the area

Public Realm



20%

of comments remarked on the public realm across the site

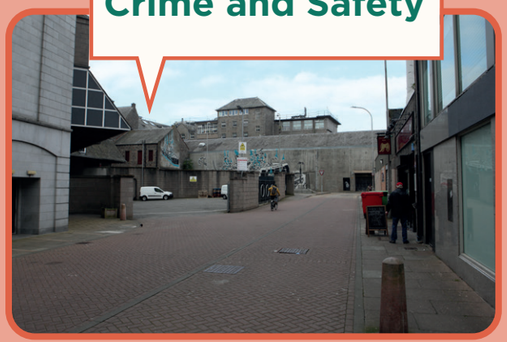
Lack of Facilities



16%

of comments felt there was a lack of facilities in the area

Crime and Safety



11%

of comments mentioned crime levels and safety in the area

Poor Maintenance



37%

of comments remarked on the overall maintenance of the area

"...Feels a bit dodgy / unsafe when walking around..."

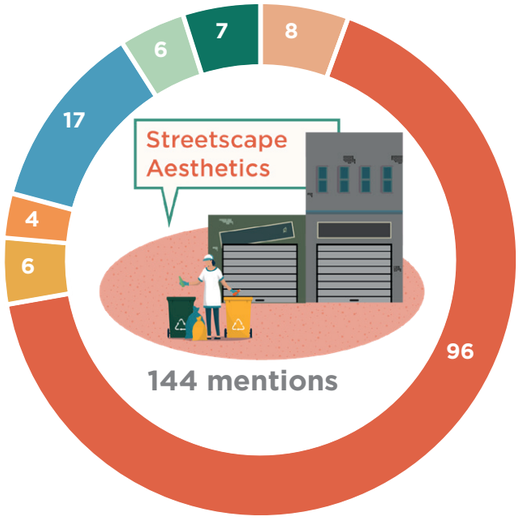
" There's always a lot of dog dirt about on the streets and some anti social behaviour in areas "

"Terribly run down, no decent shops left"

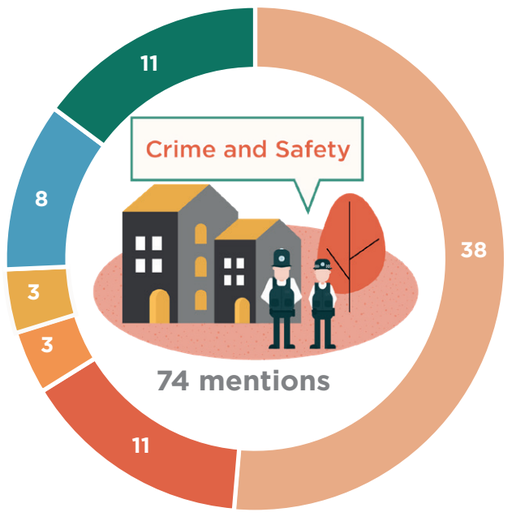
"Expensive parking, out of order parking machines, lack of contactless payment for parking, strict enforcement of parking fines. Long walking distance to parking. Lack of free parking"

"Not a lot of reasons to visit. Doesn't feel very safe. Not a nice area."

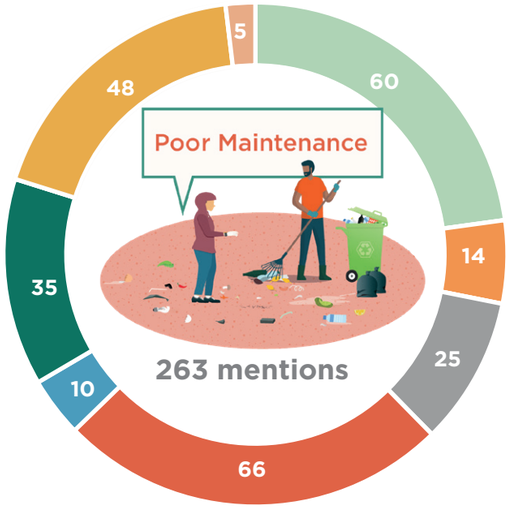
Weaknesses themes



- Exposed garbage bins
- Run down look
- Idle loitering on pavements
- Uninviting aesthetics
- Narrow pavements
- Unaesthetic John Lewis building
- Seagull nuisance



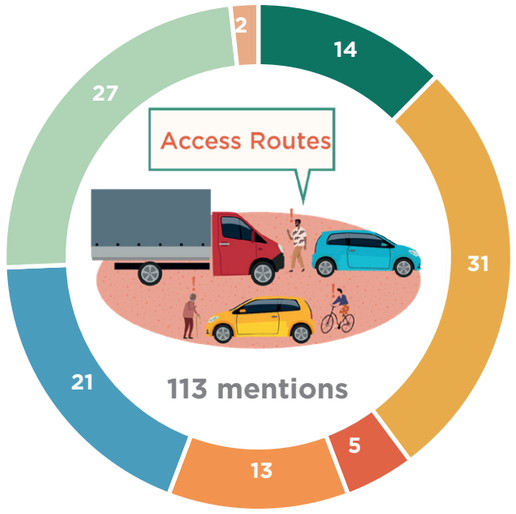
- Anti social behaviour
- Crime occurrence
- Unsafe for unescorted children
- Street fights by drunks
- Low quality/Unsafe residential area
- Night time safety concerns



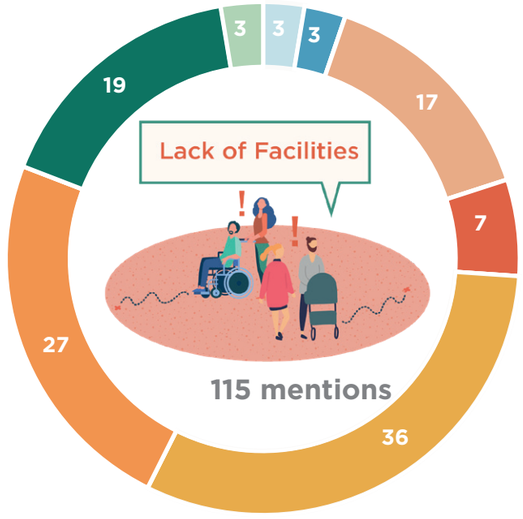
- Littered pavements
- Uneven/broken pavements
- Dog mess
- Low quality shops/ businesses
- Foul smell
- Unoccupied properties
- Closure of John Lewis
- Neglected by council/ police

!

The circle graphs show the 5 main weaknesses associated with the area and how many times that weakness theme was mentioned within the responses. They also show a breakdown within each of what elements were considered important to each theme.



- Poor travel links
- Unsafe pedestrian experience
- Unsafe cycling route
- Severance due to Bon Accord
- On street parking/ double parking
- Traffic built up
- Difficult driving experience

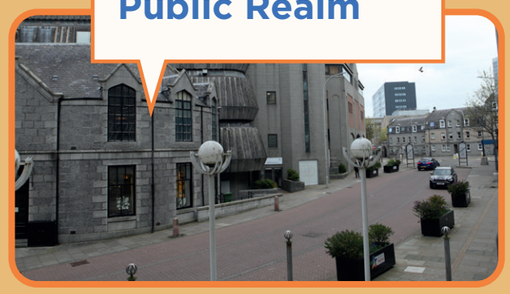


- Poor facilities for wheelchairs and prams
- Public transport facilities
- Lack of street lights
- Poor road markings
- Expensive/unavailable parking facilities
- Absence of inviting activities
- Lack of green space
- CCTV coverage for safety

Aspirations for Change

705 comments mentioned aspirations for change

Public Realm



25%

of comments mentioned a need for future changes to the public realm in the George Street area

Safety and Security



8%

of comments made referenced to future improvements to safety and security

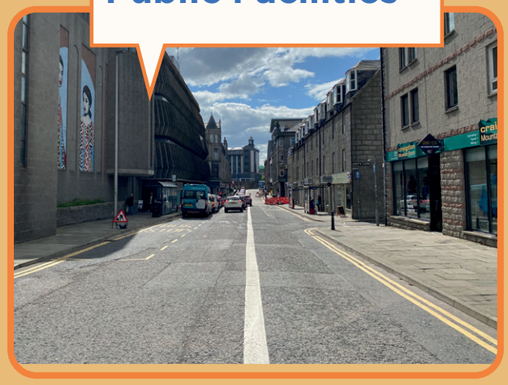
Economic Growth



30%

of comments has aspirations of future economic growth in George Street

Public Facilities



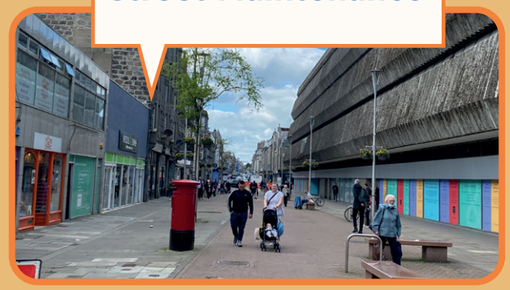
13%

of comments want to see future improvements to public facilities

24%

of comments made reference to improving the maintenance of George Street

Street Maintenance



"...Perhaps the pedestrian area outside the previous John Lewis building could be made more of? "

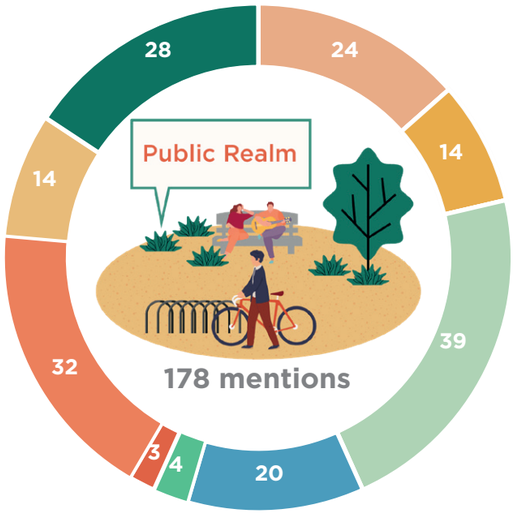
"Improve Harriet St for pedestrians and consider allowing cyclists to go against the one way signage"

"Would green space be possible?"

"Something exciting done with the John Lewis building that is a draw to the area"

"More retail, coffee shops, more street lights, more police presence."

Aspirations for change themes



- More pedestrian spaces
- More cyclist facilities
- More green areas
- Social/ community spaces
- Take inspiration from other European cities
- More colour integrated in the streets
- Wider and well constructed pavements
- Welcoming street ambience
- Modernise/ update the streetscape

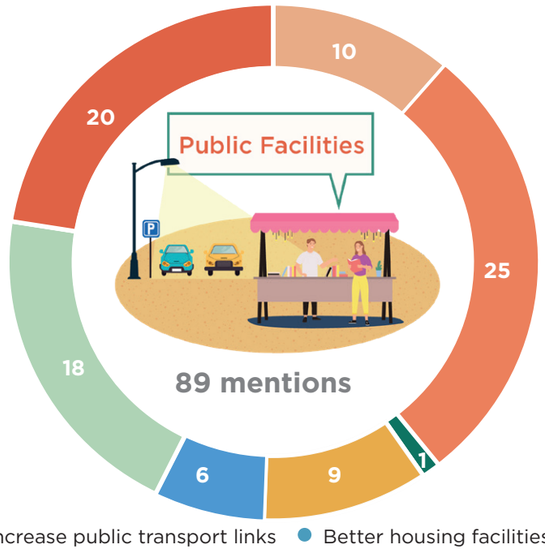


- Increase policing/safety measures/CCTV
- Control criminal activities
- Measures to reduce anti-social activities

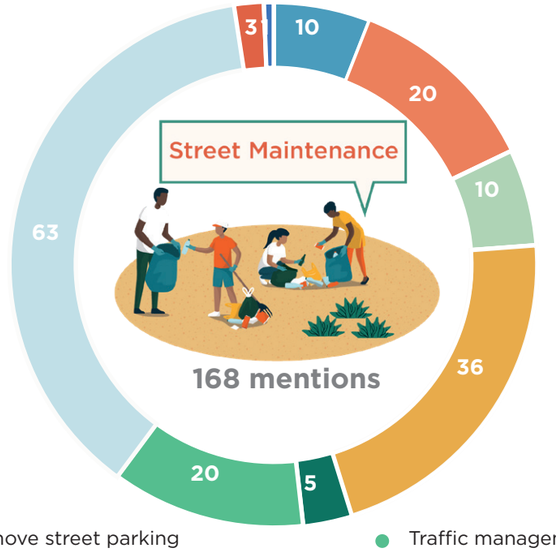


- Introduce investments into the area
- Revitalise Bon Accord and John Lewis
- Independent local businesses
- Good quality retailing options
- Increase cafes/ restaurant businesses
- Attract more footfall
- More inclusion during decision making
- Make use of empty store spaces/ properties

The circle graphs show the 5 main aspirations for change associated with the area and how many times that aspiration theme was mentioned within the responses. They also show a breakdown within each of what elements were considered important to each theme.



- Increase public transport links
- Affordable/ convenient parking
- EV charging points
- Demolition of John Lewis and Bon accord
- Better housing facilities
- Better street lighting
- Include more entertainment and activities



- Remove street parking
- Increase access from adjoining streets
- Garbage management on street
- Clean and maintain building façades
- One way traffic movement
- Traffic management
- General cleanliness of the area
- Remove seagull nesting sites
- Introduction of speed limit

Identifying the key headlines from the feedback

The following summarises some of the key messages from the consultation exercise. These should be considered when establishing the design brief in the next steps towards the creation of a mini masterplan for the George Street area.

Aspirations for Change

- Desire for more green space and space to allow cafes and bars to provide outdoor seating.
- To address the crime levels and improve the sense of safety in the area it is hoped that there would be increased policing and CCTV.
- Addition of diverse and good quality retailing options such as pop up markets / street events and access to local produce. This would further promote the lively atmosphere throughout the day
- Enhancement of the public realm to allow for more entertainment space to increase footfall. These enhancements would also improve the overall cleanliness of the area and made the area more easily accessible for pedestrians.
- Affordable and convenient parking for those who wish to travel by car to George Street.

Reconnecting to the City Centre

The feedback largely agreed that George Street felt somewhat disconnected to the popular elements of the city centre. This is seemingly due to the physical severance caused by the Bon Accord Centre and former John Lewis Building, but also due to the closure of a number of shops ultimately reducing reasons to visit the area.

Those who felt it remained part of the city centre thought this was due to its accessible nature, being an easy walk to Bon Accord and St Nicholas Street as well as its close proximity to Aberdeen beach, the University and Union Street. There was also a sentimental value added by those who have known the area for many years and are therefore familiar with how the area has grown.

Pages 28-29 identify a number of potential areas of intervention, as raised in the feedback.



"Il can see it becoming a popular location for independent businesses, quirky charity shops, and local entrepreneur start-ups. ..If you could offer more local businesses cheaper rates (at least to start with) to get in and liven the place up I think it could become a great destination- Especially if you widened the pavements permanently, you could have artisan cafes, restaurants/bars with seating outside..."



"...I think by building upwards in this area with modern architecture but also retaining the traditional aspect on the lower levels would give people more of a reason to populate the area. Modern architecture could bring more light to the residences and businesses that rent or buy the properties..."





"A way of making the shop signs and displays have a more heritage feel to it would be good. A limit to the size of signage might also help..."

Brighter Street lighting and cleaner buildings. Some regular police patrols to make it feel safer would be good also.





I look forward to seeing a positive change in the area that further develops the community feeling and diversity that is already there.





I'd like to see the streets cleaner and a better quality of shops on George street.



Increase connectivity from adjoining streets for the students and pedestrians walking towards college, Schoolhill and Union Street.

More recreational space, and green areas. It needs to be a more diverse area, so not just about retail.





It seems a bit isolated. The Bon Accord centre blocks the free flow of people to explore George Street. It almost as if the Bon Accord centre is a final destination when coming from the south side with not much beyond it.

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4. Next steps and conclusions

Through thorough analysis of the consultation feedback and establishing key themes, a number of potential interventions have been identified. These interventions, both physical and non physical, could be further considered through the development of a Design Brief and Mini Masterplan to sustain and enhance the dynamic community within George Street.

Potential physical / spatial interventions

- Opportunity to enhance and modernise the streetscape of the George Street Area, which could include enhancements to the public realm and provide improved pavements, places to dwell and spaces to host street events.
- Revitalising the streetscape by looking at ways of filling vacant properties and establishing a co-ordinated shop frontage design. These would help to reactivate the area and reduce perceptions of decline / dereliction.
- Introduce space and facilities to help support temporary and meanwhile uses, to introduce more activity and animation to the area. This type of intervention could include pop up events, temporary road closures, temporary seating, planting features, signage and wayfinding. The space created would also allow businesses to expand out into the street to host events.
- Improve the pedestrian experience through enhanced materials, low level lighting, wayfinding, pedestrian prioritisation measures, better managed and potentially reduced street parking as well as planned cycle lanes and safe cycle storage to encourage more cyclists into the area.
- Improve safety and crime rates in the area, through enhancements to the public safety such as more CCTV, better street lighting and greater levels of activity (through different uses and types of spaces) to improve the sense of safety both during day and evening.
- A more radical suggestion raised through the consultation feedback was to demolish both the Bon Accord Centre and former John Lewis building and to replace with public facilities, public space, green space. This and other options would need to be tested and appraised through the George Street Mini Masterplan Area study.



Potential non physical / spatial interventions

- Creation of a brand identity and localised incentives for visits for George Street that helps to promotes a stronger online presence.
- Working with the council, local community groups and stakeholders to expand the city centre events programme to include the George Street area.
- Creation of a business community to support those investing in the area and to coordinate local businesses.
- The feedback suggests the existing community is strong and well connected, however a coordination group could be set up among residents to liaise with businesses to organise local events.
- Continued inclusion and collaboration with locals and stakeholders throughout the design and decision making process.
- Creating incentives for local entrepreneurs to set up in the area.
- Increase investment opportunities in the in the area to attract larger brand names. There is a view among feedback that big brand names would encourage more business and footfall in the area.

Developing a Design Brief

The feedback generated by the consultation exercise between February and March 2022 has identified clear themes and areas for intervention from those who use and visit the area on a daily basis.

These themes should help inform a Design Brief for future development in the George Street Area. The Design Brief should set out a clear vision and objectives, key short term interventions and ‘quick wins’, longer term physical interventions as well as exploring the future use options of the John Lewis building. The Mini Masterplan should then advocate a preferred option for change within the context of the wider City Centre Masterplan which will identify key projects for future investment and delivery.

Continuing the conversation

Ensuring there is continued engagement throughout the design process, allows for a more constructive and inclusive approach to the creation and delivery of masterplan strategy.

Encouraging open conversations and sharing of ideas helps us better understand the needs and aspirations of local communities and ultimately leads to sustainable and publicly endorsed decisions and ultimately an enhanced sustainability of these communities.



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City Centre and Beach Masterplan Engagement March – June 2022

Overview

The period March to June 2022 has included:

- Online and in person consultation for Belmont Street Quarter.
- In person engagement with Children and Young People for both City Centre & Beach masterplans.
- Engagement with key stakeholders such as Aberdeen Inspired, local Community Councils, Disability Equity Partnership and ACTUP.
- Preparation of an overarching engagement strategy.
- Making initial contact stakeholders to understand if there is interest in establishing a Stakeholder Forum: a group of key stakeholders who would meet on a regular basis to enable a range of views and voices to be heard as designs and implementation of both the City Centre and Beachfront Masterplans progress. Proposed membership included as Appendix 1

Projects engaged on March – June include:

- Belmont Street Quarter
- Beach Masterplan
- Union Street Central
- City Centre ETROs

Looking forward, detailed engagement plans are being prepared for:

- Beachfront Development Framework and Phase 1 investment
- Market Streetscape
- Schoolhill
- Union Street Building Condition
- Queen Street

Key Stakeholder Meetings

The schedule attached as Appendix 2 shows meetings undertaken and upcoming. This planner is under development and is updated when design programmes are confirmed for each project. A summary of each stakeholder engaged with, and topics covered is provided below

Who	**ACTUP**
When, why, What, Actions, Outcomes	10th March – Introduction to Beach Design Team. Overview of masterplan Suggestions made by NES and DEP to ensure accessibility of engagement for all. Follow up User Journey Mapping session agreed with DEP.
	14th April – General update given on city centre and beach masterplan progress. City Centre: Information pack on ETROs and ETRO progress. ACTUP provided with progress update. No specific actions on CCMP required. Beachfront progress: Framework document and consultation update. Agreed to undertake next steps consultation with DEP and taxi operators.
	12th May- Specific update on Belmont Street Quarter consultation. Members of ACTUP made aware of planned consultation.
	26th May – Special meeting to consult on Union Street Central Options. Presentation on 4 options made by design team and questions answered. ACTUP members feedback sought by 10th June

Who	Disability Equity Partnership
When, Why, What, Actions, Outcomes	14th March – Introduction to streets-UK, engagement lead for CCMP and Beach 28th March Introduction to Beach Design Team. Overview of masterplan provided. Agreed to follow up User Journey Mapping session
	29th April Online planning session between DEP and design team for User Journey mapping session. Follow up call agreed final format and attendance at session.
	9th May Online presentation on Belmont Street Proposals to seek DEP views. String preference for semi-permanent structures and to ensure adequate blue badge parking and taxi rank reintroduced to back Wynd. Agreed to have a follow up on Belmont Street after business and resident engagement concluded at the end of May.
	19th May – In person workshop to discuss Beach masterplan. Large format plans of Beach "As Is" and "to Be' used to understand current accessibility issues and challenges that may arise from masterplan. Further detail on "Abledeen" bus sought to inform potential mobility hubs in masterplan. Idea of "Park Mobility" discussed.
	6th June – Follow up meeting to discuss options presented to ACTUP members. DEP agreed to issue its written response to the options presentation. 13th June – Meeting to discuss DEP's response to Union Street Central Options and discuss mitigation options.

Who	Aberdeen Inspired
When, Why, What, Actions, Outcomes	18th April – In person introductory meeting with AI team and engagement lead. Summary given of upcoming projects and engagement.
	18th April – Networking meeting with Union Street businesses. Update given on City centre and Beach projects underway and upcoming engagement. Request for further information on city centre traffic proposals (ETRO 1&2)
	19th April – Networking meeting with West End businesses. Update given on City centre and Beach projects underway and upcoming engagement. Sentiment that there wasn't much in CCMP for West End businesses.
	26th April - Networking meeting with Belmont Quarter businesses. Update given on City centre and Beach projects underway and upcoming engagement with a focus on Belmont Street. Request that businesses are able to book appointments with the team. This was undertaken.
	17th May – Presentation of Belmont Street proposals to AI Team. AI supportive of proposals and encouraged by level of businesses engaging and (mostly) positive tome of discussions.

Who	Passenger Transport Operators Meetings
When, Why, What, Actions, Outcomes	1st April 2022 (Teams). Introduction to Beachfront proposals. Discussion of present day Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle
	6th April 2022 (Teams). Introduction to Beachfront proposals Discussion of present day First Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle.
	7th April - Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Discuss provisional bus stop locations for both pedestrian and bus & taxi options with First bus. Ensure additional stops are allocated to Guild Street in the pedestrianised scenario. Model stop capacity along central Union Street for the bus & taxi scenario. Organise an in-person collaborative meeting with all operators, ACC and LDA.

	27th April 2022 (Teams). Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Present bus stop location and receive feedback. Make amendments to the maps according to the meetings discussions. Sign off on amendments to be complete in the next two weeks.

Who	**CCMP Public Transport Form**
When, Why, What, Actions, Outcomes	20th April 2022 (Teams). Monthly update meeting for bus operators, taxi and ACC. Update on project progress. Await outcome of the collaborative meeting on 27th April.
	18th May 2022 (Teams). To finalise amendments in the last consultation and sign-off bus stop locations. Minor amendments to be made on bus stop locations. Proposed bus stop locations to be formally proposed to ACC committee once minor amendments have been made.

Who	**Direct Cycle Groups**
When, Why, What, Actions, Outcomes	10th May 2022 (Teams). Introduction to Beachfront. Outline of general principles to Beachfront re-design and discussion on access for bicycles, including present day constraints and issues. Further updates to be given as Beachfront project progresses. Introduction to the project and considerations for ongoing design captured. Welcomed proposals in principle

Who	**North East Sensory Services (NES)**
When, Why, What, Actions, Outcomes	18th May – introductory meeting. Overview of plans and discussion about how to ensure all engagement is as accessible as possible. Agreed to explore having an accessible event designed specifically for NES Users.

Who	**Aberdeen Civic Forum**
When, Why, What, Actions, Outcomes	19th May – Introductory Meeting Overview of plans and discussion about future engagement/. Agreed to attend October Civic Forum meeting.

Who	**City Centre Community Council**
When, Why, What, Actions, Outcomes	18th May – Meeting with Chair to understand Community Council issues – women's and young persons safety are priorities. Agreed to attend upcoming meeting.

Who	**City Centre Policing Team**
When, Why, What, Actions, Outcomes	19th May – Meeting to understand key issues for Belmont St Quarter and City Centre in general. Traffic enforcement is main issue in Belmont St. Anti social behaviour amongst those misusing substances and young people requires a more coordinated approach.

Key Engagement and Consultation Events

Children and Young People – City Centre & Beach



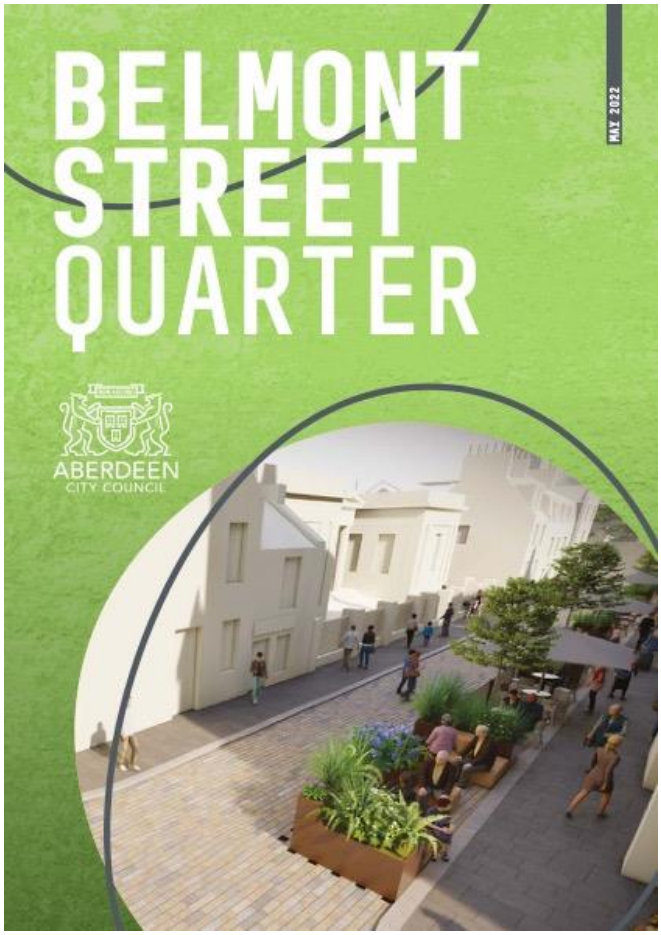


Permission obtained to take photographs

When, Why, What, Actions, Outcomes	9th -13th May 450 P6 pupils from Hanover Street, Seaton, St Peters, Ferryhill, Ashley Road, Gilcomstoun and Skene Square schools Young people were "on site" at Beach and in City Centre. Aim was to contributing further to more detailed design elements now being considered by the design teams, particularly around play and street furniture. The children became 'urban explorers', choosing locations to focus on and working with the design team members and facilitators to understand the design process and clarify what is important to them in these spaces. The exploring was followed by discussion and debate using giant maps of the locations and the children's thoughts and feedback gathered by the team. As well as being of enormous benefit to the design teams, the process was also beneficial to the children's learning around elements of geography, sustainability, citizenship, participation and creativity. The findings of the exercise will be shared with the schools through a bespoke website that the children can contribute to and utilise to share with other pupils and family members and can be updated on an ongoing basis as the design process continues.

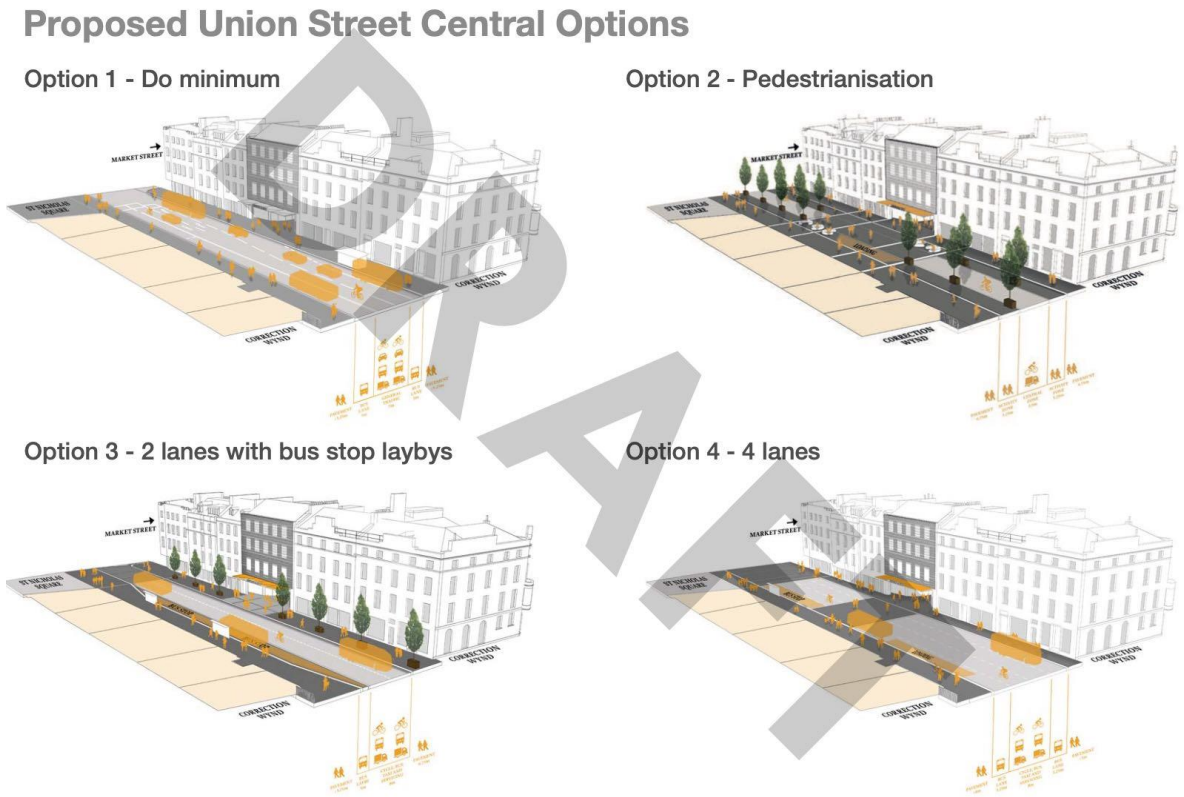
Belmont Quarter Businesses and Resident Engagement	
When, Why, What, Actions, Outcomes	17th -27th May. Local businesses and residents were asked to comment on proposed design options for Belmont Street Quarter and to state their preference between umbrella/barrier or semi permanent structure. Those interested in operating outdoor spaces were asked to note interest. Online, newsletter drop and in person activity undertaken. Newsletter distributed to 500 businesses and residents within the area. The Council communications team issued press and social media releases to raise awareness. People attended drop in events in the City Art Galley over 2 days. Events were staffed by ACC officers and design team. A project webpage was set up to enable people to book an appointment and view and comment on plans online. **Outcome of the consultation:** • 55 people attended the drop-in sessions over the two days • 44 people responded to the online survey or via email • There is overall support for the proposals. However, there are a few objectors • The preference is for semi-permanent structures (two thirds of those who expressed an opinion preferred this option even although implementation timescale is longer) • 14 businesses expressed interest in operating outdoor space • Concerns were raised about

	○ Traffic enforcement & delivery times ○ Hoe outdoor spaces will be allocated ○ Maintenance and use of public seating areas ○ Safety of semi-permanent structures overnight ○ Public seating attracting anti-social behaviour ○ Including/excluding pavements in the outdoor seating areas ○ Moving taxis back to Back Wynd ○ Not installing Bollards ○ Location & numbers of blue badge parking Several businesses are interested in doing more for the area: for example, running young persons events, holding street events to create interest and excitement and collaborating on joint initiatives. The team will now issue feedback addressing the above issues and explaining next steps including the process/timescales.





Extract from Initial New sletter

Union Street Central Stakeholder Engagement	
When, Why, What, Actions, Outcomes	26th May – ongoing A special meeting of ACTUP was held on 26th May to consider 4 options for Union Street Central. The 4 options were prepared from a long list of initial options considered by ACC officers and the design team. The diagram below summarises the 4 options. A full presentation pack was prepared and issued in advance to ACTUP members. An audio description accompanied the pack issued to DEP. The diagram below provides an overview of the 4 options.  ACTUP members were asked to issue initial feedback by 10th June. Aberdeen Cycling Forum, DEP and Grampian Cycle Partnership all took the opportunity to provide written feedback which can be summarised as follows: Aberdeen Cycling Forum: Option 2 preferred DEP: Option 3 preferred Grampian Cycle Partnership: Option 2 preferred Appendix 3 to this paper provides more detail on Union Street Central recommendations.

DRAFT

Representing	Organisation	Contact
Active Travel	Aberdeen Cycle Forum	Rachel Martin
	Grampian Cycle Partnership	Jon Barron
Accessibility	DEP	Katrina Michie
	North East Sensory Services	Libby Hillhouse
Community	Community Council Forum	Jonathan Smith,
	City Centre Community Council	Fiona Rennie
	George Street Community Council	Michele Macleod
	Rosemount & Mile End Community Council	TBC
	Castlehill & Pittodrie Community Council	Jacob Campbell/ William Rae
Net Zero	Aberdeen Climate Action	Alison Stuart,
Heritage	Aberdeen Civic Society	Dominic Fairlie
Tourism	Visit Aberdeenshire	Chris Foy
Business	Aberdeen Inspired	Adrian Watson
	Chamber	Russell Borthwick
	FSB	David Groundwater
	Property Industry Group	Darren McRae
Seniors	Aberdeen Voice of Experience	Via GREC
Young People	Aberdeen City Youth Council	Martin Carle
Equality	Grampian Racial Equalities Council	Dave Black
	Equalities Participation Network	Myshele Hayward

ABERDEEN CITY COUNCIL

Aberdeen City Council - City Centre & Beach Masterplan
Engagement Planner March to June 2022

Key
Stakeholder Meetings
Engagement & Consultation Events
Council Boards & Committee

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	
Mar-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	Mar-22
												CC Forum		BOARD	ACTUP				DEP		CCMP Public Transport Forum												DEP				
Apr-22		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th						Apr-22
		Beachfront Passenger Transport Operators Meeting					BOARD	CCMP Passenger Transport Operators Meeting							ACTUP				AI Union St Networking	AI West End Networking	CCMP Public Transport Forum						AI Belmont	DEP re Beachfront User Journey		DEP						
							Beachfront First Aberdeen Meeting																					Passenger Transport Operators									
May-22				1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st			May-22
							BOARD	CYP Beach	CYP Beach			DEP Belmont St	SYSTRA Cycle Users Beach		ACTUP				Belmont St Drop In Event	Belmont St Drop In Event	DEP Beach User Journey Workshop						ACTUP Union Street Central Options								
												CYP City Centre	CYP City Centre	CYP City Centre	CYP City Centre	CYP City Centre				City Centre Policing Team	CCMP Public Transport Forum															
															Headteachers - Primary & Secondary Network - Beach					Aberdeen Chamber	NES	Aberdeen Civic Forum													
Jun-22							1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	Jun-22
							BOARD																												Committee		
							UIFT OFF SS&S (Aboyne, Alford & Banchory included) Beach					DEP to further discuss Union Street Central	Aberdeen Property Forum						DEP to discuss DEP Union Street Central							DEP to feedback Belmont Street Consultation report										

	Pros	Cons	Feedback	Response
Option 1 Do minimal	• Cost • Public transport access • Access by all transport modes • Space for buses, taxis and servicing to stop without impeding traffic	• Vehicle dominated space • Wide distance for pedestrians to cross • Narrow pavements • Wide carriageways encourage traffic speed • Cycling safety • LEZ • Air quality management • Noise	Only option to mention access for all (DEP)	Design team and ACC officers met DEP to clarify 'Access For All' in the response at a meeting on 13.06.22 – DEP's response notes specifically that 'access for all' is mentioned in the 'Pros' listed in this option, whilst in reality, access for all modes of transport.
			provides the best access to everyone but is unlikely to be a viable option (DEP)	This option provides maximum transport access, not necessarily 'best access for everyone'. Option reverts to pre- covid access for all modes of transport. Providing direct bus and vehicular access should be considered in parallel with impact this has on overall safety, comfort and accessibility. Limited footway width restricts accessible movement with pinch points, street obstacles and an overall lack of spatial quality negatively impacting the walking and wheeling.
Option 2 Pedestrian-isation	• 4m clear pavement for pedestrians on either side of street • planting and street trees improve environmental quality and	• Buses/taxis removed from this section • Closest drop off for pedestrians would be from bus hubs at either Market Street or Bridge Street	This is not a pedestrianised area, it is a shared space. (DEP)	4m clear pavement for pedestrians at all times on either side of street with kerbs, road markings and tactile paving. Cycling and servicing restricted to central "carriageway" space to minimize conflict and promote safety. Raised tables and hazard warning at plazas to slow down cyclists. Technical details to be agreed with DEP
			This option unacceptable to disabled people requiring on site drop off, bus	Taxi and blue badge vehicle access offset by the provision of a net increase of 13 accessible parking bays and 21 taxi

	climate resilience • prioritises active travel and promotes walking/ wheeling as transport modes by making the experience more enjoyable • dedicated cycle provision • space for events, street furniture, play and art creating and enhancing public realm experience • air quality improvement • noise pollution improvement	• Potential for conflict between pedestrians and cyclists and service vehicles in the cycle zone	access or Blue Badge access for drop off and collection (DEP)	bays proposed throughout the city centre (compared to 2019). Bus drop off/pick up proposed to be located at north ends of both Market Street and Bridge Street as close to Union Street Central as possible.
			Does not allow for the 50m of traversal as per BB eligibility criteria. Minimal BB spaces on the periphery leaves it likely that those needing close proximity parking may not get it - e.g. for those using support worker/taxi driver assistance. (DEP)	50m travel distance from accessible parking spaces does not have any formal basis in planning or transport policy. 50m is a good generally guide to support those with mobility issues that require the aid of a stick but is impossible to achieve throughout any city centre, although rest stops can be provided with that frequency and are proposed in Union Street Central. This should be considered in conjunction with the positive impacts of limiting vehicle access, including increase in footway widths, obstacle-free unimpeded access for walking, wheeling and clarity of movement, benefiting the legibility, orientation and navigation of the street for all users. Seating throughout provides rest points, beneficial to older people and those with mobility impairments, and generally for all users unable to attempt the walk along the pedestrianised section, whilst street greening provides evidenced benefits to mental health and general wellbeing.
			Shared space presents conflicts with cyclists and service vehicles especially where there are only informal crossing points. (DEP)	Shared space conflicts: as detailed above – the option provides clear delineation of movement zones to minimise conflicts. Service vehicle access also limited to servicing windows

				during restricted hours. Existing controlled crossings are retained at the junctions with Market Street and Bridge Street.
			Regardless of how many times we revisit this option, there are no mitigations which could be put in place which deal with the central issue of the area being too large for those who qualify for a Blue Badge to access. (DEP)	Blue badge spaces are proposed in various locations adjacent to Union Street Central with a net increase of 13 spaces across the city centre.
			Implementation of bus priority measures on Market Street, Guild Street and Bridge Street, is critical. (BUS)	Agreed and to be implemented.
			Bus Operators have engaged with ACC Traffic Management consultant on bus stop locations, should this option be implemented, to ensure the most appropriate levels of accessibility. (BUS)	Locations captured and agreed.
			Bus operations and accessibility issues may arise with this option, depending on what is determined for Union Street east and west, i.e. this could result in delays around the Adelphi and Music Hall if traffic lanes are removed due to increased dwell time at these locations. (BUS)	To be picked up in the forthcoming design stages on Union Street East and West. Sufficient capacity in either section to ensure that effective bus lanes and stops are integrated.
Option 3 2 lanes with bus stops and laybys	• Bus access • In areas without bus laybys,	• Only possible to position bus shelters where	Reduced number of bus stops and multiple buses in laybys presents a high potential for confusion and a more difficult to use transport system. We would ask that the investment which	Bus operators would decide which services access Union Street Central. Enhanced information provision will be provided in whichever option is taken forward to ensure clarity of service for all.

	space to widen the pavement • Intermittent laybys in key areas allow buses to drop off • Crossing points out with layby areas means shorter distances for pedestrians • Potential for street greening and street furniture on widened pavements	pavement width permits • Bus shelters reduce pavement space and introduce clutter • Bus stops could be at less desirable locations along the street due to width constraints • Potential conflict between cyclists and buses pulling out of laybys • Pedestrians crossing points will be limited	would otherwise have been used for greenery/play areas etc. be used to improve bus stop provision, accessibility, usability and enhanced information provision. (DEP)	Greenery and play benefits of all users and encourages families and children to the city centre. There are evidenced benefits to mental health and general wellbeing.
			Attention to detail re stopping patterns and revised routes is needed to prevent overcrowding for bus stops on surrounding streets. (DEP)	This is within the control of the bus operators. Bus priority measures will ensure more efficient movement of public transport.
			There is high potential to combine bus stop infrastructure improvements with taxi provisioning. Depending on bus flow/dwell time there is a risk drop off spaces may be unavailable, especially at busy times. Bus shelters should not be seen as clutter, they are an important amenity and, with better design, could provide shelter, seating and information/wayfinding for the benefit of everyone. (DEP)	The necessity for seating and shelter at bus stops is understood, the limitation is the restricted space available to provide adequate provision exists within the footway width. Drop off space is also a concern for bus operators.
			Restricting people to crossing points is not necessarily a bad thing, formal crossing points can be used as wayfinding points, and are a familiar way to navigate for people with visual impairments, dementia, neurodiversity, learning disabilities etc. (DEP)	Noted and agreed.
			Looking at all the options available to us, the only viable option which would afford adequate access for disabled and elderly people is option three. This option requires much more work in order to get the best out of it. (DEP)	Noted

			Concern around whether the laybys would be sufficient for the volume of services and demand and whether this would impact on bus operations, i.e. queues of buses. (BUS)	Extra layby was added and is presented in Option 3. Potential conflict with service access to the same spaces during peak hours.
			Creativity required to provide shelter provision, but in recognition that this shouldn't take up a lot of the footway. (BUS)	Agreed – potential conflict with (DEP) requirements for seating at bus stops which will use more space on narrower footways.
			Union St Central could become a bus park given the volume of busses stopping. (BUS)	Bus operators would have to choose which services access the space.
			It was requested that ACC provide reassurance that the network can cope when at capacity. (BUS)	This is addressed through the traffic management plan.
			It was noted that the viability of this option depends on the bus priority measures being in place. (BUS)	Noted and agreed. Priority measures will be implemented.
			ACC were asked to consider restricting the service window further to night-time only, to allow bus laybys to be used as service laybys when fewer buses are running. (BUS)	Challenging and potentially cost prohibitive for businesses to accept deliveries and servicing to be undertaken overnight.

Option 4 4 Lanes	• Bus access allows drop off /pick up • Space for cyclists and buses to overtake static buses • Presents improvement to pre Spaces for People in place/movement functionality with reduced number of vehicles • Greater operation of public transport network, with buses able to dwell or route without being impeded.	• Large carriageway means wide distance for pedestrians to cross • Less space for pedestrian movement • Bus shelters reduce pavement space • Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians • Little change from pre-covid conditions • Conflict with cycles/buses/ servicing	This option has all the drawbacks of options 1 and 3 with the added disadvantage of making footpaths narrower. (DEP)	The design team concur with the comments regarding the disadvantages of this option.
General comments	TAXIS		None of the options 1-4 has considered taxi and private hire vehicles exiting the Back Wynd rank to turn left or right onto Union Street in a manageable fashion without impeding the flow of buses or cyclists. (TAXI)	Restricting taxi access within the Union Street Central area is offset by the provision of a net increase of 21 taxi bays proposed throughout the city centre (compared to 2019 provision).

		Options 1-4 do not include night-time taxi rank opposite the old BHS which is scheduled to be re-introduced. (TAXI)	Night-time taxi rank options will be included in technical design
		All of the plans favour buses/cycling with no real consideration given to the taxi and private hire industry which is an integral part of the transport network in the city and how this integrates with those other modes of transport. (TAXI)	As above, net increase of 21 taxi spaces in more frequent locations across the city centre improve choice and accessibility.
	NORTH EAST SENSORY SERVICES (NESS)	Being able to get a bus as close to where they are going as possible, minimising the distance to walk. This isn't about physical ability but about orientation, know where you are, and how to get to where you want to be. The shorter the distance, the less likely you are to get disorientated. This also has implications about being able to identify clearly bus stops and which bus is which. Some of this will have to come from good customer service from bus company as well as the design of the environment.	Comms campaigns will be actioned in partnership with all stakeholders, a clearly ordered plan gives legibility, certainty and user comfort/awareness in place
		Where they have to walk, making the route as free of obstacles as possible, with clear markings to feel safe navigating the space e.g. crossing roads.	Kerbs are retained as guide, clutter-free is an objective throughout
		Pavements as smooth and without trip hazards would be good.	Flat rather than smooth - with fine-picked finish to provide sufficient friction wet and dry – all spec and jointing in accordance with draft Urban Realm Manual and will be agreed through the technical design stage.

		Access to taxi pick up and drop off points for easy access that can get as close to where they are going. It might be useful to think of the taxis being able to get closer than the buses, as taxi use may be more likely where someone has greater difficulty with mobility and orientation, and so chooses a taxi over bus travel.	Taxi rank to be reinstated in Back Wynd and in other locations within the city centre – revised mapping and support with queue management technology. Also, a net increase of 21 taxi bays is proposed throughout the city centre (compared to 2019 provision).
		Minimal street clutter and making sure that logical way-finding routes about the space do no present obstacles that disorientate, confuse or present a physical hazard.	As above
		Access to Blue Badge parking that also enables all of the above, as referred to in the response from DEP.	The provision of accessible blue badge spaces is crucial to the city centre plans and any loss of pre-covid spaces will be augmented by new spaces to enable access. A net increase of 13 accessible parking bays is proposed throughout the city centre (compared to 2019 provision).
		Clear use of tactile paving to indicating safe crossing points and corduroy paving to indicate steps or stairs.	Per DDA/ Equalities Act requirements will be incorporated in technical design stage.
		Use of clear colour contrast to mark areas. Shades of grey do not present enough colour contrast, particularly when wet.	Draft Urban Realm Manual requires near black slab footways and contrasting white/pale grey granite kerbs in the city centre to provide clear legibility when wet/dry.
		Thought should also be given to areas for guide dogs – they occasionally need some grass.	UTG, Castlegate, Schoolhill, Broad St are all place opportunities – need to clarify why grass particularly other than for a comfortable rest.

		Thought should also be given to people who use long canes. Big planters that are narrower at the bottom and wider at the top could pose a problem for a long cane user.	Noted –the spec for planter opportunities will be picked up through the technical design stage.
		Many of our service users are elderly and so come with the additional health issues and frailties that come as we get older. Many people with a visual impairment (stats suggest 78%) have at least one other health condition or disability. Seating areas would also be appreciated by many.	Agreed – see above and a commitment to provide wherever possible – As an early action Belmont St quarter will provide public seating in addition to that to be given over to businesses.
		DEP's recommendation has been for Option 3 which would seem to the best compromise, with a little thought about all of the above issues.	Noted.

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Integrated Impact Assessment Pre-screening

Stage 1

The Integrated Impact Assessment (IIA) supersedes the previous Equality and Human Rights Impact Assessment (EHRIA) form.

The pre-screening (Stage 1) will determine if your proposal requires a full impact assessment (Stage 2). Stage 2 will look at details of your proposals, the impact and any mitigations in place.

Note: This form should be completed using the guidance contained in the document: 'Guide to Completing an Integrated Impact Assessment'. Please read the guidance before completing this form.

This assessment and accompanying guidance use the term 'policy' for any activity within Aberdeen City Council. Therefore 'policy' should be understood broadly to embrace the full range of your policies, provisions, criteria, functions, practices and activities including the delivery of services – essentially everything you do.

Purpose:

Aberdeen City Council wants Aberdeen to be a place where all people can prosper. We want everyone in Aberdeen to have fair opportunities regardless of their background and circumstances. The aim of this assessment is to allow you to critically assess:

- the impact of the policy / proposal on different communities.
- whether Aberdeen City Council is meeting its legal requirements in terms of Public Sector Equality Duty, Equality Outcomes and Human Rights;
- whether Children's Rights have been impacted.
- whether Socio-economic disadvantage is reduced;
- whether any measures need to be put in place to ensure any negative impacts are eliminated or minimised which will be covered in Stage 2.

Title* Name your business case, policy, strategy or proposal (including budget proposals)	City Centre Masterplan Update 29 February 2022 RES/22/137

Is this a new or existing policy/ proposal?	The report updates on existing policy progress of the city centre masterplan refresh to the City Growth and Resources Committees of May, August and November 2021, and Council of 28 February 2022: (The following links to the approved reports) • May 2021 - 210511_CGR City Centre Masterplan Review.pdf (aberdeencity.gov.uk) • August 2021 - CCMP Review Report - Final Version.pdf (aberdeencity.gov.uk) & 210511_CGR - Aberdeen Market and Union Street.pdf (aberdeencity.gov.uk) • November 2021 - Combined City and Beach Covering Report - Covering Report.pdf (aberdeencity.gov.uk) • February 2022 - 220228_City Centre Masterplan Update Report.pdf (aberdeencity.gov.uk)
Brief description of policy / proposal (including intended outcomes and purposes)	The report to Full Council updates on city centre-built environment projects, assessed as one for the purposes of the IIA, which comprise: • **Union Street Central** At Full Council on 28 February 2022, in addition to re-opening Union Street central to buses, taxis, private hire and cycles as soon as practical, officers were instructed 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 Low Emission Zone, and to report back progress to Full Council in June 2022. **Appendix A: Union Street Options Appraisal** provides an options appraisal of four options carried out by a working group of senior transport officers with technical support from external transport and urban realm design consultants. The Appraisal concludes that in consideration of the objective of achieving the greatest positive effect for the city centre would be Option 2 – Pedestrianisation, which would not permit the central section of Union Street to be used by motorised vehicles for anything other than local servicing access within loading times, broadens footways, declutters pedestrian space, offers space for seating alongside the footway and urban greening as well as dedicated cycle lanes in the carriageway area. • **City Centre Traffic Management Plan** The November 2021 the Council's City Growth and Resources Committee approved the proposal for public transport priority within the complex of streets from Bridge St, Guild St and Market St in order to see a predicted reduction in over 80% of private car use travelling through this area, whilst maintaining servicing, local access and parking needs allied to the decision to pedestrianise the central area of Union Street between Bridge Street and Market Street.

The Experimental Traffic Order (ETRO) for Union St central to enable its re-opening to buses, taxis, private hire and bicyclist was made on the 20th of May 2022 for a period of statutory consultation with the earliest date possible for the Order to be effective being 21st June 2022. Details of the ETRO are in **Appendix C: Phase 2 Traffic Management Plan**.

- **Union Street Building Condition Survey & Implementation Plan**

  In February 2022 Council approved the scope of an action plan of investment in all the historic buildings fronting Union Street between Bridge Street and Market Street in order to improve their state of repair and particularly shop front appearance. The initiative is to safeguard our built heritage by targeted public and private investment.

  The recommendation is to proceed with a pilot study of property at 107-131 Union St, with the scope of work to engage owners, provide detailed specifications for building works, costs and funding planning and project delivery.

- **George Street Masterplan**

  An online survey, also offered in alternative formats, commenced on the 7th of February 2022 for a 4-week period inviting opinions on the George Street area from any interested party.

  The survey posed questions on the strengths, weaknesses, opportunities and threats as seen from a wide variety of stakeholders. The findings will form the basis for further engagement to offer recommendations to elected members, the George Street Area Community Council and stakeholders for regeneration initiatives with a Council instruction to report progress at the August Council 2022.

  A summary of the response findings, to provide a baseline for the masterplan to be drafted, is provided at **Appendix D: Union Street Building Condition Implementation Plan (Pilot)**.

- **Queen Street**

  Collaborative working with NHS Grampian has resulted in a programme to deliver the new city mortuary at Foresterhill with on-site works due to commence Summer 2022., the relocation of Police Scotland within Marischal College has resulted in the Council taking ownership of the former Police Headquarters building. A programme of technical surveys and asbestos removal is now underway.

	Preparation of future redevelopment options will be explored in an Outline Business Case to be developed and presented to Council for consideration later in 2022. • **Engagement** A key component of project delivery is stakeholder engagement, and the programme of involvement is provided in **Appendix F**, which includes a summary of responses received in relation to Union Street Central proposals.

Do you consider this proposal to have an impact on the:			
a. Human Rights of people? b. Rights of Children and Young people?	• Yes The process of the city centre masterplan refresh is to improve the environment of the city centre by specific project delivery. Engagement in project delivery is crucial to determining need and aspiration.	No	Unsure
	• Yes The city centre masterplan refresh ethos, at its core, is to design for everyone. An early part of the endorsement on the priority projects was the role of children and young people in shaping project prioritisation and their voice in shaping project proposals is sought.	No	Unsure

What is your assessment of the impact on groups with: a. Protected characteristics b. Children and young people c. Other For example –consider the impact of your policy on people and how they will be able to			H	M	L	N	P	U
	H	High negative impact						
	M	Medium negative impact						
	L	Low negative impact						
	N	No impact						
	P	Positive impact						
	U	Unsure						
	Age						x	
	Disability						x	

access goods, services and information with no barriers.	Gender Reassignment				x		
	Marriage and Civil partnership				x		
	Pregnancy and Maternity				x		
	Race				x		
	Religion or Belief				x		
	Sex				x		
	Sexual Orientation				x		
	Children and young people					x	
	Other				x		

Socio-Economic Inequalities Not every person / family has access to regular income or savings. Will your proposal have an adverse or high impact on them?	Yes	A positive impact is identified because investment in priority places, buildings and business should increase employment opportunity and area connectivity by providing the conditions to support economic recovery with a city centre that has an improve 'sense of place' and environment.	Unsure

What considerations did you have when making the above selections?	
Internal or existing data Please detail your sources	All the project updates are predicated on realising the aims and ambitions of the City Centre Masterplan in creating a city centre that has significantly improved place value and is regarded as a very attractive place to do business, visit, live and socialise – aligned to our LOIP vision that 'Aberdeen is a place where all people can prosper'. The projects drawn from the baseline of engagement that led to the approved City Centre Masterplan 2015, and the results of the public simulator survey undertaken in the summer 2021 to provide a priority focus for delivery. The internal data is extensive across the Strategic Place Planning, Corporate Landlord, Operations and Capital functions of the Council. Full Council approval of the CCMP 2015: ABERDEEN CITY COUNCIL

	Link to the online simulator survey questionnaire 2021: CCMP - APPENDIX A CCMP REVIEW - Final Version.pdf (aberdeencity.gov.uk) The current focus of project delivery is to the central section of Union St, between Bridge Street and Market St, - the geographical the heart of the city centre and to the Beach area which is proving itself to be one of our greatest outdoor assets which would benefit from a Development Framework of planned investment. (The Council and Committee reporting from the start of the 2021 City Centre Masterplan Refresh are provided at the beginning of this IIA).		
Consultations with officers or partner organisations Please list your sources	The City Centre Masterplan refresh is based on Aberdeen City Council's promise to the citizens of Aberdeen in 2015 with the unanimous approval of the masterplan to set the social, economic and environmental conditions for the city centre over a 30-year period, and the priority projects endorsed by extensive online engagement in June/July 2021 (see above link). From March 2021 officers across the services have been detailed in the delivery of the CCMP prioritised projects to a stage where now stakeholder engagement and consultation has taken place. The range of consultation methods and the outcomes will be reported to future Full Council meetings. **Appendix F** details the stakeholder engagement since February 2022 Council. The Accessible City Transportation Users Partnership group, a stakeholder awareness group for improving transport and accessibility in the city lead by ACC and with membership including, Stagecoach, First Bus, Disability Equity Partnership, North East Sensory Services, NESTRANS, Aberdeen Cycle Forum, Aberdeen Taxi Forum and Grampian Cycle Partnership were given presentations on the Union Street Central options and invited to express and forward their opinion on each option. Those opinions have been recorded and evaluated in Appendix F.		
Other: Please list your sources	A programme of engagement is to be brought forward under the terms of the remits given at the City Growth and Resources Committee August 2021, Item 14 – City Centre Masterplan, Appendix A (pages 4-10), and all project proposals be subject to stakeholder engagement in drafting and to consultation on finalised draft proposals before Council make its decision. CCMP - APPENDIX A CCMP REVIEW - Final Version.pdf (aberdeencity.gov.uk)		
Does this proposal contribute to the Public Sector Equality Duty to eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations?	Yes – please explain All proposals for change are predicated on study and analysis of their social, economic and environmental contexts and developed by Officers to enable wide stakeholder engagement to		

	take place to both support and challenge the detail in order that the project delivery and intended outcomes meet the objectives of the city centre. The equal opportunity for anyone to access the city centre is a key Council policy objective and is reflected in the Local Outcome Improvement Plan vision of 'Aberdeen is a place where all people can prosper' – by having an inclusive, attractive, inviting and barrier free city centre. Projects that follow a comprehensive stakeholder engagement programme and with the methods, topics and results recorded and shared, enables a comprehensive understanding of objectives and issues to aid good decision-making and with the aim of fostering good relations. This includes the recommendation to establish a Stakeholder Forum for the city centre in order to ensure that all needs are considered in the context of each other.		
Does this proposal contribute to the Council's Equality Outcomes 2021-25?	Yes – please explain The Council's Equality Outcomes 2021-25 require barrier-free communication and access for people in Aberdeen. In response to Outcomes:**1**, projects seek to reduce social and physical barriers by creating a city centre that is attractive for all people, **2**; diverse communities will access the city with a feeling of safety and belonging in a well-managed and attractive environment,		

	3; enabling greater civic participation, with reduced barriers to access, through the requirement for stakeholder engagement, well communicated project to increase awareness and opportunities to be involved individually or collectively. The Chief Executive, Directors of Aberdeen City Council and Administration Leaders champion our agenda of involvement and accessibility in all project development.		

Please note for any high negative or medium negative impacts identified (red or amber), a full Integrated Impact Assessment will be required (stage 2).

Please provide a brief high-level summary that your policy will bring about:

The update reports on the following project areas:

- **Union Street Central**

  Full Council on 28 February 2022 instructed that Union Street central be re-opened as soon as was practicable to buses, taxis, private hire and bicyclists, as well as to bring forward options for the street.

  Appendix A is an appraisal of four options carried out by a working group of senior transport officers with technical support from external transport and urban realm design consultants. It concludes that the greatest positive effect on the city centre would be achieved by introducing pedestrianisation proposals with cycle provision and timed service access (Option 2). **See Appendices A: Union Street Central Options Appraisal & B: Union Street Central Design.**

  In response to engagement on the 4 Options the Disability Equity Partnership (DEP) have concluded that they would wish to see Option 3 – which provides for buses, taxis, private hire and bicycles with bus bays to enable pulling into bus stops be developed in detail. DEP do not support any of the other options (see Appendix F) and consider that Option 2 negates accessibility because accessible parking options on Union Street are not proposed and direct bus accessibility is to the eastern and western sections of Union St and with public transport priority along Bridge Street, Market Street and Guild Street.

  In order to mitigate DEP concerns, within the historic environment, accessible parking (blue badge spaces) are proposed on Back Wynd whilst balancing the delivery of the approved 'cafe culture' in Back Wynd, Little Belmont St and Belmont St to support business in this area. Accessible car parking spaces will be integral to proposals for Schoolhill, and in the Green on-street parking allied to the Market building which will provide 24/7 accessibility to Union Street, Union Terrace will also provide for accessible car parking spaces, as well as within existing publicly available car parking in the city centre. Proposals for the city centre see 9 blue badge spaces removed (5 from Little Belmont St and 4 from Union Terrace) with an additional 13 new blue badge accessible spaces being created (1 Stirling Street, 1 Exchange Street, 1 Carmelite

Lane, 6 Union Terrace, 4 Schoolhill beside the Academy). Overall across the City Centre there will be a net increase of 13 accessible parking bays compared to pre-pandemic numbers in 2019 (2019 - 62no. spaces, Proposed – 75 no. spaces).

Taxi ranks numbers will also have a net increase over pre-pandemic numbers, 21 spaces. (2019 - 48 no. spaces, Proposed 69 no. spaces). Ranks are generally smaller and more prevalent throughout the city centre, including Dee Street, Back Wynd, HMT, Hadden Street, Shiprow and Queen Street, therefore improving access opportunities throughout. It is acknowledged that the taxi drivers would prefer to access Union Street Central, however, this is potentially detrimental to the overall objective of active travel, LEZ and noise levels and is considered to be offset by the overall increase in provision. In addition, a means of "smart" monitoring of available spaces is being investigated to enable drivers to be directed to vacant bays in ranks across the city centre.

Bus stops are proposed to be located at the northern extremities of both Market Street and Bridge Street (as close to Union Street Central as possible) which will avoid level changes for disability groups. The proposed new Aberdeen Market will also provide covered level change access for all via escalators and lifts from the Green, where new accessibility spaces will be located, to Union Street. The streetscape proposals provide a total of 8m (4m either side adjacent to building frontages) of unobstructed pedestrian access, including rest stops with seating, tactic paving and kerbs. It should be noted that this will not be a shared surface and is exclusively for pedestrians.

The Options provided for stakeholder engagement are visioning plans base on place knowledge which will require further development with stakeholders, including Police Scotland, to determine place needs in significant detail to be both appropriate to the historic setting, to meet user needs as well as enabling planned and unplanned events.

- **City Centre Traffic Management Plan -** The proposal is to seek confirmation from June 2022 Council that Council wishes to proceed with making the Experimental Traffic Regulation Order for the identified public transport priority area, in addition to the areas of Back Wynd, Belmont St, Schoolhill, Upperkirkgate and Union Terrace allied to the February 2022 Council instruction to proceed with the Café Culture programme of investment in the Back Wynd, Little Belmont St and Belmont Street area.

  The Experimental Traffic Order (ETRO) for Union St central to enable its re-opening to buses, taxis, private hire and bicyclist was made on the 20th of May 2022 for a period of statutory consultation with the earliest date possible for the Order to be effective being 21st June 2022. Details of the ETRO are in **Appendix C.**

- ***Union Street Façade Review Condition Survey and Pilot Implementation Plan***
  The recommendation is to proceed with a pilot study for the façade and main areas restoration of property at 107-131 Union St, with the scope of work to engage owners, provide detailed specifications for building works, costs and funding planning and project delivery to enable a rolling programme of investment to take place. **See Appendix D.**

- ***George Street - Initial survey engagement –*** The outcome of the February- March 2022 survey provided findings to yield a baseline of opinions that can be developed into deeper and topic specific engagement, subject to elected member approval, as the foundation to deliver recommendations for regeneration and intervention initiatives in a draft masterplan.

A summary of the response findings, to provide a baseline for the masterplan to be drafted, is provided at **Appendix E** which provides the foundation for detailed engagement on developing proposals for the George St area

- **Engagement**
  A key component of project delivery is stakeholder engagement, and the programme of stakeholder involvement and activities is provided in **Appendix F.**

  In order to retain objectivity and to ensure compliance with the Equality Act 2010, an independent audit of forthcoming RIBA Stage 4 technical designs for streetscape projects will be undertaken and used to inform both this assessment process and the final streetscape designs.

Will a full assessment be required?	**Yes**	No	A full assessment has been done to ensure that all aspects arising are inclusive and considered in detail.

Assessment completed by: Name and job title	Nigel McDowell, Senior Planner, Urban Design
Date:	13/06/22
Signed and approved by Chief Officer (Name and signature)	Signature for David Dunne Interim Chief Officer – Strategic Place Planning

If you have any queries or require this form in an alternative format, please contact equality_and_diversity@aberdeencity.gov.uk

A fully completed and signed form should be mailed as a PDF to the above email address for publishing your assessment.

Integrated Impact Assessment

Stage 2

This stage should be completed following Stage 1 of the Integrated Impact Assessment where required.

In this stage, focus is on assessments that have a high or medium negative impact and the proposed mitigations. Please tick which areas it might affect and provide a summary of your mitigating actions for the negative impacts identified. You do not need to give a mitigation for each article.

Human Rights

Does the proposal have an impact on Human Rights? Identify the relevant Article and record the relevant impact and describe as a summary the mitigating steps proposed.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Article 6 Right to a fair and public hearing	No impact	In consideration the report to Council on city centre masterplan updates has a neutral impact on Human Rights. The democratic process of Council seeks to address inclusion from any interested party on the report by publishing in advance and enabling verbal or written deputation as well as everybody being able to discuss matters with their elected members, should it be considered that the stakeholder engagement and/or recommendations fell short of that required to enable Council to make transparent and informed decisions. Where stakeholder agreement cannot be reached mitigation has been proposed where possible to endeavour to alleviate concerns regarding accessibility, and we would hope that our partners continue to work with us to
Article 7 No punishment without law	No impact	
Article 8 Right to respect for private and family life, home and correspondence	No impact	
Article 9 Freedom of thought, conscience and religion	No impact	
Article 10 Freedom of expression	No impact	

		deliver the objectives of the city centre masterplan.
Article 11 Freedom of assembly and association	No impact	
Article 12 Right to marry and to find a family	No impact	
Article 14 Right not to be subject to discrimination	No impact	
Article 1 of Protocol 1 Protection of property	No impact	
Article 2 of Protocol 1 Right to education	No impact	
Article 3 of Protocol 1 Right to free elections	No impact	

Children and Young People's Rights

The United Nations Convention has 54 articles that cover all aspects of a child's life and set out the civil, political, economic, social and cultural rights that all children everywhere are entitled to. It also explains how adults and governments must work together to make sure all children can enjoy all their rights.

Children's rights apply to every child/young person under the age of 18 and to adults still eligible to receive a "children's service" (e.g., care leavers aged 18 – 25 years old).

Identify all Articles of the United Nations Convention on the Rights of the Child (UNCRC) and Optional Protocols which are relevant to your proposal and record the relevant impact and describe the mitigating steps.

Please tick which areas it might affect and provide a summary of your mitigating actions. You do not need to give a mitigating step for each article.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Article 1 definition of the child	No impact	The following statement are not mitigations but identification of the needs and opportunities the specific projects have and
Article 2 non-discrimination	No impact	

		their likely impact to the identified Articles regarding Children and Young People: The city centre masterplan projects under the terms of the report update seek to bring forward initiatives that make these prioritised parts of the city centre more attractive places to be, where natural surveillance through increased activity should take place, where greater stimulus and appreciation of our built heritages can be seen and enjoyed as part of our engendered local pride and sense of positive place identity. Within the streetscapes that can accommodate accessible blue badge spaces this should mean that increased accessibility to the services and amenities for all is achieved and therefore adding immeasurably to quality-of-life experiences for children and young people who rely on specific transportation to meet their needs. It is expected that the future IIA reporting outcomes can elaborate on these positive outcomes with finalised technical plans following the process of stakeholder engagement and evaluation.
Article 3 best interests of the child	No impact	
Article 4 implementation of the convention	Consideration of the IIA is implementation of the convention	
Article 5 parental guidance and a child's evolving capacities	No impact	
Article 6 life, survival and development	Positive Impact	
Article 7 birth registration, name, nationality, care	No impact	
Article 8 protection and preservation of identity	Positive, the projects reported on are at the heart of place identity and sense of belonging which is an environmental consideration of individual and city identity.	
Article 9 separation from parents	No impact	
Article 10 family reunification	No impact	
Article 11 abduction and non-return of children	No impact	
Article 12 respect for the views of the child	No impact	
Article 13 freedom of expression	No impact	
Article 14 freedom of thought, belief and religion	No impact	
Article 15	No impact	

freedom of association		
Article 16 right to privacy	No impact	
Article 17 access to information from the media	No impact	
Article 18 parental responsibilities and state assistance	No impact	
Article 19 protection from violence, abuse and neglect	No impact	
Article 20 children unable to live with their family	No impact	
Article 21 adoption	No impact	
Article 22 refugee children	No impact	
Article 23 children with a disability	Positive Impact - It is anticipated that obstacle-free dedicated pedestrian footways with the option to use seating and enjoy urban greenery without vehicular conflict in central Union St provides a safter more attractive environment for all people to be in and use.	
Article 24 health and health services	Positive impact – The projects focus on delivering a refreshed city centre with stronger 'sense of place' as an environment that is clearly accessible and with places where people to want to be in. Being in positive	

	environments is crucial to our health and well-being and supports health service delivery.	
Article 25 review of treatment in care	No impact	
Article 26 social security	No impact	
Article 27 adequate standard of living	No impact	
Article 28 right to education	No impact	
Article 29 goals of education	No impact	
Article 30 children from minority or indigenous groups	No impact	
Article 31 leisure, play and culture	Positive impact – The projects proposed for the city centre aim to create safer, easy to use places that give better access to leisure and play and should support more options for cultural activity and 'sense of place'.	
Article 32 child labour	No impact	
Article 33 drug abuse	No impact	
Article 34 sexual exploitation	No impact	
Article 35 abduction, sale and trafficking	No impact	
Article 36	No impact	

other forms of exploitation			
Article 37 inhumane treatment and detention	No impact		
Article 38 war and armed conflicts	No impact		
Article 39 recovery from trauma and reintegration	No impact		
Article 40 juvenile justice	No impact		
Article 41 respect for higher national standards	No impact		
Article 42 knowledge of rights	No impact		
Optional Protocol on a Communications Procedure	No impact		

Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. Identify the protected characteristics that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Age A person belonging to a particular age (for example 32-year-olds) or range of ages (for example 18 to 30year olds).	Positive Impact	The following statement is made in recognition of the likely impacts that the projects will have in delivery after stakeholder involvement and the iterative processes of engagement and consultation. Ultimately the processes sought should bring forward proposals that provide the 'best value' solution within their specific areas of a city centre under the remit of 'designing for everyone'.
Disability people with disabilities / long standing conditions	Positive Impact	

Race (including Gypsy / Travellers) people from minority ethnic communities and different racial backgrounds	Neutral Impact	The overall projects ethos is one of creating better places – better by being more accessible, balancing the needs of all users, more attractive to be in and use and to re-establish or create destinations through good design. The ultimately improved environments of the city centre should encourage greater use, at different times of the day and year for different uses. Creating the right environments for people to feel safe in, and be comfortable using, them supports the inclusive needs of our society within well managed places. The success of the city centre depends on its ability to provide a greater, well managed, intensity of uses and therefore greater opportunities to attract people of all ages, backgrounds and beliefs.
Religion or belief people with different religion and belief to include those with no beliefs	Neutral Impact	
Sex - Gender identity men or women, boys and girls	Positive Impact	
Pregnancy and maternity women who are pregnant and / or on maternity leave	Positive Impact	
Sexual orientation lesbian, gay, bisexual, heterosexual / straight	Positive impact	
Gender reassignment anybody whose gender identity / expression is different to the sex assigned to them at birth	Positive impact	
Marriage and civil partnership people who are married or in a civil partnership	Positive impact	

Socio-Economic Inequalities

Not every person / family has access to regular income or savings. You should therefor consider the impact of your proposal on people who might be unemployed, single parents, people with lower education or literacy, looked after children, those with protected characteristics are just some examples.

Identify the group that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	High / Medium Negative impact	Mitigations Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Low income / income poverty – those who cannot afford regular bills, food, clothing payments.	No impact	
Low and/or no wealth – those who can meet basic living costs but have no savings for unexpected spend or provision for the future	No impact	
Material deprivation – those who cannot access basic goods and services, unable to repair/replace broken electrical goods, heat their homes or access to leisure or hobbies	No impact	
Area deprivation – consider where people live and where they work (accessibility and cost of transport)	Positive impact	Whilst the city centre does not record within the Scottish Indices of Multiple Deprivation, adjacent and wider communities within Aberdeen do. The city centre is the location of the primary commercial and leisure activities as well as home to the City Council and a wide range of goods and services therefore improved accessibility and a strengthened sense of place as somewhere people want to be is crucial. All of the project areas within this report to Full Council are focused on place improvement to create better destinations within the city centre and accessibility within and around them.
Socio-economic background – social class, parents' education, employment, income.	No impact	

Consultation and monitoring

Have you undertaken any of form of consultation with any of the affected groups?	Yes	No
Describe the consultation processes/methods undertaken and the number of participants/respondents	The record of engagement/consultation and monitoring is provided in **Appendix F.** The city centre sub-group of the Disability Equity Partnership (DEP) (3 members) meet with ACC Officers regularly, if not weekly, to update on project detail and awareness and to co-ordinate formal responses to draft plans. DEP are one of a wide range of key consultee stakeholders to be consulted on draft plans for delivery in order to be informed and provide their own position on relevant projects, and their feedback is included within **Appendix F.** Presentations to Equalities Participation Network, Aberdeen Inspired Business Improvement District levy payers' business groups, ACC Housing Tenants forum, the Community Councils Forum and the aforementioned simulator survey are some of the engagement and awareness that has taken place in advance of this report.	
Summarise the changes or improvements that have been made to the policy because of the consultation.	The future reports to Council on the findings following stakeholder engagement sought will be subject to and updated Integrated Impact Assessment. This process is one of inclusive engagement and fact sharing to enable interested parties to consider for themselves the likely impacts, positive, negative or neutral and either make recommendation for change, support or reject the proposal. It will then be for Council to ultimately decide on what is approved based upon the engagement and evaluation presented. In order to ensure balanced views across the wide range of stakeholders in the city centre, the covering report recommends establishing a Stakeholder Forum.	

Set out what suggested changes or improvements that have not been made and why	Any further revisions to the draft proposals arising from ongoing stakeholder engagement, will be incorporated into technical designs and if necessary, presented to Council for their consideration at future meetings.
What impact(s) has the consultation had upon your proposal?	Engagement so far has increased channels of communication between DEP and Snr Council Officials, and it is likely that with the accessibility of the on-line surveys and communications wider groups engagement have added value to the processes of project approval. With Council approval, all projects being drafted should be subject to a programme of engagement and consultation and the findings, and any revisions sought, reported to Council for determination.
How will this policy be monitored	In progress updates at Council throughout 2022 and until project completion and then post project evaluation.
Use this section to justify why your proposal should go ahead despite the negative impacts identified.	In presentation of the four options for Union Street Central, the Disability Equity Partnership and the Taxi Drivers Forum have expressed concerns. The DEP do not support Option 2 upon consideration that it is a shared space and would prefer to see Option 3 developed further to know its potential and any issues, whilst the bus operators are concerned that Option 3 may cause bus delays through queuing and wish to see public transport priority being given to Bridge St, Guild St, Market St for all options. The Taxi Drivers' Forum consider that all the options are more favoured toward buses and cyclist rather than taxi provision as a sustainable travel mode within the city centre. The appraisal of all 4 options has been undertaken objectively and considers the needs of all users in the city centre. This assessment identifies a number of proposed measures to be incorporated in the technical design stage for Union Street Central, including, but not limited to:

	• Bus Priority Measures on Market Street, Guild Street and Bridge Street • 21 additional taxi spaces (compared to 2019) • 13 additional accessible spaces (compared to 2019) • Improved detail of streetscape including tactile paving and kerbs • 8m total unobstructed pedestrian only space • Bus stops located at close proximity to either end of the streetscape • Rest stops throughout.

Authorisation and sign off: for Stage 2:

Title of Policy / proposal:	**City Centre Masterplan Update: 29 June 2022 Report Ref:** RES/22/137	
Directorate and Cluster:	**Strategic Place Planning**	
Policy and assessment author (s)	Name: Nigel McDowell Job title: Senior Planner (Urban Design) Date: 13.06.22	Name: Sandy Beattie Job title: Masterplan Manager Date: 21.06.22
Authorised and approved by Director or Chief Officer	Name: David Dunne Job title: Interim Chief Officer Strategic Place Planning Date: 21/06//22	Name: Job title: Date:

Following completion and approval, please email your completed assessment to:
equality_and_diversityty@aberdeencity.gov.uk

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	Appendix G Exempt
CONFIDENTIAL	No
REPORT TITLE	Beachfront Masterplan Update
REPORT NUMBER	COM/22/138
DIRECTOR	Steven Whyte
CHIEF OFFICER	Craig Innes
REPORT AUTHOR	Craig Innes
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

1.1 This report provides Members with relevant background to the Beachfront Masterplan and provides updates on preparation of a Beachfront Development Framework as well as a number of key projects which are progressing through to either Outline Business Case (OBC) or Full Business Case (FBC).

2. RECOMMENDATIONS

That Council:

2.1. Approves the content of the Draft Beachfront Development Framework and Executive Summary (Appendix A and Appendix B);

2.2. Notes the content of the Draft Beachfront Strategic Environmental Assessment Scoping Report (Appendix C) and recognises that an Environmental Report will be prepared to accompany the Development Framework;

2.3. Instructs the Chief Officer – Strategic Place Planning to publish the Draft Beachfront Development Framework and associated Strategic Environmental Assessment for a 6-week public consultation period;

2.4. Instructs the Chief Officer – Strategic Place Planning to report the outcomes of the public consultation on the Draft Development Framework back to a future meeting within the next 6 months, including any recommended revisions to the Draft Framework;

2.5. Instruct the Chief Officer – Commercial & Procurement to continue to progress the following short term interventions to FBC: Urban Park, Events Park, Beach Landscaping, Broadhill (Public Realm and Landscaping) and report progress to December 2022 Council;

2.6. Instruct the Chief Officer – Commercial & Procurement to continue to progress the following medium term interventions to OBC: New Canopy, Beach Ballroom

Plaza, Broadhill structures, Pedestrian spine and report progress to December 2022 Council;

2.7. Instruct the Chief Officer – Commercial & Procurement to provide further updates on all longer term interventions to OBC: Beach Boulevard, Surf Village, Beach Ballroom, New Stadium, New Leisure Facility, Boardwalk, New Slipway, Energy Centre, Justice Street Roundabout and report progress to December 2022 Council:

2.8. Instruct the Chief Officer – Commercial & Procurement in conjunction with Chief Officer – Operations & Protective Services to progress coastal protection studies and design development to inform OBC and report progress to December 2022 Council; and

2.9. Note the development of the engagement plan and instruct the Chief Officer – Commercial & Procurement to report updates on an ongoing basis to this Committee.

3. CURRENT SITUATION

Beachfront Development Framework

3.1. Officers were instructed at the 12 November 2021 meeting of the City Growth and Resources Committee to progress work on a Beachfront Development Framework (to sit as a sister document to the City Centre Masterplan 2015) and report back in June 2022.

3.2. A Draft Beachfront Development Framework is presented as Appendix A, an Executive Summary is present as Appendix B, and an accompanying Strategic Environmental Assessment Scoping Report is presented as Appendix C. This Scoping Report will be circulated to the consultation authorities (Nature Scot, Scottish Environment Protection Agency and Historic Environment Scotland (for Scottish Ministers)) and subsequently progressed into an Environmental Report to accompany the final Framework document.

3.3. The area contained within the Beachfront Development Framework is covered by several allocations by the Aberdeen Local Development Plan 2017. Large areas of the site are covered by Urban Greenspace NE3 and Greenspace Network NE1, with the remainder of the site being Beach and Leisure (NC9). There are also a number of natural environment, historic environment and transport policies that are relevant to the area.

3.4. The Development Framework has been prepared in accordance with Aberdeen City Council's Masterplanning process. It is proposed that, once a final version is approved, the Framework will sit as one of the Council's Strategic Plans alongside the wider City Centre Masterplan. It will be used to guide development in the area and inform future planning applications. The document is strategic and does not go into a significant level of detail or provide detailed assessment. It does however identify a vision, opportunities, areas for potential changes and future design principles and parameters for the future development of this area.

3.5. The Draft Development Framework highlights a vision for the Beachfront proposals to "*revitalise and renew the area to maximise the potential of this unique space and create an exceptional asset for the city of Aberdeen*". The design approach has been "*collaborative and landscape led in order to set an appropriate structure to accommodate a broad range of leisure uses, events and public spaces*". The proposals will also "*be attuned to the needs of the local community whilst aiming to position the Beachfront as a prominent visitor location and reconnect the beach with the city centre*"

3.6. The Draft Development Framework progresses with the Ropes concept option presented to the City Growth and Resources Committee in November 2021. This option is inspired by the historical Rope and Sail making works that were located on the site to the south of Queen's Links. This concept is centred around the Beach Ballroom and it being re-imagined within the parkland setting with improved public realm. The proposal also integrates the Beach Ballroom with the potential state of the art sport and leisure facilities (the preferred and two alternative options are identified in the Development Framework).

3.7. The Draft Development Framework (Appendix A - Section 6.9 onwards) develops and identifies key design interventions and opportunities and identifies the following character areas:

1. Beach Ballroom
2. Events Park + Field
3. Core Play Park
4. Esplanade and Beach (north + south)
5. Beach Boulevard
6. Broad Hill
7. Potential Stadium and Leisure
8. Beach Village

3.8. Each character area is split into sub sections which set and describe design principles, spaces, interventions, and proposals. Though the character areas are identified separately they all integrate with and relate to each other, with some of the proposals clearly overlapping. Proposed development areas are also identified on the plans, with proposals, aspirations, assessments, and opportunities identified for each area. These specifically link to the individual projects listed further below (para 3.11 onwards).

<u>Development Framework Next Steps - Public Consultation</u>

3.9. This report seeks approval to begin public consultation on the Draft Beachfront Development Framework and associated Strategic Environment Assessment Reports over a 6-week period. The consultation will be publicised through the Council's website and social media platforms, as well as via email to key stakeholders and consultees.

3.10. Officers intend to report the results of the public consultation within the next 6 months, including any recommended revisions to the Draft Framework.

Beach Projects

3.11. The contents of the report align with requests made by Council on 28 February 2022 to update on progress in the current period since and the anticipated next steps going forward.

3.12. The report is structured to address all elements currently associated with the Beachfront and includes:

- Public realm including the urban park and events field
- Provision of new leisure facility
- Refurbishing Beach Ballroom
- Beachfront Energy Centre
- Highways works including Beach Boulevard and City centre connections

3.13. A range of planning activities have been progressed in conjunction with the PMO since the February 2022 Council meeting. Appendix D – Project Phasing sets out the current timetable of design/consultation activities, business case preparation and pre-construction planning activities being taken forward.

3.14. The key features of the Beachfront Projects are shown in Appendix E where they are numbered one to nineteen (including Justice Street roundabout) as per the below:

Short Term Interventions

(1) New Urban Park :Play Park, Sports Area & Pump Track;
(2) Events Park: New Amphitheatre, Events Field, Gateway Building & Hub Building;
(3) Landscaping: Landscape Mounding;
(4) Broadhill: Public Realm & Landscaping;
(5) Reconfigured Beach Landscaping;
(6) Beach Pavilion Building;

Medium Term Interventions

(7) New Canopy Features;
(8) Beach Ballroom Plaza;
(9) Broadhill (Structures);
(10) Pedestrian Spine;

Longer Term Interventions

(11) Beach Boulevard;
(12) Surf Village.
(13) Beach Ballroom;
(14) New Stadium;
(15) New Leisure Facility;
(16) Boardwalk;
(17) New Slipway;
(18) Energy Centre;

(19) Justice Street Roundabout.

Progress Updates

3.15. Detailed phasing and market appraisal studies in response to market volatility considerations have been undertaken with the Programme Management Office (PMO). The adoption of a phased pre-construction strategy for the public realm projects is now in place to achieve a greater level of certainty in delivery. This approach, which has been developed in conjunction with the PMO and the design team, allows for the up -front delivery of the works that do not involve major services diversions or transport/roads related consultation and approvals processes. This approach ensures that the impact of inflation associated with current market conditions is mitigated to ensure best value.

Public Realm Overview

3.16. A range of options for developing the Beachfront Masterplan associated with public realm were previously presented to Committee during 2021. An option appraisal exercise was undertaken in late 2021 and the "Ropeworks" theme referencing the industrial heritage of Aberdeen Beachfront was selected. Further work was then undertaken to understand how this theme could deliver the facilities and venues desired by Aberdeen City Council and in February 2022 a report was presented confirming this. At the February Council meeting, Officers were requested to begin development of the Beachfront Public Realm based on this theme and associated facilities to Full Business Case. This included:

- New Urban Park - including a play park, sports area and pump track
- An Events Park – including a new amphitheatre, events field, gateway building and hub building
- Landscape work associated with Broadhill
- Reconfiguration of wider Beachfront Landscaping

Progress in Period

3.17. Since 28 February 2022 the Tier One Construction Contractor has been appointed to support design and development of the Beachfront Public realm. This has allowed detailed survey activity to be procured and this has commenced on site. This includes topographical surveys and environmental surveys that will ultimately inform future planning applications. Work has also been undertaken with the PMO to understand design requirements and how works can best be phased on site to achieve the desired construction start date whilst also accommodating key activities with Aberdeen City Council concerning road works, closures and diversions. Current programme dates associated with the Beachfront Public Realm activity are included in Appendix D.

3.18. Concept visuals and design layouts associated with the above are included in Appendix E.

Next Steps

3.19. The PMO will continue to progress the development of the masterplan proposals through the RIBA Stage 1 (preparation and briefing) - preparation and brief and seek sign off of proposals as they emerge with a view to developing the concept design in RIBA Stage 2 (concept design). Information gathering will step up through the delivery of key topographical and environment surveys procured via the PMO and this information will be used to inform the concept design. Engagement with Council officers will be scheduled to provide critical technical and advisory support during these stages.

3.20. The PMO will provide support to the development of the detailed programme and the phasing of construction works in a safe and secure way with input from Council officers.

3.21. The PMO will continue to engage in the stakeholder management programme of activities with outputs informing the design development. Progress on the development framework will continue with input from planning officers followed with the preparation of a strategy for managing anticipated applications coming forward.

Leisure Facility Overview

3.22. The Council on February 28th 2022 instructed the progression of the design and development of the leisure facility to OBC.

Progress in Period

3.23. The PMO has adapted the design of the Leisure Facility to function as a standalone facility. Work has been undertaken developing a draft OBC that confirms the brief for the facility and an associated accommodation schedule. An options appraisal is currently underway to explore how the Ice pad can be retained during construction of the new facility. In tandem with activity associated with the beachfront public realm elements, topographic and environmental surveys have been procured and these have commenced on site. This has been presented to key stakeholders including Sport Aberdeen and will form the brief and associated Accommodation Schedule to allow detail design to progress in line with the development programme included in Appendix D.

3.24. The main activities have been carried out since February include:

- Analysis of possible additional sports that could support the facility;
- Market Assessment and Demand Analysis of both Leisure and Ice elements;
- Updated reviews of shared spaces between leisure and stadium;
- Detailed review of options for retaining the existing ice arena during construction with developed option.
- Demand studies

Next Steps

3.25. The next steps to allow design of the Leisure facility to progress includes confirming the project brief and accommodation requirements which has been undertaken in consultation with Sport Aberdeen. The leisure facility is also impacted by decisions associated with the potential Beachfront Stadium. If it is decided that a stadium will be constructed the accommodation requirements of the new leisure facility may be adjusted to take account of overlapping facilities and shared areas. This includes a decision on whether the stadium and leisure facility become a combined facility. In this respect the programme will be subject to review to reflect the revised scope of a combined stadium and leisure facility, should it proceed.

Stadium Progress

3.26. Continued engagement with Aberdeen Football Club (AFC) to assess relationship and synergies with wider beachfront development has taken place since February 2022. Planning activities have been progressed including demand studies for the facility undertaken in association with AFC. These have been undertaken in preparation for development of an OBC at the next stage. These completed studies have also enabled appraisal of other complementary functions on the beachfront development.

Next Steps

3.27. The next steps to progress with the stadium are as follows:

- Consideration of commercial arrangements for progression will be developed to inform the OBC.
- Consideration by Council Committee(s) of OBC: within the next six months.

Beach Ballroom Overview

3.28. The Council on the 28 February 2022 instructed the progression of design and development of the Beach Ballroom toward OBC. The design of the Ballroom at this point had progressed to a concept design based on the Council's aspirations for refurbishing the Ballroom and returning it to its former glory. The Beach Ballroom facility is also impacted by decisions associated with the potential Beachfront Stadium. If it is decided that a stadium will be constructed the accommodation requirements of the Beach Ballroom facility may be adjusted to take account of overlapping facilities and shared areas. In this respect the programme will be subject to review once the status of the stadium is confirmed.

Progress in Period

3.29. The PMO has been progressing options appraisals and value management studies to respond to variant briefing requirements, subject to decisions associated with the stadium. Ongoing studies are progressing to assess the optimum operational models across the beachfront development which will be

tested through the OBC process. Consultation has taken place with Historic Environment Scotland on the evolving proposals.

Next Steps

3.30. Exploration of opportunities for efficiency in the Ballroom design will continue in parallel with brief definition once the Stadium decision has been made. This will allow a definitive brief and accommodation schedule to be prepared for the Ballroom. Prior to this, survey activity will proceed to confirm structural condition, Mechanical and Electrical Services (MEP) services condition and the presence of asbestos within the building. Further discussions are also planned with Historical Environment Scotland (HES) to inform design activity.

Boardwalk, Surf Village and Slipway (including interface with Coastal protection) Overview

3.31. Council Officers are currently progressing detailed scoping and planning activities to inform briefing, design development and business case planning on the above projects. These projects will then be competitively procured via the PMO.

Next Steps

3.32. Council officers are currently reviewing coastal flood defences associated with Aberdeen beachfront. During the period prior to design work progressing on the boardwalk/slipway elements of the Beachfront project further discussion will be held on how the flood defence work can integrate with and/or complement the beachfront development including boardwalk configuration. A specialist marine survey organisation has now been appointed via the PMO to support this activity.

Energy Centre Overview

3.33. The energy centre solution will need to meet the requirements of Aberdeen City Council Climate Change Plan 2021-25: Towards a Net Zero and Climate Resilient Council. The Plan sets out the approach, pathway, and actions towards net zero and climate resilient Council assets and operations, by 2045. As such, energy-efficient designs will be incorporated alongside renewable and low carbon energy sources, with consideration provided on how further decarbonisation could be achieved in the future. Following the Net Zero Carbon planning process, the aspiration is for one energy centre to serve the entire site.

3.34. The project provides a platform to create new and innovative technologies and systems in order to provide a net zero carbon, electricity, heating, and cooling solution to serve the load demands of the development.

3.35. Following a Net Zero planning process with the design team and Council officers it is proposed that the project will achieve Net Zero Carbon in operation status. The design team will also seek to reduce carbon associated with

construction, but the project will not seek formal Net Zero on construction certification.

3.36. Whilst the project will not seek formal Passivhaus certification, the design team should seek to implement these principles where practical, in order to reduce energy demand as far as possible.

Progress in Period

3.37. Energy appraisals and studies aligned with the Council's Net Zero policies have been progressed to inform the optimum energy strategy associated with the various beachfront development projects.

3.38. Initial scoping processes have been initiated to align these proposals with the wider city heat and power infrastructure solutions and partnerships. These will be reported on as part of the December 2022 report update.

Next steps

3.39. This appraisal, when complete, will include all load profiling, carbon modelling sizing, location considerations, technical specifications, commercial appraisals, capital costs and running cost considerations.

City Centre to Beach Connectivity

3.40. The existing roundabout at the bottom of Justice Street presents a significant barrier to pedestrian and cycle connectivity between the City Centre and the Beach. This is both in terms of physical connections and also due to the change in character that is experienced on encountering the roundabout and infrastructure dominated street**.**

3.41. At the Council meeting on 28 February 2022, Council officers were instructed to develop an OBC based on the redevelopment of the junction 'at grade'. In order to do this, work has started to develop the necessary technical studies, which combined with analysis of economic, social and environmental benefits, will be presented to the Committee in Q1 of 2023. It is recognised that the development of the existing roundabout is inextricably linked to the emerging proposals for the Beach Boulevard and hence these projects will be developed as a coordinated piece of work.

3.42. The opportunity exists for the development of a 'vision' for connectivity leading to transportation, environmental and urban realm improvements which will positively impact on the current junction and surrounding buildings e.g. Hanover Street School and the Health Village.

3.43. An overview is shown in Appendix E.

Project Linkages

3.44. There are a number of key linkages between this project and work underway within the City Centre Masterplan which will be taken into consideration whilst developing the OBC. These include;

- Beachfront Development Framework (currently being prepared). The roundabout is within this study's redline boundary
- Castlegate Streetscape Project at the junction with Justice Street
- Proposed improvement to the Beach Boulevard
- Recalibration of the City Centre Master Plan
- Ongoing ACC transport specific projects, particularly the Ellon to Garthdee Bus Partnership Fund Study

Next steps

- Continue with the development of the Beach Boulevard and Roundabout Options Appraisal and progress discussion on statutory approval requirements, processes and timelines.
- Develop proposals; recognising key linkages to ongoing other Council projects. Alongside the PMO progress the RIBA Stage 1 proposals in support of the Options Appraisal exercise.
- Work with PMO to develop stakeholder engagement strategy with key users and operators to engage at regular intervals as design develops.

3.45. The proposed OBC (with identified options) will be reported to the Committee for approval in Q1 2023.

Community Involvement and Engagement

3.46. As detailed in Appendix F, since February Council, we have also undertaken specific initial engagement with ACTUP, DEP and young people. The engagement to ACTUP focussed on the Development Framework and provided members of this forum with a high level understanding of the Framework's aspirations. At this session, DEP raised the possibility of undertaking "User Journey Mapping" for less mobile citizens to help the design team understand existing and potential challenges. A User Journey Mapping planning session was subsequently held with DEP and a follow up workshop which provided useful insight into components that could support mobility across the Beach masterplan area.

3.47. The young person engagement involved 450 P6 pupils from Hanover Street, Seaton, St Peters, Ferryhill, Ashley Road, Gilcomstoun and Skene Square schools. From 9 – 13 May, young people were "on site" at the Beach and in the City Centre. The engagement aim was to enable young people to contribute further to more detailed design elements now being considered by the design teams, particularly around play and street furniture.

Next Steps

3.48. A detailed engagement plan for the Beach is currently being prepared and will be finalised when the design and implementation programme is agreed. The engagement plan recognises that the Beach transformation will have city and region wide interest and it is proposed to be of significant scale and include activation events that will generate widespread interest and discussion.

4. FINANCIAL IMPLICATIONS

4.1. The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area.

4.2. The Council will continue to facilitate the next phase of design works with Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost.

4.3. The Beachfront Financial Tracker (Appendix G) provides an update on the total budget approvals to date in relation to project delivery.

5. LEGAL IMPLICATIONS

5.1. The Beachfront Development Framework will inform planning applications, but each application will be decided on a case-by-case basis by the Planning Authority.

5.2. The Council has undertaken an extensive title examination of areas covered within the Beach Masterplan to determine if there are any ownership, third-party right, and/or Common Good Land issues affecting the review site. No material issues have been identified as part of this process.

5.3. As each project proposal progresses, they will be examined and managed within the professional scope of property / conveyancing industry accepted standards, ensuring all due diligence exercises and pre-contract enquiries are complete and satisfactory.

6. ENVIRONMENTAL IMPLICATIONS

6.1. The Draft Beachfront Development Framework (Appendix A) is accompanied by a Strategic Environmental Assessment Scoping Report (Appendix C). This Scoping Report will be circulated to the consultation authorities (Nature Scot, Scottish Environment Protection Agency and Historic Environment Scotland (for Scottish Minister)) and subsequently progressed into an Environmental Report to accompany to final Framework document.

9. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Commercial	Budget pressures due to current market volatility	Robust budgets established. Independent monitoring process established. With PMO early supply chain mitigations action plan established across the programme	M	**Yes**
Operational	Beach Boulevard/Beach promenade traffic arrangements	Significant consultation with Council Roads and Planning Teams, Bus companies and Emergency services planned.	M	**Yes**
Performance	Sufficient capacity of resources with Councils teams to meet programme objectives	Resource review ongoing and augmented support through the PMO	M	**Yes**
Operational	Coastal flooding risk	Engagement with Flooding Team and understand that risk exists mitigated by Coastal Defences - Planned maintenance/upgrade activity is required to support this project	M	**Yes**

Legal	Council title issues and other competing third-party rights Any other legal restrictions (e.g. identification of Common Good Land, Leases, Wayleaves etc.) and any other rights or burdens associated with the proposed project and/or held by third parties that could negatively impact the ability on the Council to deliver elements of the proposed project.	The Council have undertaken an extensive title examination together with a Common Good Land review in partnership with Millar & Bryce Searchers to determine land ownership issues affecting the review site. No material issues have been identified to date. Each project proposal will be subject to further due diligence requirements (in accordance with industry accepted standards) as part of the transaction timeline to determine specific project issues.	M	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan. 1. – Continue to maximise community benefit from major developments.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026.

Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.
Prosperous Place Stretch Outcomes	Supports Outcome 14 Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026.
Regional and City Strategies	The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Neutral Impact
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage
Other	Strategic Environmental Assessment Scoping Report (Appendix C)

10. BACKGROUND PAPERS

- Council Decisions 13 December 2021 https://committees.aberdeencity.gov.uk/documents/g7675/Decisions%2013th-Dec-2021%2010.30%20Council.pdf?T=2
- Report to Council 28 February 2022 https://committees.aberdeencity.gov.uk/documents/s129266/220228%20City%20Centre%20Masterplan%20Update%20Report.pdf
- Council Decisions 28 February 2022 https://committees.aberdeencity.gov.uk/documents/g8184/Decisions%2028th-Feb-2022%2010.30%20Council.pdf?T=2

11. APPENDICES

Appendix A: Draft Beachfront Development Framework
Appendix B: Executive Summary – Draft Beachfront Development Framework
Appendix C: SEA Scoping Report
Appendix D: Project Phasing
Appendix E: Beachfront Design Overview
Appendix F: Ongoing City Centre and Beach Engagement
Appendix G: Beachfront Financial Tracker

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DEVELOPMENT FRAMEWORK MAY 2022 REV P06
ABERDEEN CITY COUNCIL ABERDEEN BEACHFRONT

DRAFT

ACB-KEP-XX-XX-RP-A-852007

ABERDEEN
CITY COUNCIL

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ARCHITECT - BEACH BALLROOM
Keppie Design Ltd

ARCHITECT - BEACHFRONT STADIUM
AFL

ARCHITECT - BEACHFRONT LEISURE
AFL

LANDSCAPE ARCHITECT - BEACHFRONT
Open

CIVIL & STRUCTURAL ENGINEER
Goodson Associates

MEP ENGINEER
Wallace Whittle

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Streets-uk

COST ADVISOR
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1.0 INTRODUCTION

The impact of the Coronavirus pandemic highlighted just how important accessible and good quality public space is to people's physical and mental health.

During this time, the citizens of Aberdeen rediscovered and fell back in love with the city's outdoor spaces and in particular the Beachfront area, understanding it's importance as a key public space for the city and wider area.

The aim of this Development Framework is to set a vision and key design principles for a world class sport, leisure and tourism destination which would revitalise the Beachfront area and reconnect it to the city centre.

OBJECTIVES OF THE DEVELOPMENT FRAMEWORK

The Framework has been developed in accordance with the guidance contained within Aberdeen City Council's 'Masterplanning Process' document in order to ensure an appropriate process of consultation and feedback is developed and is incorporated as the document evolves.

Due to the nature of masterplanning and the scale of the proposals, the detail of the individual elements of the design will inevitably evolve over time, however by establishing a clear structure these changes can be accommodated whilst retaining an overall clarity and coherence to the place. The Framework provides the basis for more detailed proposals to come forward in the future.

The Development Framework:

- Provides an overall vision for the area whilst also allowing for flexibility and differing approaches;
- Establishes a clear and coherent spatial structure which can accommodate change in the long term as detailed proposals emerge;
- Describes character areas and areas of potential intervention;
- Sets out strategic transport proposals in terms of access and connectivity; and
- Illustrates the general directions and phasing of development within the area.



Beachfront Masterplan Brief & Vision Collage

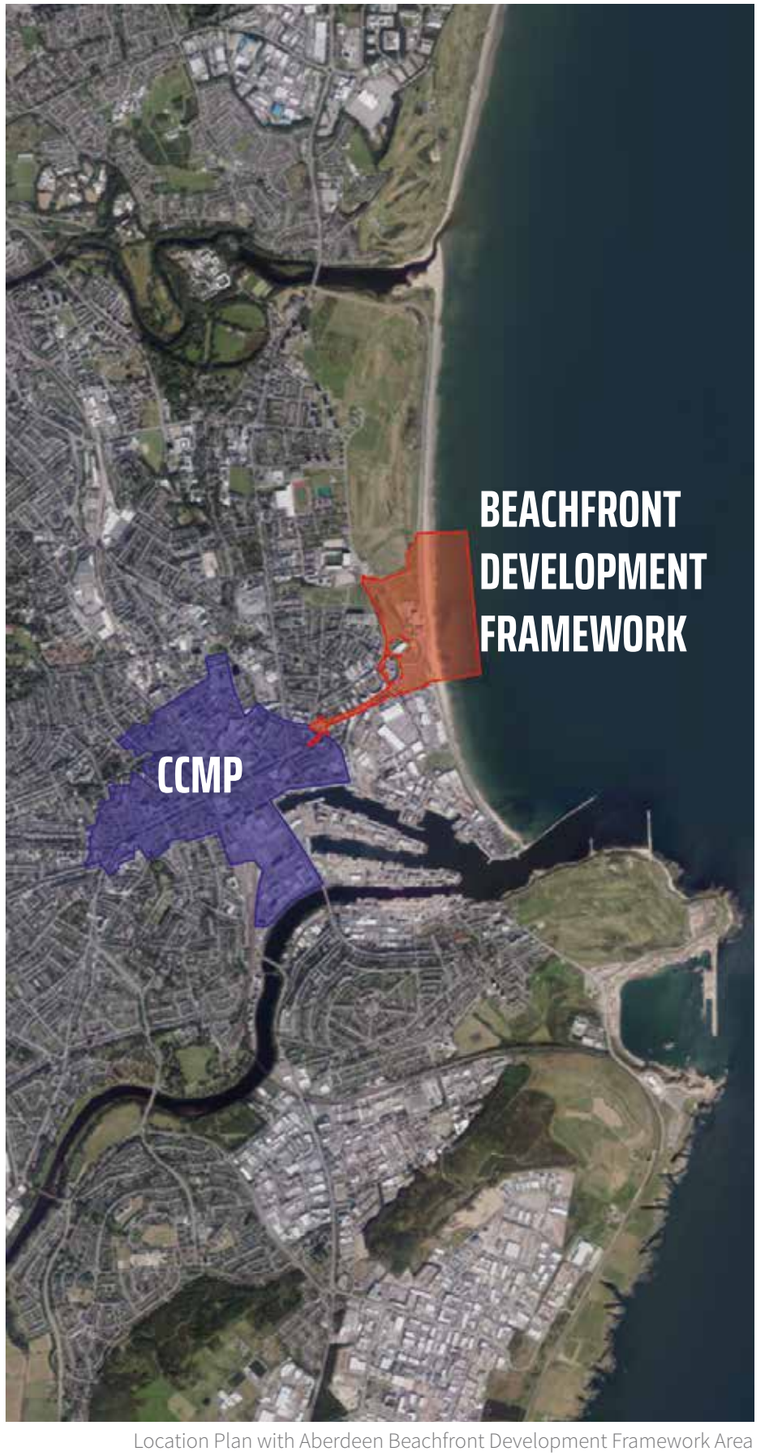
VISION

The Beachfront offers a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen. The above collage illustrates elements of priority within the overall Vision for the Beachfront Development Framework, following several briefing sessions with key personnel at Aberdeen City Council. At the heart of the proposals is the redevelopment of the iconic Beach Ballroom – the 'jewel in the crown' of the Beachfront redevelopment. An enhanced public realm setting for the re-imagined Ballroom, integrated with a potential new Stadium and Leisure complex, will create a dynamic new Urban Park which connects back into the City Centre. This people-focused environment will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.

1.1 DEVELOPMENT FRAMEWORK

A Development Framework is one of the tools under the Council's 'masterplanning' umbrella and sets out a two-dimensional framework of development principles and parameters for the way in which the wider site is to be developed in the future. The Development Framework will serve as a strategy document used by Aberdeen City Council to guide the future development of the Beachfront. The Beachfront Development Framework will not be adopted as Supplementary Planning Guidance, but rather will be a Council-approved strategy, and will be assimilated into a recalibrated City Centre and Beach Masterplan. These documents will be material considerations in the assessment of any future planning applications for development at the Beachfront.

It is proposed that, following the approval of the Development Framework by the Council, detailed planning applications for the new buildings at the Beachfront would be submitted, while the public realm aspects will be progressed by the Council under statutory powers, as previously confirmed by Committees. It is important to stress that the Development Framework sets out principles and parameters to be followed and will not be 'set in stone' or represent a final design solution for the Beach or any of the constituent developments. The document will outline a potential phasing strategy for the prospective developments and interventions at the Beachfront.



Location Plan with Aberdeen Beachfront Development Framework Area



Site Plan with Aberdeen Beachfront Development Framework Area

Beachfront Development Framework Boundary

City Centre Masterplan (CCMP) Boundary

1.2 SEA (STRATEGIC ENVIRONMENTAL ASSESSMENT)

The Development Framework will be accompanied by a Strategic Environmental Assessment (SEA) SEA is an assessment of the likely effects that a proposal will have on the environment, if implemented.

A Strategic Environmental Assessment (SEA) is the systematic review of plans, programmes, and strategies to ensure that environmental issues are considered throughout the preparation, implementation, monitoring, and review of these key documents. The aim of SEA is to achieve better integration of environmental considerations at the heart of decision-making through a more rigorous and transparent planning process.

1.3 HRA (HABITAT REGULATION ASSESSMENT

Due to the location of the proposed works, in proximity to the Ythan Estuary, Sands of Forvie and Meikle Loch Special Protection Area (SPA) and River Dee Special Area of Conservation (SAC), a European designated (Natura 2000) site, a Habitats Regulations Appraisal (HRA) is also required.

The HRA will assess potential impacts to the sites' qualifying features associated with the proposed works, including identifying any mitigation measures necessary to avoid, reduce or offset negative effects. The assessment will be completed in accordance with the approach outlined in 'Habitats Regulations Appraisal of Plans Guidance for Plan-Making Bodies in Scotland.



Aerial View looking west over the Beachfront



View looking towards Beach Ballroom



View of the beachfront with Esplanade and groynes

1.4 SITE HISTORY

Aberdeen, Scotland's third city, developed over many generations as two separate burghs, Old Aberdeen at the mouth of the Don and New Aberdeen, a fishing and trading settlement where the Denburn entered the Dee estuary.

Port activities, trading links, fishing and shipbuilding saw the city and its harbour expand and develop. The first of Aberdeen's shipyards opened in the late 1700's concentrating initially on fishing and whaling boats then steamers, coal carriers and coasters. Aberdeen was also home to thriving industrial and commercial operations focussed on the maritime industry, these included sail-making, tanneries, nail factories, and ropeworks. One such ropeworks was located to the south of Queens Links. The 19th century was a time of considerable expansion; however, growth was organic and un-planned. By 1901 the population was 153,000 and the city covered more than 6,000 acres.

The discovery of North Sea Oil in 1969 marked a major and recent milestone in Aberdeen's evolution. Over the last three decades the city has become the Energy Capital of Europe, the focus of international investment and business enterprise, creating employment opportunities, attracting incoming population, and transforming the harbour from fishing port to a busy industrial hub supporting offshore oil and gas production.

Aberdeen is a city with a close bond to the sea, and the Beachfront area has served the people of Aberdeen and beyond as a key leisure and recreation space for decades. Although still popular today, it was once a thriving tourist destination in the early 1900s, drawing visitors from across the country. Picture postcards from that era term Aberdeen 'The Silver City by the Sea' and describe the Beachfront itself as 'The Finest Beach and Most Beautiful Holiday Resort in Britain'. The Beachfront also housed several well utilised leisure facilities and recreational activities, such as a bathing station, tennis courts, lawn bowls, in addition to the Beach Ballroom which serves as the last remnant of this thriving time.

Capturing the nostalgia of that bygone era, the celebration of what has gone before provides inspiration for the future development of the Beachfront. The vision for the redevelopment of the area is to rejuvenate the Beachfront and return it to its former glory creating a major waterfront destination for future generations to enjoy.



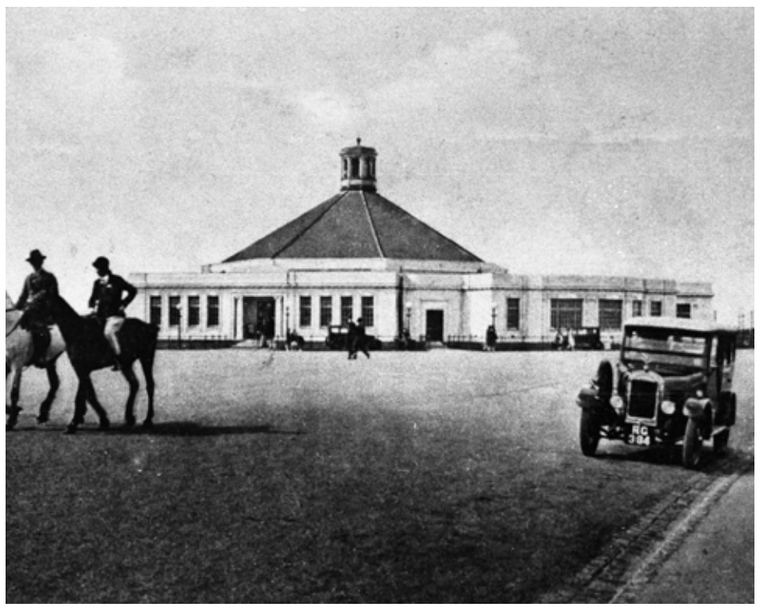
Historic Map - 1871



Historic Map - 1932



Current Map - 2022



The Dance Hall (Ballroom) and Promenade



Aberdeen Beach Historic Postcard

1.4.1 BEACH BALLROOM HISTORY

The Aberdeen Beach Ballroom, affectionately known as the finest dance hall in Scotland, adopts a prominent position along the City's Beachfront esplanade. Opened in 1929, this important Art Deco entertainment venue has experienced much change, not least the major development of the 1970s Star Ballroom which provided additional function space on the roof of the eastern side overlooking the coastline. The building boasts a wealth of cultural history, having hosted many of Scotland's leading bands over the decades and is held in high esteem amongst Aberdonians who share fond memories of their time at the venue.

The Ballroom is to be considered as a primary focal point in the new Beachfront development, due to its central position but also because of its cultural significance. The venue is category B-listed and recognised for it's Art Deco styling and it's octagonal ballroom with set-back pan tiled pyramidal roof which is crowned by an arcaded lantern.

Over the years, the Ballroom has made attempts to adapt to new cultural and business trends, which has led to areas of inefficiencies within the interior fabric and planning of the building. This, combined with the harsh coastal environment, cultural changes and underfunding for refurbishment, has led to a Ballroom in need of a holistic strategy for renewal.

The emerging proposals identify opportunities for development, from interventions such as upgrades to internal fit outs to high level re-imaginings of current and proposed revenue generating spaces.
It is accepted that any opportunity for redevelopment must and will respect the heritage and memories defined by the Beach Ballroom to ensure it can continue to contribute to the lives of those who visit it.



Beach Ballroom as Existing



Historic Image of Ballroom Interior



Historic Illustration of Beach Ballroom and Esplanade



Aberdeen Beach Resort Postcard: Approach to the Beach and Dance Hall



Historic Image of Ballroom Event

POLICY CONTEXT

2.0



2.0 POLICY CONTEXT

The Development Framework area is covered by a number of relevant planning policies which have shaped the approach to the site. A summary of the policy context is outlined below:

2.1 LOCAL OUTCOME IMPROVEMENT PLAN 2016-2026 (LOIP) (INCLUDING LOCALITY PLANS)

The LOIP sets out Community Planning Aberdeen's plan for ensuring that everyone in Aberdeen, regardless of their background or circumstance, has access to the same opportunities.

The three key themes which are covered by the LOIP are: Economy, People and Place. The proposals within the Development Framework will:

- Contribute to the improvement of the 'Economy' through increasing employment opportunities.
- Provide a public focussed space which will aid in creating areas which have a positive impact on 'People's' health and well-being, in particular for children and young people, contributing to Aberdeen's goal of gaining UNICEF Child Friendly City Status.
- Aim for a net-zero operational development with active travel at its core which will create a key sense of 'Place' to the Beachfront.
- Protect a significant natural asset within Aberdeen and promoting biodiversity further adding to the 'Place'.

2.2 NET ZERO AND SUSTAINABILITY POLICIES

Aberdeen City Council's 'Net Zero Aberdeen Routemap: Towards becoming a net zero emissions city by 2045' sets out the approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045. Energy-efficient design proposals will require to be incorporated within any design proposals and concept masterplan alongside renewable and low carbon energy sources, with consideration necessary to understand how further decarbonisation could be achieved in the future. In addition to the energy approach the development will seek to promote biodiversity and the protection of the natural assets found within the Beachfront area. Any development will require to be cognisant of the recommendations of the suite of Aberdeen City Council guidance.

2.3 CCMP CONTEXT

Aberdeen City Council have made a commitment to update the Aberdeen City Centre Masterplan (2015) to align with the Aberdeen economic policy panel report (November 2020) and other recent key strategic commitments. These strategies focus on the desire to develop a holistic Aberdeen City Vision to support economic recovery and growth (post Covid) and to support the continuing diversification from oil and gas-based industries to green infrastructure, emerging technologies and renewables alongside optimising the remaining off-shore opportunities.

Investment in skills, health and wellbeing and quality of life through the utilisation of "place based" strategies will also support the development of "Aberdeen the place" – a vibrant city where people choose to live, work, do business and invest.

The Beachfront Development Framework document will sit as a 'sister' document to the updated Aberdeen City Centre Masterplan document. The Beachfront proposals will align and complement the wider CCMP strategy.



Local Outcome Improvement Plan 2016-26



ACC Climate Change Plan 2021-2025



ACC CCMP 2015

2.4 ABERDEEN LOCAL DEVELOPMENT PLAN (2017) & PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN (2020)

The Aberdeen Local Development Plan was adopted by Aberdeen City Council on the 20th of January 2017 and a proposed new LDP is currently with Scottish Ministers for it's 'Examination In Public'.

Both the adopted 2017 Local Development Plan and the Proposal Plan identify land within the Development Framework as Urban Green Space (Policy NE3), Green Space Network (NE1) and Beach and Leisure use (Policy NC9 – Beach and Leisure). Policy NE3: Urban Green Space aims to protect areas for recreation and sport, while Policy NE1: Green Space Network aims to "protect, promote, and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network".

The Proposed Aberdeen Local Development Plan 2020 encompasses Green Space Network and Urban Green Space within one policy, Policy NE2: Green and Blue Infrastructure. The principle of the policy is to protect, support, and enhance Green Space Networks and Urban Green Space. Within the defined Beach and Leisure area it is noted that proposals will be permitted provided they:

- Contribute to the range and quality of the existing uses, facilities and activities of the wider beach area;
- Are of an appropriate scale;
- Do not have an unduly adverse effect on the character of the area, or cause negative visual or environmental impacts or affect the amenities of nearby residents; and
- Do not result in the significant generation of car borne journeys, nor additional pressure for car parking.

The proposed Aberdeen Local Development Plan 2020 Policy VC11: Beach and Leisure note the same caveats for proposals with the addition that there is a presumption against retail development.

The following key policies are likely relevant to the principle of development, with other policies of the plan to be taken into consideration at the detailed design stages. Provided below is a note of further policies which will need to be considered at future detailed design stages.

Aberdeen Local Development Plan 2017 - Key Policies:

- Policy NE1 - Green Space Network
- Policy NE3 - Urban Green Space
- Policy NE7 - Coastal Planning
- Policy NC9 – Beach and Leisure

Aberdeen Local Development Plan 2017 - Policies to be considered further:

- Policy NE6 - Flooding, Drainage and Water Quality
- Policy NE9 - Access and Informal Recreation
- Policy D1 – Quality Placemaking by Design
- Policy D2 – Landscape
- Policy D3 – Big Buildings
- Policy D4 - Historic Environment
- Policy NE8 – Natural Heritage
- Policy I1 - Infrastructure Delivery and Planning Obligations
- Policy T2 - Managing the Transport Impact of Development
- Policy T3 - Sustainable and Active Travel
- Policy T5 – Noise

Proposed Aberdeen Local Development Plan 2020 - Key Policies:

- Policy NE2 – Green and Blue Infrastructure
- Policy NE4 – Our Water Environment
- Policy VC11 – Beach and Leisure

Proposed Aberdeen Local Development Plan 2020 - Policies to be considered further:

- Policy WB1 – Healthy Developments
- Policy NE3 – Our Natural Heritage
- Policy D1 – Quality Placemaking
- Policy D3 – Big Buildings
- Policy D4 – Landscape
- Policy D6 - Historic Environment
- Policy I1 - Infrastructure Delivery and Planning Obligations
- Policy T2 – Sustainable Transport
- Policy T3 – Parking
- Policy WB3 – Noise

2.5 TRANSPORT POLICIES, PLANS, STRATEGIES AND PROJECTS

The Development Framework will deliver physical improvements to pedestrian, cycle and public transport networks and facilities in the vicinity of the Beachfront. This is consistent with local, regional and national policies, plans, strategies and projects which promote growth in active travel and a reduction in rates of car use. A summary of relevant policies and strategies is provided, as follows.

- Scotland aspires to be a 'net-zero' country by 2045, with new petrol and diesel cars and vans being phased out by 2030. In Aberdeen, targets have been set to reduce total car kilometres travelled by 20% by 2030, with a target that more than 50% of all journeys in the city by that time are made by non-car-based modes.
- Transport Scotland's National Transport Strategy is underpinned by a vision to develop a sustainable, inclusive and accessible transport system which helps to deliver a more prosperous Scotland for communities, businesses and visitors.
- Aberdeen City Council Local Transport Strategy - Five high-level objectives are set out in the 2016-2021 LTS; (1) the delivery of a transport system that enables the safe and efficient movement of people and goods, (2) a safe and more secure transport system, (3) a cleaner, greener transport system, (4) an integrated, accessible and socially inclusive transport system and, (5) a transport system that facilitates healthy and sustainable living.
- Aberdeen Active Travel Action Plan (ATAP) identifies the actions and interventions necessary to make walking and cycling safer and more attractive choices, and to increase the number of active journeys in the city. The vision is complementary to a number of ATAP projects; the City Centre Masterplan, Union Terrace Gardens redevelopment, King Street Active Travel Improvements, works to deliver improved active travel links between Parkway Roundabout and the city centre via the Esplanade corridor, Golf Road / Park Road active travel improvements, King Street active travel improvements and others. ATAP also includes Behaviour Change projects and initiatives such as the development of a city Bike Hire Scheme, development of the Go Abz App, development of the Aberdeen cycle map and others.
- A Low Emission Zone (LEZ), covering the city centre was introduced in 2022. Only vehicles which comply with specified emissions standards may enter the LEZ, helping to address air pollution in the city centre. Active and sustainable travel modes are prioritised

within the LEZ, the eastern extent of which is defined by the A956 / East North Street. Proposed enhancements to active travel connections between the city centre and the Beachfront contribute towards LEZ objectives.

- Aberdeen Sustainable Urban Mobility Plan (SUMP) promotes the city's transition to a low carbon / low emission future, measures to develop a safe and sustainable city centre, measures to uphold the revised Roads Hierarchy by discouraging through traffic and improving accessibility for people walking, cycling and using public transport and the identification of areas for the successful delivery of a bike hire scheme.
- City Centre Masterplan: A comprehensive regeneration project to transform the city centre area whilst conserving its heritage. The Masterplan will facilitate public realm improvements throughout the city centre whilst also prioritising sustainable transport modes to create an environment that offers greater prosperity and quality of life in Aberdeen. Through the incorporation of pedestrian and cycle links, delivery of enhanced public transport services and facilities and the creation of welcoming public spaces, the Beachfront vision is complementary to the city centre proposals and their objectives.
- Go Abz Journey Planner: A freely available journey planning application which allows users to plan and price their local travel options. The app provides advice on journeys by all travel modes and helps users plan a route which best suits their needs; by car, bus, rail, taxi, cycling, walking, wheeling or a combination of these.
- Park and Ride: A network of sites, providing more than 3,000 spaces, located to the south, east and north of the city centre served by a combination of high frequency local and express buses. Increased use of park and ride facilities will contribute towards a reduction in the number of cars travelling towards the city centre and beachfront area. Buses which serve the park and ride sites will benefit from increased priority and reduced journey times, opportunities for which are currently being identified via a series of Bus Partnership Fund corridor studies, and through the masterplan there is potential to enhance service levels directly to the beachfront. Park and ride, as part of a broader public transport offer, presents a real opportunity for those who wish to travel to and from the beachfront.
- Aberdeen Rapid Transit (ART): Emerging proposals, contained in Transport Scotland's Strategic Transport Projects Review 2 package and referenced in the National Planning Framework for high frequency public transport corridors between key park and ride sites around the city, including services between Kingswells and Bridge of Don and Craibstone to Portlethen. These corridors will incorporate high-quality waiting and interchange facilities with priority measures to guarantee reduced journey times. ART will contribute towards an enhanced perception of local public transport as part of wider efforts to reduce rates of car use in and around the city. The Development Framework presents an excellent opportunity for ART to be extended to the Beachfront, or for enhanced public transport services to be designed to integrate with ART services in the city centre.
- Bridge of Don to City Centre Active Travel Corridor: A package of measures aimed at improving the quality of pedestrian and cycle links between the Bridge of Don area and Aberdeen city centre. It seeks to increase the number of people who can directly access the active travel network and aims to increase safety, comfort and personal security. The project will make a significant contribution towards the Beachfront, increasing the coverage and quality of local pedestrian and cycle networks to the north and encouraging access to the area by clean, healthy modes of transport.
- Car Clubs: A city-wide pay-as-you-go car hire initiative which, in Spring 2022, has a fleet of 47 vehicles, many of which are hybrid or electric. There are bays located on Pittodrie Street, School Road, Constitution Street and Frederick Street, all of which are within a walkable distance of the Beachfront area. Members can book a car hire by telephone or online and they pay thereafter on a charge-per-mile basis. Initiatives of this nature recognise that some trips do require access to a car but they help to reduce rates of car ownership and vehicle mileage overall. There is potential to incorporate additional Car Club bays throughout the masterplan area, balancing the requirement for proportionate car parking provision with wider objectives to reduce overall car use.
- A bike hire scheme for Aberdeen City has been approved and is currently under development with a view to it being implemented during 2022.

Through delivery of the Beachfront Masterplan, key transportation principles which underpin the City Centre Masterplan and associated corridor studies will be applied over an expansive catchment which extends between Castlegate, Beach Boulevard and the Esplanade. These measures will enhance trip making opportunities for those who already make trips in the area while strongly influencing the travel choices of those who choose to visit the area in the future.

2.5 OTHER KEY POLICIES, GUIDANCE & INFORMATION

Further key policies, guidance and information will be instrumental in developing the Beach area. An outline of some of the key documents is noted below:

Aberdeen City and Shire Strategic Development Plan (2020)

- ACC Supplementary Guidance
- ACC Core Paths Plan (2009)
- ACC Open Space Strategy 2011-2016
- Scottish Planning Policy 2014
- National Planning Policy Framework (NPF) 4
- Socio-economic Rescue Plan 2020/21
- Healthy Cities Agenda
- Regional Economic Strategy: Action Plan (2018-2025)
- Destination Aberdeen & Aberdeenshire Tourism Strategy (2018-2023)
- Historic Environment Policy for Scotland (HEPS)
- Planning Advice Notes (PANS)
- Aberdeen Beach Masterplan - April 2006
- Ellon to Garthdee Study
- Aberdeen Active Travel Action Plan

CONSULTATION & ENGAGEMENT

3.0



KEPPIE

3.0 CONSULTATION & ENGAGEMENT

3.1 PROCESS

Key to the preparation and development of the Development Framework is the important contribution of public consultation and engagement with key consultees. The support of the local community, wider city, stakeholders, and other groups for the proposals set out within the Development Framework will be essential for its successful delivery.

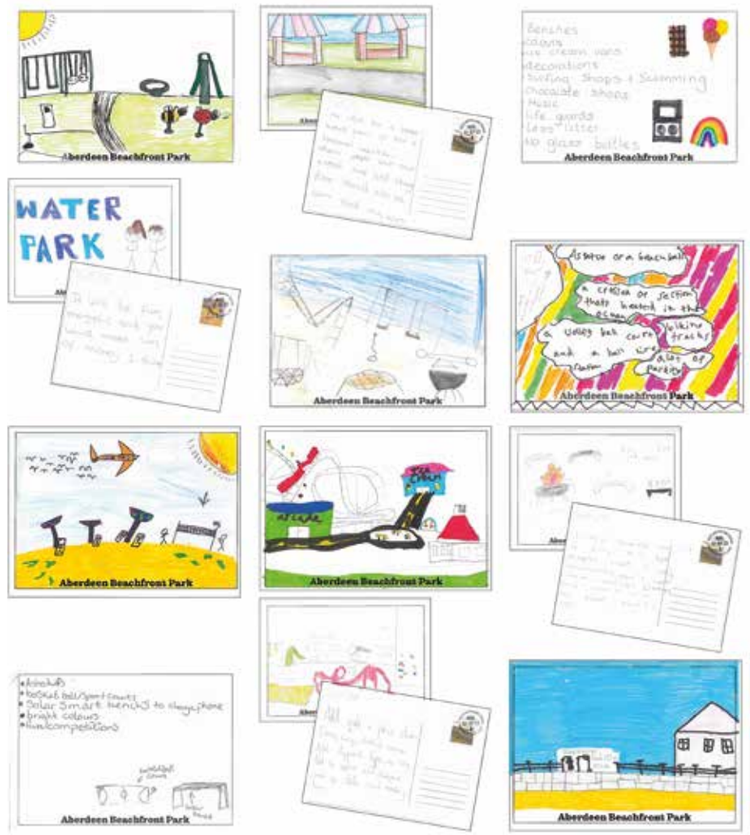
3.2 WHAT HAS BEEN DONE SO FAR?

The concept masterplan work and the development optioneering that has been undertaken to date for the Beachfront has moved at a significant pace since summer 2021. This work to date, and the masterplan concepts and indicative development options that have subsequently emerged for consideration, have been directly influenced by the significant public engagement exercise undertaken between June-July 2021 on "The Future of Aberdeen City Centre and the Beach", to which there were 7,697 responses, the largest response that the Council has received to any such consultation (Link to the relevant committee paper). A number of further engagement and consultation approaches have already been undertaken with key stakeholders. This consultation has been key in shaping the Development Framework proposals so far:

- A series of stakeholder engagements have taken place with those associated with the core Beachfront facilities – Beach Ballroom, Beach Leisure Centre, and Stadium.
- Discussions also took place with a range of organisations that use and/or have an interest in the Beachfront, including the Chamber of Commerce, the Cricket Club, and the Surf Club.
- Workshop sessions were also held with key stakeholders associated with the Beachfront facilities forming the basis of this review – the ballroom management, Sport Aberdeen, and Aberdeen Football Club. During these sessions' outputs from the Option Appraisal exercise were presented and confirmed as an agreed recommendation.
- An extensive consultation and engagement exercise was undertaken with children and young people. Activities included the following:
    - o Workshops with P6 Primary School children followed by a presentation of their ideas to members of the design team.
    - o A 'creative postcard exercise' undertaken with secondary school students.
    - o Consultation through a QR code and online survey.
- Several technical workshops have been undertaken with ACC technical teams in order for the Development Framework proposals to respond to their queries and feedback.
- Further consultation has also taken place with local bus operators, with taxi and cycle groups also approached.
- Stakeholder meetings with Accessible City Transport Users Partnership (ACTUP) and Disability Equity Partnership (DEP).
- HES, SEPA, Scottish Water, Marine Scotland, and NatureScot were also consulted as part of the initial consultation and engagement process.
- Further young persons' engagement sessions were undertaken at the beginning of May 2022.



Engagement Word Map



Children and Youth Postcard Engagement Excercise

3.3 NEXT STEPS

Regardless of the success and level of engagement to the Summer 2021 consultation, it is acknowledged that significant future engagement with key stakeholders will be key to ensuring a successful project. In the months ahead, the Council and design team will undertake wider engagement with key stakeholders and end users of the Beachfront in order to have the discussions and ask the very questions which will make these projects the best they can be for all users of the Beach. A series of engagement sessions and activities with key stakeholders, end users and the public are proposed throughout 2022, with an initial focus on the Beachfront Development Framework.

THE SITE





4.0 THE SITE

4.1 SITE DESCRIPTION

The Aberdeen Beachfront Development Framework Area is located to the north-east of the city centre connected by the primary route of Beach Boulevard which links the Beachfront to Justice Street and on to the Castlegate. The site is bounded to the east by the North Sea; to the south is Codona's amusement park and a mixture of commercial, hospitality and retail uses; to the west of the site there are existing hotel and leisure units with a mix of residential typologies beyond; and to the north is the Kings Links Golf Course. The area of the proposed red line boundary is approximately 30 hectares.

The site is currently occupied by existing entertainment and leisure facilities, namely Aberdeen Beach Ballroom, Linx Ice Arena, the Beach Leisure Centre; the public space of Queens Links including Queens Links Play Park and Crescent Cricket Club's Cricket Pitch; existing landscape features such as the beach and Broad Hill; and a series of existing vehicular routes including Beach Boulevard, Esplanade and Links Road.

There are a number of separate uses bordering the Development Framework area which will require consideration as part of the proposals: to the west of the area are two sites owned by Aberdeen City Council but on long term leases to a hotel operator and extreme sports venue; to the north is a site under separate ownership which is operating as golf driving range; to the south is an amusement park owned and operated by Codona's. There are a series of small-scale structures and pavilions situated across the Development Framework area which will also need to be considered as part of the proposals.

Aberdeen City Council's legal team has been instructed to undertake a full review of the defined Development Framework red line boundary to establish legal ownership of the areas included.



Development Framework Area

4.2 SITE IMAGES

The following images illustrate the journey from Aberdeen City Centre, down Beach Boulevard and around the Beachfront area. The images seek to provide a general overview of the existing site conditions and features.



1. View northeast along Justice Street towards Virginia Court



2. View northeast towards Justice Street roundabout



3. View east along Beach Boulevard



4. View east along beach Boulevard towards Queens Links



Key Plan



5. Panoramic view of Queens Links looking east

4.2 SITE IMAGES

The following images illustrate the journey from Aberdeen City Centre, down Beach Boulevard and around the Beachfront area. The images seek to provide a general overview of the existing site conditions and features.



6. View looking north over Queens Links to the Beach Ballroom



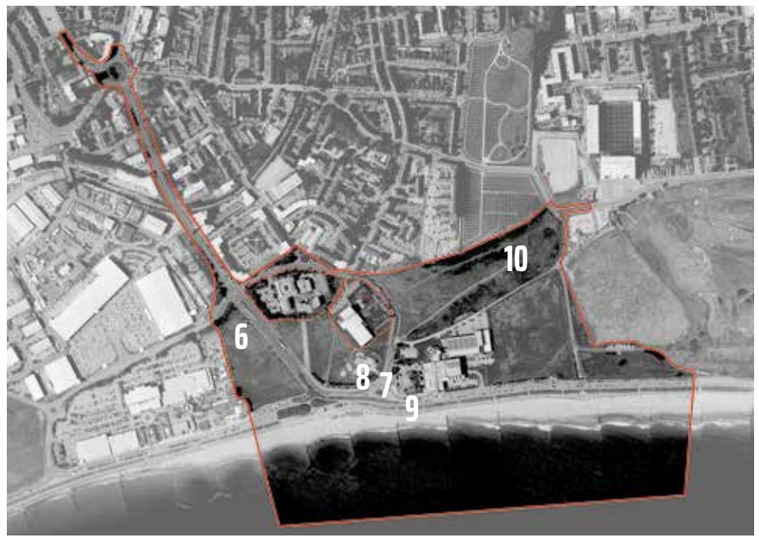
7. View towards south facing entrance of Beach Ballroom



8. View west over Queens Links towards city centre



9. View towards east facade of Beach Ballroom with Star Ballroom Extension



Key Plan



10. View south across Queens Links with city centre beyond from Broad Hill

4.2 SITE IMAGES

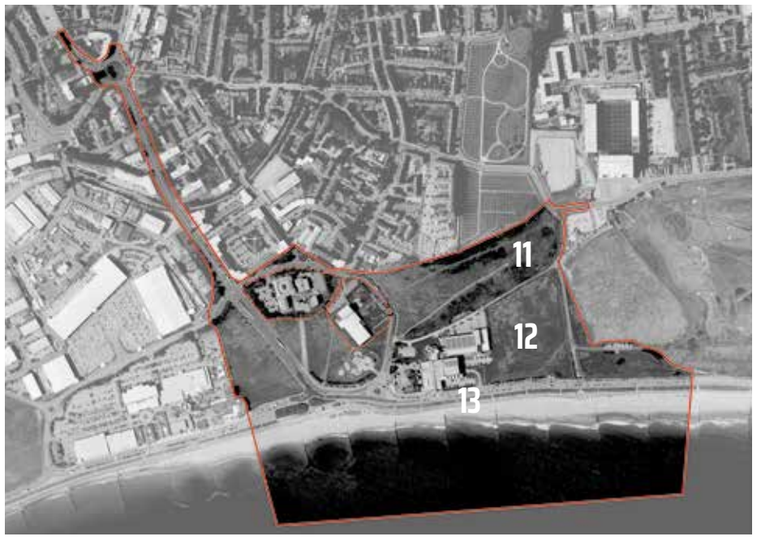
The following images illustrate the journey from Aberdeen City Centre, down Beach Boulevard and around the Beachfront area. The images seek to provide a general overview of the existing site conditions and features.



11. View looking east across cricket pitch with North Sea beyond from Broad Hill



12. View looking south from cricket pitch towards leisure centre/ice rink and Broad Hill



Key Plan



13. View looking south along beach and Esplanade

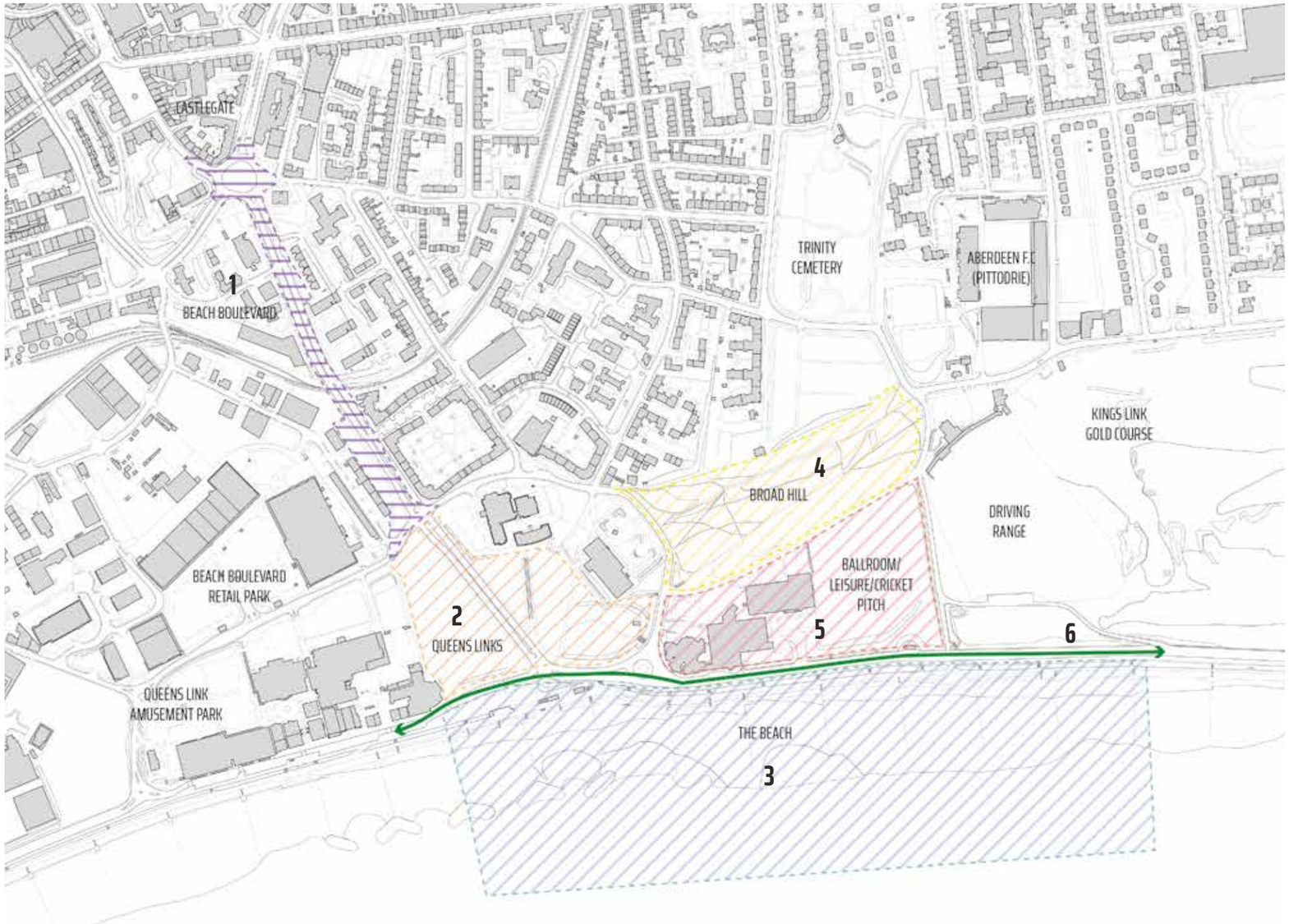
4.3 SETTING & EXISTING LANDSCAPE AREAS

The site is noted within Nature Scot's 2019 Landscape Character Assessment, 'Aberdeen City Landscape Evolution and Influences', as being part of the 'Coastal Character Type' which is one of the five-character types noted in relation to Aberdeen. The character assessment notes that the coast, along with valleys of the Don and Dee rivers, is the most distinctive character type in the city. The assessment notes that "The high contrast between the sea and the land that occurs anywhere along the coast is heightened in Aberdeen by the inclusion of a sandy beach and dunes near to a harbour city.

The setting and character of the Development Framework area is as much defined by its context as by what exists on site. The Development Framework area is relatively well defined to the south, west and east by adjacent land uses and to the north is has an open aspect across a links landscape. The site is approximately 30ha, is largely public open amenity space with a few notable building uses, such as the Beach Ballroom, Beach Leisure Centre and Linx Ice Arena.

In assessing the site further, it is convenient to recognise that there are number of spatially distinct existing landscape areas that are evident, these are:

1. Beach Boulevard
2. Queens Links
3. The Beach
4. Broad Hill
5. Ballroom/Leisure/Cricket Pitch
6. Esplanade



Existing Landscape Areas Diagram

4.3 SETTING & EXISTING LANDSCAPE AREAS

Beach Boulevard

Beach Boulevard connects the beach to the city centre and is approximately 800m long in its entirety from the roundabout on Commerce Street/A956 to the Esplanade. On this route it passes through two main landscape areas; that from the roundabout to Links Road (500m) and from Links Road to the Esplanade (300m through Queens Links). It is the former section that is described in terms of setting and character here. Beach Boulevard is dominated by roadway and can essentially be described as a transport corridor, with two lanes in each direction although with some filter lanes and on street parking now taking up lane space. It is defined to the north by a range of mixed residential within the Constitution Street area, and some significant mature tree planting in places giving a green edge and is permeable to the pedestrian. To the south it is bound by a mixture of industrial type units generally backing on the street. The road area occupies most of the space between both sides of the street leaving little opportunity for a pedestrian friendly environment.

Queen's Links

The Queen's Links is the main green open space when arriving at the beach from the city centre via Beach Boulevard. It is approximately 5.5ha of relatively flat open amenity grass, bisected by the extensive roadway of Beach Boulevard. It is of open character and useful for large occasional events but with little other attraction other than an outdated play area to the north. It has a number of peripheral contextual uses that do not engage with the space – a hotel, Transition Extreme Sports and Codona's Amusements, all of which turn their back on the space. There is a limited amount of tree planting and earth mounding adjacent to some of the uses that adds to the separation. In areas where there are some level changes, such as in around the current play area, there is a feeling of shelter. The Esplanade roadway and Links Road generally site higher than the main open grass area which creates a distinct separation from the beach and historic Ballroom.

The Beach

The beach sits to the east of the Esplanade roadway, which in effect separates any direct connection to the Beachfront from the Queens Links. The beach itself has several distinctive features which give it a unique and well-defined character. The beach is characterised by large expanses of sand held in position from longshore drift by a regular rhythm of groynes and rock barriers set distinctively perpendicular to the coastline, at approximately 100m intervals. The composition of the setting gives a distinctive character to the whole beach front, providing some protection for bathing and other water activities within defined areas. The beach itself is separated from the Queen's Links by not only the infrastructure of the Esplanade but also by a height difference of approximately 6-8m. This is because of the engineered sea defences in this area of the city, as the presence of multi-level sea walls essentially maintain the level difference, providing challenges to accessibility down on to the beach itself. There are two hard landscaped pathways



Aerial View looking west over the Beachfront showing Existing Landscape Areas

at varying levels which extend along the Beachfront defined by the sea walls with connections between the Esplanade and the beach being generally via steps. However, close to the end of Beach Boulevard, around the interface with Queen's Links, a number of ramps systems allow easier access, but these are now dated and not compliant with modern accessibility standards. The natural dune back drop experienced elsewhere along the coastline, in particularly north of the River Don (Donmouth), does not exist. It is noticeable that in areas between the two-layer sea wall, where sand has been allowed to collect, that primary grass species have colonised giving a glimpse of what would have been a more natural shoreline. The separation and isolation of this space created by the Esplanade roadway from the wider site is a key issue of the existing area.

4.3 SETTING & EXISTING LANDSCAPE AREAS

Broad Hill

Broad Hill is approximately 5ha of green natural space, and one of the most distinctive landscape features within the Development Framework area and indeed along this stretch of coastline. The landform, of a sand and gravel morainic type, creates a defined boundary to the north and western edge of the site and offers views out across the North Sea and back across the city as it rises from Links Road to a high point and plateau to the northwest of the site boundary. A network of formal and informal paths criss-crosses this natural character area, illustrating that it is a popular spot in the coastal area, with a viewpoint at its summit. Recent tree planting (pine trees) on the leeward side (west), has been partially successful in adding further character and shelter to this area and offering a buffer to the Trinity Cemetery. The eastern slope, down to the cricket pitch and leisure buildings, is prone to erosion, possibly due to adventurous public and the abundance of burrowing rabbits. This area requires remedial natural stabilisation.

Ballroom/Leisure Buildings/Cricket Pitch

This area is the most spatially defined in terms of landform due to the presence of Broad Hill and the Esplanade which effectively enclose this space. It is occupied by a number of leisure buildings, notably the historic B listed Beach Ballroom, the Leisure Centre and Linx Ice Arena. These buildings represent the only major built development within the Development Framework area. To the north of these facilities is what is known as the cricket pitch, a large open area (approximately 3.5ha) of flat ground laid to grass, to the north of which is Accommodation Road and an open aspect north along the links landscape. Although partially sheltered due to the elevation of the Esplanade on the east and height of Broad Hill to the west, the northern aspect is somewhat exposed. The B listed Ballroom is the most architecturally significant of the buildings and sits prominently to the south overlooking the Queens Links and beach area although separated from both by road infrastructure. The overall spatial character of this area is somewhat disjointed with the collection of buildings, although it is the most spatially defined in terms of landform.

Esplanade

The Esplanade has been included as a landscape area since it principally provides a landscape (albeit urban) interface between the beach and the coastal links. Under a natural circumstance this area would have been more like the dune landscape that characterises the coast north of Donmouth, but with the introduction of the Esplanade roadway, engineering works in the form of the coastal sea defence wall have been necessary to protect the infrastructure and the encroaching development of the city over the years. This has influenced the overall character of the entire area. The Esplanade is a broad roadway with an adjacent footway/cycleway, with much of the space dominated by vehicles. In total the 'hard' esplanade is approximately 20m in width which is almost the entire width of the Esplanade. The Esplanade offers uninterrupted views in all directions due to its elevated position, looking out to sea there is the offshore wind farm and numerous shipping vessels journeying in and out of Aberdeen Harbour, with contrasting views back to the city; however, there is little opportunity for shelter from the elements.



Aerial View looking south over the Beachfront

4.4 ENVIRONMENTAL BASELINE

This Environmental Baseline provides a 'snapshot' of Aberdeen Beachfront's urban and natural environments and allows appropriate draft Objectives and Indicators

The Environmental Report will identify the current environmental issues that impact on Aberdeen Beachfront, utilising the information that has been identified through an analysis of the baseline environmental data to determine the potential environmental implications. When undertaking the assessment of the Framework, Aberdeen City Council will be capable of predicting whether the identified environmental issues will worsen, stabilise, or improve through the implementation of the Framework.

Fundamental to the environmental assessment, and as specified by the SEA Directive, data is required in order to establish the relevant baseline conditions. Data has principally been sourced from publicly available sources and Aberdeen City Council. Such data provides the basis upon which the potential impacts of the development can be predicted.

The section below presents preliminary information on the baseline environmental conditions for the proposed Development Framework area and opportunities. The preliminary appraisal of the development has been undertaken to identify the potential for significant environmental effects.

4.4.1 BIODIVERSITY

The Development Framework area is of intrinsic low ecological and nature conservation value. Loss of the land within the area for the Development Framework will not be significant. The Development Framework proposal will have a positive impact by providing new green networks, particularly SUDs which will benefit biodiversity.

Special Protection Area

SPAs are areas which have been identified as being of national and international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

The Ythan Estuary, Sands of Forvie and Meikle Loch Special Protection Area (SPA) are located 100m to the east of the site. It supports bird populations including Sandwich tern (Sterna sandvicensis), common tern (Sterna hirundo), little tern (Sterna albifrons), pink-footed geese (Anser brachyrhynchus), eider (Somateria mollissima) and provides a foraging zone for these species. It is ecologically connected to the site via the North Sea.

Special Area of Conservation

Special Areas of Conservation (SACs) are strictly protected high-quality conservation sites that will make a significant contribution to conserving the habitats and species.

The River Dee Special Area of Conservation (SAC) is located 1.5km south of the site. It contains populations of Otter (Lutra lutra), Freshwater pearl mussels (Margaritifera margaritifera) and Atlantic Salmon (Salmo salar). It is ecologically connected to the site via the North Sea to the east and the green residential garden habitats to the south and west of the site.

Other Natura 2000 Sites

Due to the projection of the boardwalk and slipway into the marine environment there may be effects on mobile species and other more distant sites may require to be included, including:

- Moray Firth SAC;
- Fowlsheugh SPA;
- Montrose Basin SPA;
- Isle of May SAC; and
- Berwickshire and North Northumberland Coast SAC.

National Nature Reserves

National Nature Reserves (NNR) to protect sensitive features and provide suitable areas for research, managing habitats, rare species and significant geology. No NNRs will be affected by the Beachfront Development Framework.

Local Nature Reserves

The Donmouth Local Nature Reserve 2km north of the site supports waterfowl and seal populations. It is connected to the site via the parkland and green residential garden habitats to the north of the site and the North Sea to the east.

The Aberdeen - Inverness - Kittybrewster Railway Line, a Local Nature Conservation Site, crosses under the Beach Boulevard in the west of the site. It helps provides a green corridor through the city as it contains grassland, tall ruderal, scrubs and woodland. It is ecologically connected to the site via the green residential garden habitats found to the west of the site.

Ancient Woodland

No areas of ancient woodland are present within the site or within close proximity. The nearest ancient woodland to the site is the long-established (of plantation origin) woodland at Seaton Park 2km northwest of the site. It is ecologically connected to the site by the parkland and green residential garden habitats present to the north and west of the site.

UK Habitat Classification (UKHAB) Survey

A Preliminary Ecological Appraisal (PEA) was carried out by EnviroCentre Limited in April 2022 which included a desk study, UK Habitat Classification and Protected and Notable Species Survey.

UKHab is a hierarchical system for rapidly recording and classifying habitat via satellite imagery and field survey.

The information is used to identify ecologically sensitive features/habitats, inform relevant species surveys and, aid in the recommendation of mitigation and enhancement measures in connection with a proposed development.

The UKHab Survey indicates the site comprises the following habitats:

- g3c – Other neutral grassland;
- g4 – Modified grassland;
- h3 - dense scrub;
- u1b – Developed land; Sealed surface;
- u1b5 – Buildings;
- u1e - Built linear features;
- s3a – coastal sand dunes;
- t2 – litoral sediment; and
- w1g6 - Line of trees.

Faunal Interest

Faunal interest within the development framework area is limited to the presence of badger and bat roost potential. The potential impact on these species will be reported in the SEA Environmental Report and mitigation measures included as required. The development framework includes landscaping proposals for woodland planting to provide screening and ecological enhancement. These measures will have beneficial impacts and will assist in increasing biodiversity interest of the area in the long term.
The badger sett and foraging area needs to be protected and disturbance kept to a minimum.

Carefully designed planting should be considered for both badgers and bats to create natural screens and buffer zones to minimise disturbance, whilst providing a green network corridor

Confirmed roost sites should be identified along with important commuting lines and foraging areas. Any lighting should avoid bat roosts and commuting lines. Transport and active travel links should be sited well away from areas used by bats to avoid any conflict with lighting.
Carefully designed planting should be considered for both badgers and bats to create natural screens and buffer zones to minimise disturbance, whilst providing a green network corridor.

4.4.2 SOIL

The Scotland's Soil Website indicates that the majority of the Development Framework area incorporates immature soils with the dominant soil group being regosols formed of windblown sand. The western portion of the Development Framework area does not have an identified classification. The soil is identified as mineral soil with no peatland vegetation.

With respect to land capability considerations the majority of the Development Framework area is identified as having an agricultural capability of 4.1 (Land capable of producing a narrow range of crops,

primarily grassland with short arable breaks of forage crops and cereal) with a small area of 5.1 (land capable of use as improved grassland. Few problems with pasture establishment and maintenance and potential high yield.) The remainder is classified as Urban.

The whole of the development area is not identified as having significant capability with respect to forestry.

The majority of the Development Framework area is identified as having an average topsoil organic content concentration of 2.1% and is noted to range from extremely vulnerable to very vulnerable with respect to risk from subsoil compaction and a moderate risk of topsoil compaction.

The Development Framework area is identified as Class H2 with respect to potential risk from leaching of contaminants impacting ground or surface water (deep, permeable, coarse textured soils with little ability to retain potential pollutants).

4.4.3 WATER

As noted in Goodson Associates Report "AECC City Vision - Aberdeen Beach Regeneration, Drainage Strategy Plan (2022)" the site forms part of the catchment of the River Don/North Sea confluence.

From the available Ordnance Survey data the following geographical features have been identified as important to the existing and proposed drainage of the site:

1. The development area occupies a gently sloping, slightly dished, plateau adjacent to the shoreline that sits at approximately 5m Above Ordnance Datum (AOD).
2. A narrow, steep-sided, sand hill, known locally as Broad Hill, alters the fall along the western boundary. Rising to 28m AOD, the feature separates the site from the residential and commercial areas associated with Park Street.
3. A steep-sided berm running along the backshore elevates the Esplanade above the level of the site and the shoreline.

From the publicly available borehole data published by the British Geological Survey and the Geological Survey of Scotland map series, the following sequence of strata is anticipated:

1. Topsoil – Ranging in thickness from 0.15m to 0.40m.
2. Made ground –Typically silty sand, ash, and gravel, with fragments of burnt shale. Where encountered depths vary from 1.5m to 4.1m.
3. Sand and Gravel – Dense, becoming very dense, fine to coarse sand and fine to coarse angular to subrounded gravel.
4. Bedrock – conglomerate and sandstone bedrock.

The Hydrogeological Map of Scotland shows that the quaternary sands and gravels that underlie the site are locally important aquifers. The yields are significant and can range from 10l/s to 15l/s in exceptional circumstances, although it should be noted that the site is an area where the chloride ion concentration within the groundwater exceeds 100mg/l.

Because of the coastal location and the permeable sub-soils it is anticipated that groundwater will likely be shallow and affected by the tidal system.

An intrusive site investigation will be required to confirm the findings of the preliminary desk study and inform the development of the detailed drainage management plan.

Given the topography of the site and the prevailing ground conditions, it is likely that run-off from the undeveloped parts of the development site drain to the natural water environment through groundwater percolation.

The developments adjacent to the western and southern boundaries are generally served by a combined sewerage system that feeds into the trunk sewer that flows through the site – although, some of the more modern developments have separate systems internally.

A combined sewer overflow, discharging to the River Dee at adjacent to the Abercromby Jetty, provides relief to the combined sewerage network during periods of intense rainfall.

The Development Framework surface water management strategy will be based on the principles of Sustainable Urban Drainage Systems (SUDs) and green infrastructure to incorporate best management practices for the treatment of surface water. The design of the SUDs scheme and green infrastructure will be developed closely with the environmental engineers and landscape architects to ensure that, as well as creating an efficient and sustainable drainage system, the landscape quality and opportunity for habitat enhancements in the area form an integral part of the Beachfront Development Framework.

Flood Risk

SEPA flood risk maps were reviewed to ascertain whether the site was located in an area at risk from flooding.

Rivers

With reference to SEPA flood maps, there is no specific likelihood of river flooding identified for this area.

Surface Water

The SEPA flood maps show that parts of the site have a probability of surface water flooding of between 0.1% and 10%.

It is anticipated that this will be alleviated by:

1. Designing the proposed drainage system to cope with the range of rainfall events prescribed by the ACC supplementary planning guidance, which will reduce overland flow.
2. Designing the drainage system to cope with overland flow from the surrounding higher ground.

A Flood Risk Assessment will be undertaken, and the findings submitted with planning applications as supporting documents.

Coastal

SEPA flood maps indicates each year that the Esplanade area has a 10% chance of coastal flooding. The SEPA flood map shows coastal flooding limited to the east of the road corridor.

4.4.4 LANDSCAPE & VISUAL

There will be a permanent change to the landform in the area as a result of the Development Framework proposals. The longer-term landscape impacts will be determined by the nature, scale and extent of development submitted as part of future planning applications.

This is an area of small scale commercial development and recreational open space where the quality of the scenery ranges from the western edge classed as having low scenic quality, through to medium, medium high and high quality in the east.

The beach is an important asset for the City of Aberdeen and is a popular location with both local residents and tourists as a recreational attraction for activities such as surfing, swimming, running, walking and cycling (amongst others).

Groynes and blockwork revetments were installed perpendicular to the shoreline of the coast, to reduce longshore drift to limit sediment movement and trapping sediments thus protecting the beach from coastal erosion. The shoreline has hard engineered bank protection which varies in type and scale.

Built development in the form of new buildings and infrastructure may cause change to the existing landscape character and quality.

A key aspect of the Development Framework will be the provision of green networks which will strengthen the linkages to the surrounding area. These will complement existing landscape features and provide connections between new areas of formal / informal open space. This will have a positive impact by providing quality path networks and habitats and in turn meet the objective of sustainable places.

The Development Framework and Environmental Report will set out measures to improve the quality / quantity of publicly accessible open spaces and protect and enhance biodiversity in the area.

There will be an overall impact on visual amenity which will range from disturbance of an already changing urban environment, enhancement of existing habitats and creation of open spaces within the development framework area.

4.4.5 AIR QUALITY

Aberdeen City Council has declared three Air Quality Management Areas (AQMA):

- Aberdeen City Centre AQMA
- Anderson Drive AQMA
- Wellington Road AQMA

The closest AQMA to the boundary of the Aberdeen Beachfront Development Framework is the Aberdeen City Centre AQMA.

Nitrogen Dioxide (NO2)

The NO2 levels at the continuous monitor at Union Street continues to exceed the annual mean air quality objective of 40 µg/m3 . However, the level of 43 µg/m3 is the lowest recorded in the last 5 years. Diffusion tubes located along Union Street and the top end of Holburn Street also suggest exceedances of the objective throughout this area of the city centre AQMA. Levels recorded in these locations are generally lower than the previous 5 years and it appears the downward trend of levels towards the objective continues.

The continuous monitor at Market Street located within the city centre AQMA, recorded its lowest level since 2012 and is below the annual mean objective. However, diffusion tubes DT9, DT10 and DT16 located in the Market Street area recorded levels above the objective suggesting exceedances of the annual mean continues at more congested or enclosed areas. Levels at these sites are the lowest since 2012 and there is downward trend towards objective levels.

Particulate Matter (PM10)

There were no exceedances of the annual mean or 24 hour mean objective at any of the continuous monitoring sites in 2016. Measured concentrations are the lowest recorded since 2012 and there is a downward trend in concentrations at measurement locations across the city. The fitting and advancement of diesel particulate filters fitted to diesel vehicles may be a contributary factor in reducing emissions. Reasonably mild winter weather in the last few years may also have contributed to the downward trend due to less likelihood of congestion that can occur during episodes of bad weather.

Due to the nature of the aims of the proposed Development Framework, there is potential to decrease traffic volumes on the road network. The Development Framework aims to encourage infrastructure, including traffic management that reduces the impact of the existing road network to promote alternative forms of travel, including walking and cycling, whilst improving public realm.

4.4.6 NOISE

There are no Candidate . Management Areas (closest being, 8- Littlejohn Street, Mealmarket Street, King Street) or Candidate Quiet Areas (closest being 4 - Seaton Playing Field), within the proposed development boundary.

The Development Framework proposals have the potential to change the noise levels compared to the existing situation due to changes in traffic flow on existing roads. Detailed noise assessments of the effects the development framework proposals will be undertaken during the detailed design. Mitigation measures to minimise the effects of possible increases in noise will be provided, for example, environmental barriers, such as earth mounding or acoustic fencing.

4.4.7 CLIMATIC FACTORS

Climate change has taken a prominent position within policy and legislation at a national level, with the Climate Change (Scotland) Act 2009 creating a long-term framework for ensuring reduction in Scottish greenhouse gas emissions of 80% by 2050.

Opportunities for renewable energy provision and low/zero carbon technologies will be explored during the implementation of the Development Framework. This may include small scale renewables/ micro generation and the identification of sites for local energy generation.

Further opportunities will be explored and overall, where possible the development will be future proofed to meet the requirements of Aberdeen City Council Climate Change Plan 2021-25: Towards a Net Zero and Climate Resilient Council.

The area has good access to bus, walking and cycling routes and will provide an excellent opportunity for the provision of new infrastructure. The enhancements will benefit the wider area. Viewed in the context of conventional appraisal techniques and when compared to many other UK cities, Aberdeen Beachfront is not physically distant from the city centre or the key transport corridors that serve it.

Contemporary journey planning software shows the Beach Ballroom, a prominent feature of the Beachfront area, to be 1.7km from the junction of Union Street and Union Terrace Gardens – a location that may be judged to represent Aberdeen city centre. At typical walking speed, a distance of 1.7km equates to a journey time of 24 minutes, matching the journey time on foot from Aberdeen railway and bus stations at Union Square. A wider accessibility appraisal shows that the Beachfront is located within 700m of the King Street corridor, equating to a journey time on foot of approximately 15 minutes.

All of the above have the potential to benefit Council climate change policies and strategies.

4.4.8 CULTURAL HERITAGE

The Development Framework area has a complex pattern of overlapping use that reflects the establishment, development, and growth of the adjacent burghs.

World Heritage Sites

A review of Pastmaps and Scotland's Environment identified there were no World Heritage Sites within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Scheduled Monuments

A review of Pastmaps and Scotland's Environment identified there were no Scheduled monuments within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Conservation Areas

There are eleven Conservation Areas in Aberdeen with two of these (Old Aberdeen/Balgownie Conservation Area and City Centre Conservation Area)located in close proximity but outwith the boundary of the area covered by the Aberdeen Beachfront Development Framework.

Garden & Designed Landscapes

There are no 'Garden & Designated Landscapes' within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Battlefields

There are no battlefields within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Historic Marine Protected Areas

There are no 'Historic Marine Protected Areas' within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Protected Military Remains, Wrecks

There are no 'Protected Military Remains, Wrecks' within the proximity of the area covered by the Aberdeen Beachfront Development Framework.

Listed Buildings

There is one Category B listed building within the area covered by the Aberdeen Beachfront Development Framework. The Beach Ballroom is an Art Deco large, single storey and raised basement, octagonal ballroom with set-back pantiled (vernacular) pyramidal roof crowned by arcaded lantern, and 3 projecting flat-roofed single storey wings with main entrance to south, bowed bay at southeast and Northern Lights Suite below later Star Ballroom to the east. Prominently sited on the Esplanade overlooking Aberdeen Bay. Brick and stone construction with buff faience cladding; harled with raised margins to lesser elevations. Deep contrasting granite base course, mutuled eaves cornice and stepped blocking course raised into block pediment over Ionic columned door pieces; stylised Ionic capitalled dividing pilasters and architraved keystoned windows.

The Aberdeen Ballroom (Category B Listed Building) will be sympathetically renovated, as highlighted in the draft Development Framework. Significant impacts on historic buildings from the Development Framework proposals will be reported further in the Environmental Report.

In close proximity to the western end of the Development Framework area are the Category A listed Virginia Court Buildings. These buildings are outwith the defined Development Framework area.

Other Points of Interest

The following items have also been identified as points of interest on the Aberdeen City Council HER map and Canmore:

- Boundary stones and battery gun remains on Broad Hill
- Large proportion of Queens Links used as late 19th to early 20th century bottle dump and tip.
- Lighthouse / rocket house
- Remains of a tramway.
- Site of gunpowder magazine
- Queen's Links, Bathing Station
- WW2 heavy anti-aircraft gun battery

Archaeology

Prior to commencement of work, discussions will take place with Aberdeen City Council's Archaeological service to determine whether the ground breaking locations require any mitigation.

4.4.9 POPULATION

The Development Framework proposals will provide long term significant benefits for the area that will arise through the provision of high-quality amenities. The development principle is to develop a world class sport, leisure and tourism destination which would revitalise the Beachfront area and reconnect it to the city centre.

Other benefits include the provision of employment and community facilities, integrated transport links, environmental improvements, and contributions to the regeneration of related areas. This will ensure the key elements of a sustainable community are looked at holistically.

4.4.10 MATERIAL ASSETS

The land on which the site is situated is a material asset. It has been zoned for development through the appropriate Development Plan process and as such the use of this material asset in a manner compatible with the zoning designation and the Development Framework, is entirely appropriate.

Other material assets in terms of water services, electricity, and other utilities are locally and the proposed developments within the Development Framework can readily connect to same.

The construction and operation of the proposed development elements will utilise material assets (access road and construction materials) but given the scale of the development this will be considered at the project level.

Significant progress has been made in recent years with regard to waste management in Aberdeen. The Zero Waste Plan and the European Council Landfill Directive establish a framework for reforming the waste management system in Scotland and sets targets for improving the sustainability of waste management up until the year 2025. In 2013 Aberdeen recycled 37% of waste. By 2020 this figure had risen to 45.6%. In addition, Aberdeen City Council area also generates 192,155 tonnes of business waste. This is selected businesses waste in Scotland, including factories, utility and transport companies, shops, offices, hotels, restaurants, schools and hospitals. As there is no statutory duty for businesses to report to SEPA on the waste they generate, SEPA derives the information from statutory waste data received from operators of licensed and permitted waste management sites, and from operators of activities exempt from full waste management licensing.



Aerial View looking southwest over the north side of the Beachfront area

4.5 EXISTING DRAINAGE

Natural Drainage

The site forms part of the catchment of the River Don/North Sea confluence, which lies approximately 2km to the north of the site. Given the topography of the site and the prevailing ground conditions, it is likely that run-off from the undeveloped parts of the development site drain to the natural water environment through groundwater percolation.

Existing Drainage Infrastructure

Scottish Water's record plan shows that a 1170mm diameter combined sewer, of brick construction, is present within the development site boundary. The sewer traverses the site, running from north-west to south-east. It is believed that the discharge from the pumping station is transferred to the St Fitticks Wastewater Treatment Works.

The developments adjacent to the western and southern boundaries are generally served by a combined sewerage system – although, some of the more modern developments have separate systems internally. A combined sewer overflow, discharging to the River Dee at adjacent to the Abercromby Jetty, provides relief to the pumping station during periods of intense rainfall.

Initial contact has been made with Scottish Water however further consultation, including submission of a formal Pre- Development Enquiry (PDE), is required once a more definitive set of proposals is available.

Coastal erosion and aging and deterioration of sea defences is an ongoing issue which may present risk of coastal flooding. River flooding is not an issue for this area. Localised surface water flooding occurs within the site due to lack of capacity within the existing drainage network.

Wastewater

There are existing Scottish Water assets currently located on the proposed site for development. These can be summarised as follows:

- There are multiple combined foul and surface water drainage that converge into the Queens Links area from the service road behind the leisure centre, Urquhart Road, and Constitution Street, prior to crossing Beach Boulevard and heading south.
- There is a combined sewer located within links road and connects to the sewers from Urquhart Road and Constitution Street.
- There is surface Water drainage from the Residential Flats that is routed in to Links Road.
- There is foul drainage from buildings at the bottom of Beach Boulevard/Esplanade that cross the road and connect into the combined sewer.

4.6 EXISTING UTILITIES & INFRASTRUCTURE

A high-level review of the existing utilities services has been carried out through a desk top study by obtaining utility records. The desktop study has identified the following services within the proposed area to be developed:

- District Heating Distribution.
- High Voltage and Low Voltage Electricity networks as owned and operated by Scottish & Southern energy.
- Natural Gas networks, operated by several network operators including ESP GTC, and SGN.
- Network Rail assets.
- Street Lighting, operated by Aberdeen City Council.
- Telecommunication, operated by several providers including City Fibre, Concept Solutions People Ltd, Neos Networks, Openreach and Scottish Southern Energy.
- Water Distribution, as owned by Scottish Water.
- Foul and Surface Water Drainage as owned by Scottish Water.

District Heat Distribution

There are existing Aberdeen Heat and Power assets currently on the site. This can be summarised as follows:

- The ice rink has an Aberdeen Heat & Power CHP heating plant network which is connected to the site wide network. District heating pipes are routed from Golf Road through the service access road to the leisure centre. A connection is provided to the ice rink plant room and then continues to Link Road and on to Constitution Street.

Electricity

There are existing Scottish & Southern Energy electricity utility assets currently on the site. These can be summarised as follows:

- There is an existing 11kV 3C 150mm cable located below the ground on the eastern footpath, routed from the North on Esplanade. The cable crosses over the existing Esplanade Road adjacent to the Beach Ballroom and connects on to existing HV circuit to the West of the beach Ballroom.
- There are 2nr existing 11KV 3C185mm sq cables located below ground and routed on the North footpath on Links Road. The cables serve the existing HV supply to the Leisure centre substation located to the rear of the leisure centre.
- There are six substations within the proposed area used for either distribution of low voltage supplies or direct connections to the buildings.

Natural Gas

There are existing natural gas assets owned and operated by multiple parties within the vicinity of the site as follows:

- There is an existing low-pressure gas main assets owned by GTC which is located off Links Road and the junction of Urquhart Road.
- There is an existing low-pressure gas main assets owned by ESP, which is located off Beach Boulevard.
- There is an existing low-pressure gas main owned by SGN that is distributed from the gas governor located at the junction of Links Road and Cotton Street.
- From the rear of the leisure centre the gas main serves Beach Ballroom, Leisure Centre, and the Ice rink.

Water

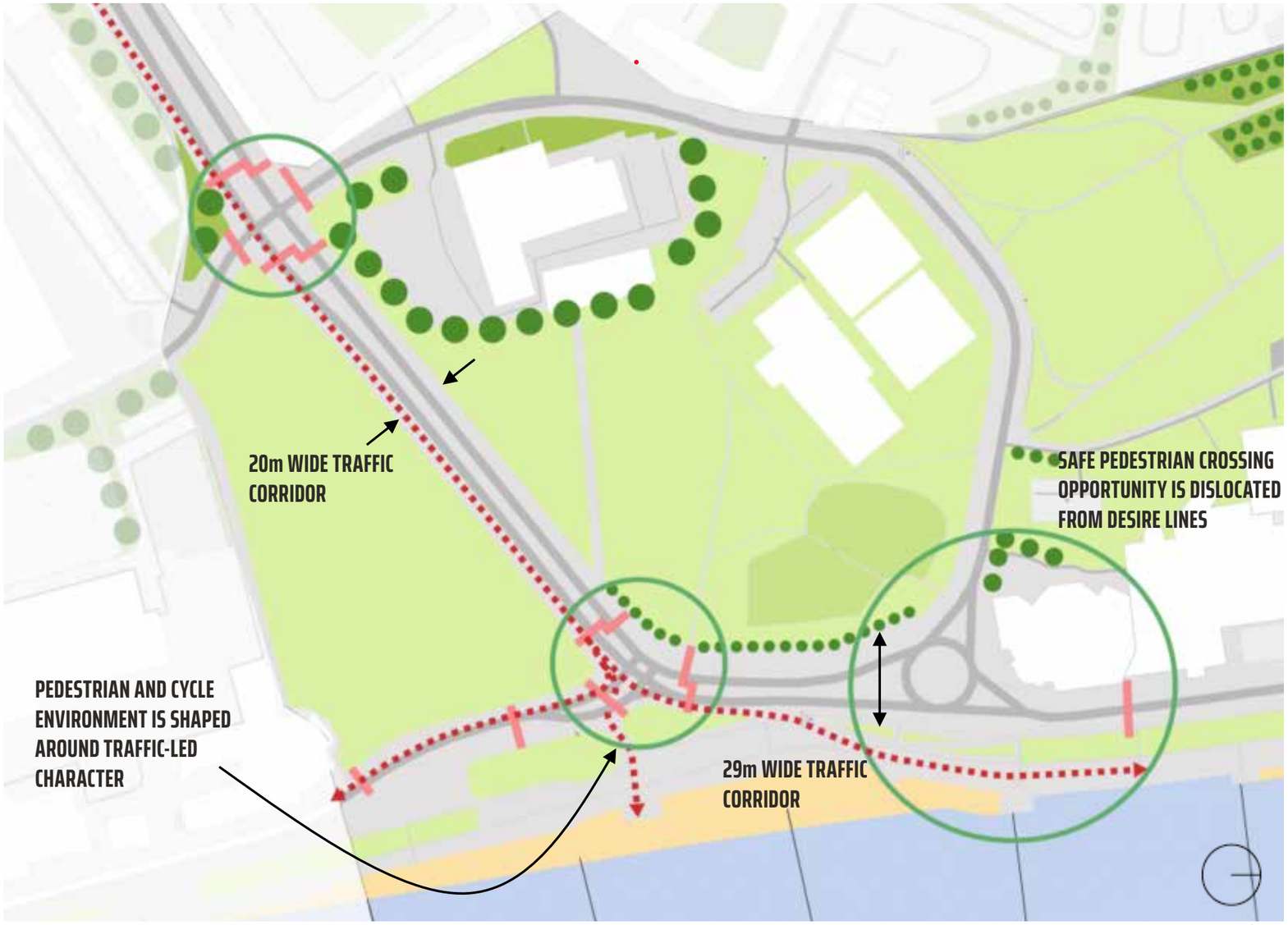
There are existing Scottish Water assets currently located on the proposed site for development. These can be summarised as follows:

- The main distribution would appear to be from the junction of Urquhart Road/Links Road.

4.7 EXISTING MOVEMENT NETWORK

The Beach Ballroom, which serves as a focal point within the wider beachfront area, is located approximately one mile from the junction of Union Street and Market Street in Aberdeen city centre. For most pedestrians, this distance equates to a walking trip of approximately twenty minutes. Under current circumstances, the beachfront can be accessed on foot, by bike, by public transport and by car, with many residents and visitors in the city already incorporating the beachfront into their routines. The Beachfront is located close to residential catchments to the east and west of the King Street corridor and it is located adjacent to established retail and commercial uses which are found to the south of the Beach Boulevard. There is a plentiful supply of on and off-street car parking in and around the Beachfront, with many people choosing to park in the area before walking the short distance to the city centre. Key features of the local transport network are summarised, as follows.

- Primary traffic routes to the Beachfront area include the Beach Boulevard, a link of some 500m length which extends eastwards from East North Street towards the Esplanade. Under current circumstances, the character of the Beach Boulevard is largely a vehicle link, with four traffic lanes and little in the way of frontage development. While sections of kerbside car parking are incorporated to both sides of the road, the capacity is under-utilised. Bus stops, cycle lanes and pedestrian facilities are provided over the length of the Beach Boulevard but these are very much set within the context of an environment which is dominated by vehicular traffic.
- The Esplanade is a north / south traffic link which extends between Bridge of Don and Footdee. In the vicinity of the Beachfront, the Esplanade serves as a through traffic link and an area where parking associated with established leisure and recreational uses is provided. Like the Beach Boulevard, the Esplanade has a largely traffic-led character, with a large supply of parking spaces provided over its length. Existing pedestrian links in the vicinity of the Esplanade, including the lower promenade, form part of the local Core Path network and are of generous width, creating a spacious environment.
- Beach Boulevard and the Esplanade are traffic dominated corridors of approximately 20m width. Their layout and character promotes traffic throughout but is prohibitive to pedestrian and cycle activity. Users who wish to travel on foot or by bike between Queens Links towards the Beachfront are required to make lengthy and indirect crossings.
- Links Road extends westwards from the Esplanade before looping to the south and intersecting the Beach Boulevard, approximately 280m from the junction of Beach Boulevard and the Esplanade. To the east of Beach Boulevard, Links Road serves as the primary traffic route for vehicles accessing the Beach Boulevard retail park and Queens Links leisure park



Mapping highlighting Existing Severance and Constraints to Active Travel at Beachfront

Beach Development Framework - Severance and Contraints

Pedestrian and Cycle Desire Line

Formal Crossing Point

- The southern end of Beach Boulevard forms one arm of a five-arm roundabout junction where Commerce Street, Park Street, East North Street and Justice Street all meet. Traffic moving through this junction comprises a combination of local and strategic movements, with key flows being between East North Street, which leads to the King Street corridor, and Commerce Street, which extends south towards the harbour area and beyond to meet the strategic road network.

While pedestrian and cycle facilities are incorporated to the local transport network, the overall appearance and feel of the links and junctions described above is of a space which favours traffic movements over the requirements of active travel modes. While the Beachfront is not physically distant from Aberdeen city centre and adjoining areas, this sense of traffic domination contributes towards the sense that the Beachfront is severed from key city centre spaces and facilities, particularly for those who do not travel by car.

4.7.1 EXISTING PEDESTRIAN SITUATIONS

Provision for pedestrians within the wider beachfront area is generally good, with wide, spacious footways and paths provided along the length of the Esplanade. The upper and lower promenades offer attractive pedestrian spaces, albeit stepped level changes between the Esplanade and beach front present challenges for those using wheelchairs, pushchairs or those with reduced mobility. Links Road and Beach Boulevard all incorporate pedestrian links, with good integration to adjoining side streets.

Controlled pedestrian crossings are incorporated to the Esplanade, north and south of the Beach Ballroom and at traffic light junctions along the length of the Beach Boulevard. The placement of crossings is largely determined by the road geometry and, in many cases, does not reflect actual pedestrian desire lines.

Despite their close proximity, the Beach Boulevard, Links Road and Esplanade are not well-integrated to the city centre. For pedestrians, there is a sense that Castlegate and Justice Street represent the 'end' of the city centre environment, with on-street bin storage on Castlegate and the large roundabout junction at East North Street creating the impression that the city centre and Beach Boulevard are two very separate environments. The Development Framework proposals present a clear opportunity to better link these locations together. The roundabout requires pedestrians to deviate from the natural desire line towards the Beachfront and heavy traffic flows present delay and a degree of intimidation to those walking or wheeling within the area. Safety barriers create a sense that the pedestrian environment is enclosed and constrained.

A pedestrian bridge provides an alternative route over the A956 but for those travelling from the city centre towards the Beachfront, the route is indirect and involves unwelcome gradients.

In the western-most section of Beach Boulevard, column-mounted street lighting is positioned in the central reserve, with no direct provision over footways to the side of the carriageway.

Totem signage, with local area mapping is provided on Castlegate, the Beach Boulevard and on the Esplanade.

Significant opportunity exists to enhance the environment for those who choose to walk and wheel in the local area, simplifying their journeys and making the area more pleasant to spend time in.



Mapping highlighting Existing Pedestrian Situations

Beach Development Framework - Existing Pedestrian Situation

- Site Boundary
- Bus Station
- Train Station

Walking Distances (metres)

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- 2400m

4.7.2 EXISTING CYCLING SITUATION

Cycling is an affordable, healthy and environmentally-friendly travel choice which is available to most users. In line with Council objectives, the Beachfront vision will maximise the role of cycling for more and more short to medium distance journeys. Monitoring undertaken by the Council between September 2020 and September 2021 examined cycling activity at 41 sites across the city, highlighting that the Beach was comfortably the most popular location for cyclists.

The Beachfront is not physically remote from Aberdeen city centre, the key transport corridors that feed it or adjoining residential catchments. While some cycle facilities are incorporated into the local transport network, they generally take the form of in-carriageway links whose design and alignment is defined by the local road network. Consultation with Aberdeen Cycle Forum highlights that the local area is not currently viewed as being attractive or safe.

- Cycle links between the east end of the city centre are interrupted by the traffic links which cross the King Street corridor. While Justice Street is identified in local cycle maps as a 'recommended route', it directs cyclists towards the roundabout junction at East North Street. The roundabout is not welcoming for cyclists and is likely to discourage cycle movements on this route.
- Links which are identified as 'recommended' in local mapping do not follow the most direct route between the city centre and the Beachfront. Recommended routes typically involve side streets where traffic flows are lighter, but where other hazards, such as parked cars, and priority junctions are present.
- Beach Boulevard represents the most direct route between the city centre and the Beachfront, with cycle priority being limited to in-carriageway marked lanes. Cyclists using this route have to pass between general traffic and parked cars, with the link intersecting various side access roads and bus stop bays.
- Advance cycle stop lines are incorporated to the traffic light junctions of Beach Boulevard / Links Road and Beach Boulevard / Esplanade, with marked cycle lanes incorporated at the kerbside. Cycling activity within the northern position of the Beach Boulevard generally takes place within a trafficked environment and is set within a wide road geometry which may appear intimidating to some users.
- The Esplanade is a spacious environment which forms part of the Core Path network, facilitating north to south cycle movements. Cycling is also permitted on the Lower Promenade, an environment which is separated from general traffic but which creates the potential for conflict with pedestrians.
- Many of the existing facilities comprise 'Spaces for People' initiatives which will have emerged or been strengthened during lockdown periods of 2020/21. These routes appear temporary in nature and all place cyclists directly alongside parked cars and general traffic.
- While proficient cyclists may be comfortable navigating the current arrangements, there is an absence of off-road or segregated cycle facilities.



Mapping highlighting Existing Cycling Situation

- Secure cycle storage facilities are limited in number. A small number of cycle lockers are located adjacent to the Linx Leisure Centre entrance on the Esplanade, with some un-covered hoop storage provided in the vicinity of shop and café frontages on the southern Esplanade, outside of the study area.

Viewed in the context of present-day Scottish Government cycling design guidance, existing provision falls short of the standard expected.

Overall, cycle facilities are shaped by the geometry of established traffic routes, with suggested routes indicating how users travel through the area, but not within it.

Significant opportunity exists to improve cycle access to the overall area by addressing severance, promoting segregation from other modes and incorporating routes and facilities which are more conducive to recreational use.

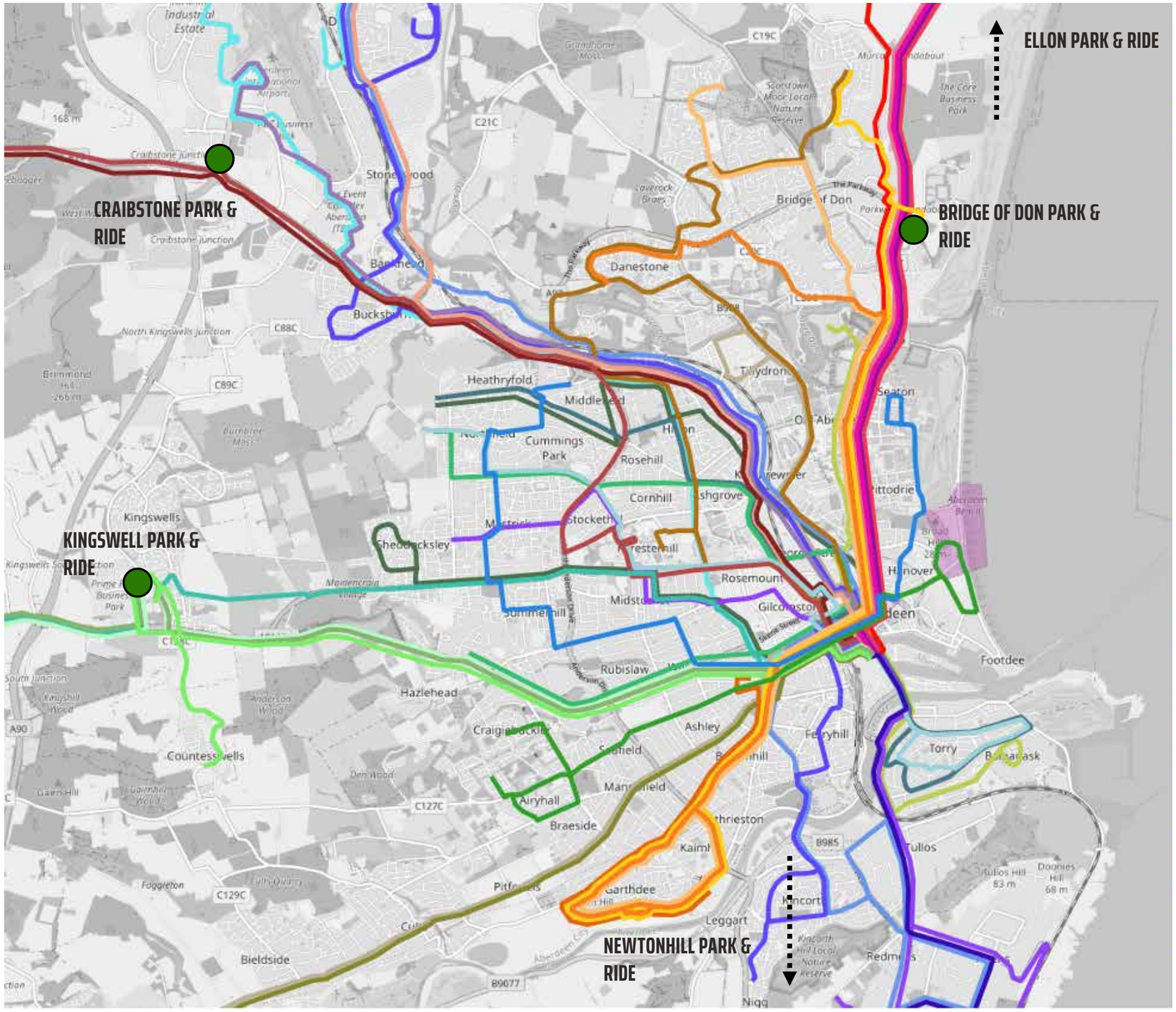
4.7.3 EXISTING PUBLIC TRANSPORT, SERVICES, AND FACILITIES

The Beachfront is integrated into Aberdeen's local bus network, with bus stops located on Beach Boulevard, Esplanade and Links Road (east and west of Beach Boulevard). These stops are served by First Aberdeen service 15 which operates to a daytime frequency of 30 minutes. Buses on First Bus service 13 operate via Park Street and Park Road towards Pittodrie and Seaton at a daytime frequency of 15 minutes. The current service pattern reflects the residential nature of the catchment between Beachfront and King Street but suggests that present-day passenger demand between the city centre and the Beachfront is not significant. While in distance terms, the placement of bus stops ensures key buildings and spaces can be defined as being accessible, the level of service falls below that which might be regarded as 'frequent'. Historically, the Beachfront and Beach Boulevard formed a key part of Aberdeen's bus network but changes to travel behaviour and the abundance of largely unrestricted car parking in the area have contributed to an overall decline in service provision, albeit the Beach remains a very popular attraction. The masterplan vision provides significant potential to reverse this decline through the incorporation of new and improved services and facilities, including potential integration into Aberdeen Rapid Transit (ART) proposals.

The accompanying image shows the Beachfront in the context of key bus routes, including those that directly serve the King Street and Union Street corridors and those which provide a direct connection between one of Aberdeen's park and ride sites and the city centre. The image shows services which provide a direct connection to, or east of, the King Street corridor, to highlight the potential user catchment that can access the western part of the study area in a single bus journey, without the need for interchange.

There is an overall sense that the Beachfront is detached, but not distant from the city centre . It can be accessed on foot within fifteen-minutes of King Street – one of the city's Bus Partnership Fund corridors, significantly broadening public transport opportunities from across the city. The walking distance from Aberdeen bus and railway stations to the Beachfront is just over 1 mile, equating to a walking journey time of approximately 25 minutes for most users. Mainline rail services, express coaches and regional bus services all serve these terminals, increasing the catchment that can be accessed using public transport.

The public transport network includes park and ride facilities at Bridge of Don, Craibstone and Kingswells, with further sites located in Ellon and Newtonhill in Aberdeenshire. Combined, the park and ride sites provide capacity for nearly 3,000 cars. Given the potential for each of those spaces to accommodate a car with multiple occupants, the role that park and ride sites have to play, particularly in the context of large-scale events at the Beachfront, is significant.



Mapping highlighting Existing Public Transport, Services and Facilities

Beach Development Framework - Existing Public Transport, Services and Facilities

- Site Boundary
- Park & Ride Sites
- Bus Route 13 (Park Road - Golf Road - Seaton)
- Bus Route 15 (Beach Boulevard / Beach Ballroom - Esplanade - Retail Park)

4.7.4 TRAFFIC MODELLING

Road traffic implications which arise from the masterplan vision are the subject of ongoing technical assessment using the wide-area Aberdeen Sub Area Model (ASAM) to determine the strategic rerouting and wider impacts of the masterplan, and the Aberdeen City Centre Paramics Microsimulation Model to test the detailed implications around The Esplanade, Beach Boulevard, King Street and Aberdeen City Centre. The models enable detailed evaluation of the changes to traffic priority, road closures and alterations to road space that are being considered as part of the proposals, and they take account of other relevant local transport policies and interventions.

The masterplan vision places emphasis on high-quality public transport, proportionate access for car parking and delivery and servicing movements. It is important to distinguish between 'through trips' and those whose destination is within the wider Beachfront area.

The overall traffic and transport strategy reasonably assumes that the delivery of complementary strategies, including the City Centre Masterplan, Low Emission Zone and Bus Corridor studies lead to a reduced reliance on car-based trips to and through the city centre area. The strategy will identify a proportionate package of measures to mitigate the impact of the Beachfront development while ensuring that local connectivity is maintained, where required.

A key part of the approach at a local level will be to carefully balance the performance of the road network with the delivery of an environment which is conducive to greater rates of pedestrian, cycle and public transport activity.

Mindful of the aspiration to grow rates of active travel and to promote effective public transport, it is considered unwelcome for 'through' traffic displaced from the Esplanade to divert onto adjoining local roads.

The transport strategy proposes the following measures

- A suitable form of traffic restriction on Golf Road, preventing the reassignment of through trips onto adjoining local roads.
- A restriction to prevent through traffic on Accomodation Road between Esplanade and Golf Road
- Incorporation of a new one-way eastbound road at Queens Links, connecting Links Road to the Esplanade, facilitating access to areas of disabled parking and providing a means of access for public transport.
- Modifications to the character of the roundabout junction at A956 / Park Street / Beach Boulevard to better cater for increased active travel demands and to facilitate an uplift in public transport movements between the city centre and Beachfront.
- A package of traffic signal alterations is proposed at key junctions on the King Street corridor.



Mapping highlighting Existing Severance between City Centre and Beach Boulevard

Beach Development Framework - Severance and Constraints

- **Pedestrian and Cycle Desire Line**
- **Existing Pedestrian Footway**
- **Formal Crossing Point**

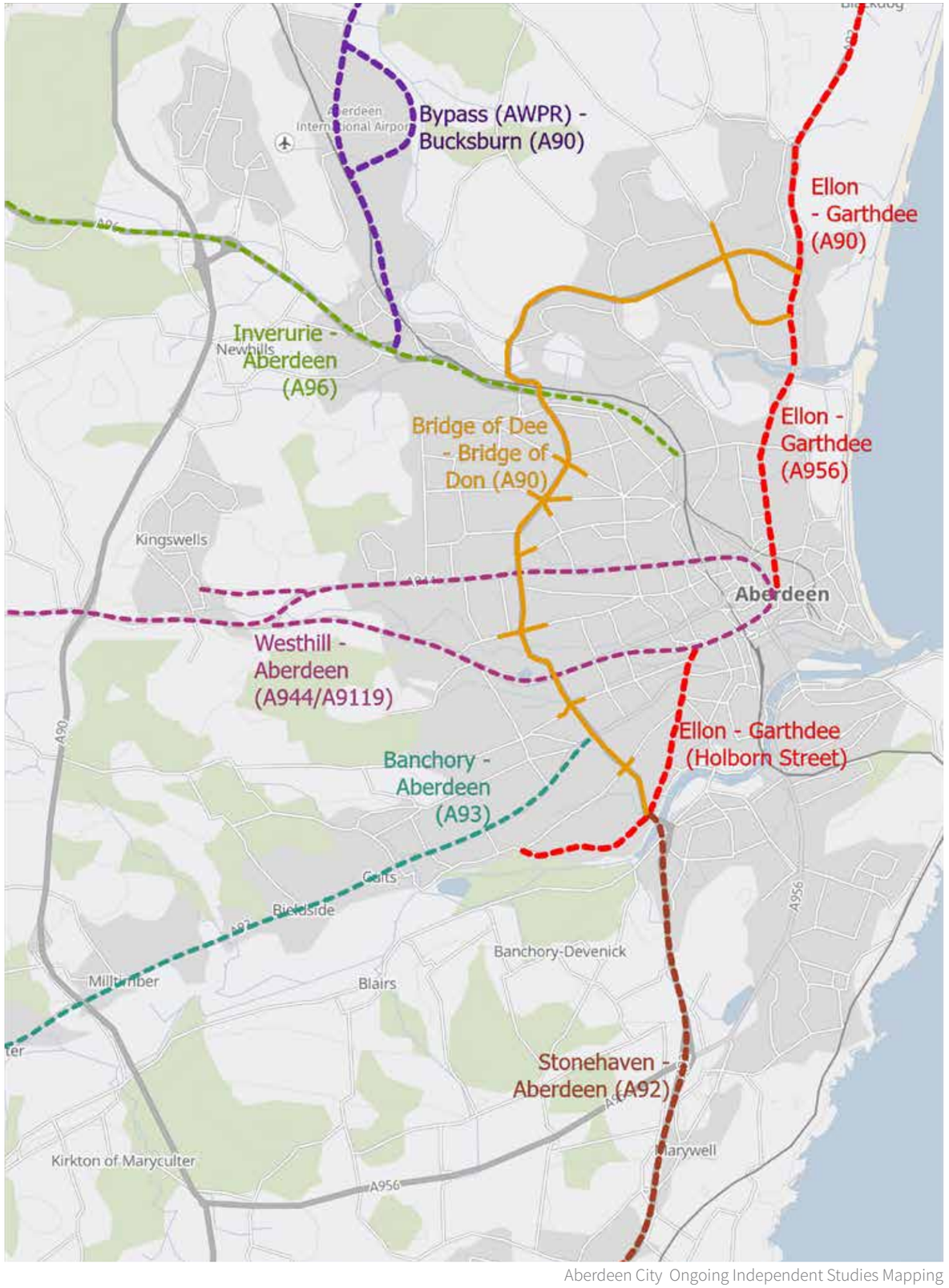
- **Large footprint of traffic-led junction**
- **Pedestrian and cycle connectivity is indirect and unattractive**
- **Formal crossing points are dislocated from desire lines**
- **Pedestrian environment is constrained and intimidating**

4.7.5 ASSOCIATED TRANSPORT PROJECTS

The Beachfront vision is consistent with local and national policies, as follows:

- Transport Scotland's National Transport Strategy which is underpinned by a vision to develop a sustainable, inclusive and accessible transport system which helps to deliver a more prosperous Scotland for communities, businesses and visitors.
- Aberdeen City Council Local Transport Strategy - Five high-level objectives are set out in the 2016-2021 LTS; (1) the delivery of a transport system that enables the safe and efficient movement of people and goods,(2) a safe and more secure transport system, (3) a cleaner, greener transport system, (4) an integrated, accessible and socially inclusive transport system and, (5) a transport system that facilitates healthy and sustainable living.
- Aberdeen Active Travel Action Plan (ATAP) which identifies the actions and interventions necessary to make walking and cycling safer and more attractive choices, and to increase the number of active journeys in the city. The vision is complementary to a number of ATAP projects; the City Centre Masterplan, Union Terrace Gardens redevelopment, King Street Active Travel Improvements, works to deliver improved active travel links between Parkway Roundabout and the city centre via the Esplanade corridor, Golf Road / Park Road active travel improvements, King Street active travel improvements and others. ATAP also includes Behaviour Change projects and initiatives such as the development of a city Bike Hire Scheme, development of the Go Abz App, development of the Aberdeen cycle map and others.
- Aberdeen Sustainable Urban Mobility Plan (SUMP) which promotes the city's transition to a low carbon and low emission future, measures to develop a safe and sustainable city centre, measures to uphold the revised Roads Hierarchy by discouraging through traffic and improving accessibility for people walking, cycling and using public transport and the identification of areas for the successful delivery of a bike hire scheme.

These policies share common objectives to promote an increase in rates of active travel and public transport use. Mode split targets promoted by Aberdeen City Council propose that at least 50% of all trips are made by active travel modes, including public transport. Those objectives lie at the heart of the Transport Strategy which will support delivery of the Beachfront Masterplan vision.



Aberdeen City Ongoing Independent Studies Mapping

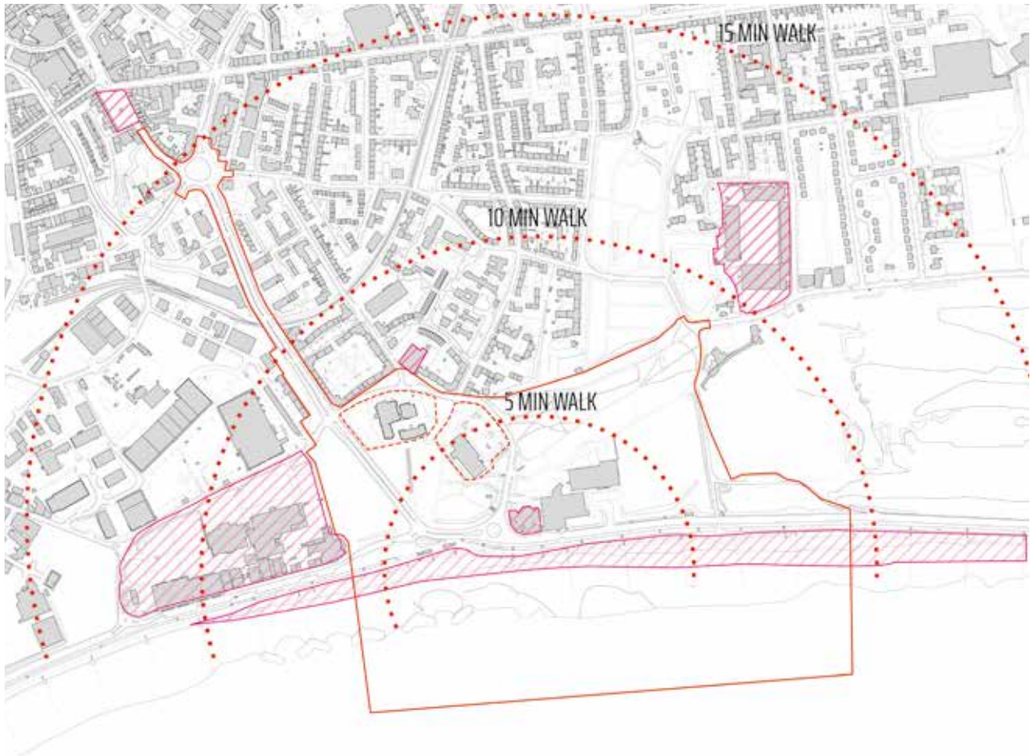
Beach Development Framework - Associated Transport Projects

- A944 Westhill to Aberdeen City Centre Bus Partnership Fund Study
- Ellon to Garthdee via City Centre Bus Partnership Fund Study
- Inverurie to Aberdeen City Centre Bus Partnership Fund Study
- Stonehaven to Aberdeen City Centre Bus Partnership Fund Study
- Bridge of Don to City Centre Active Travel Study
- A947 Multi-modal Study - AWPR Junction to Bucksburn Roundabout
- A93 Banchory to City Centre (College Street)

4.8 SITE INVENTORY & ANALYSIS

Landmarks

There are a number of key landmark features on the site which help to orientate visitors to the area. Within the site itself these include the route of Beach Boulevard linking the city centre with the beach; the Beach Ballroom building and its distinctive roof form; the landscape form of Broad Hill. Prominent landmarks bordering the site include Codona's Amusement Park and it's iconic Grampian Eye ferris wheel; Pittodrie football stadium home to Aberdeen FC; and the towering forms of Virginia Court housing block located at the top of Beach Boulevard.



Site Inventory & Analysis - Landmarks

Topography

Available data suggests that the existing topography can be considered in two parts. The Kings and Queens Links areas of the site are relatively level, except for some engineered bunds associated with the commercial land uses. Both areas can be considered basins which sit at a lower level than the roads that surround them.

The remainder of the site, known as Broad Hill, forms a localised high ridge running north/south at approx. 28m above sea level at the highest point.



Site Inventory & Analysis - Topography

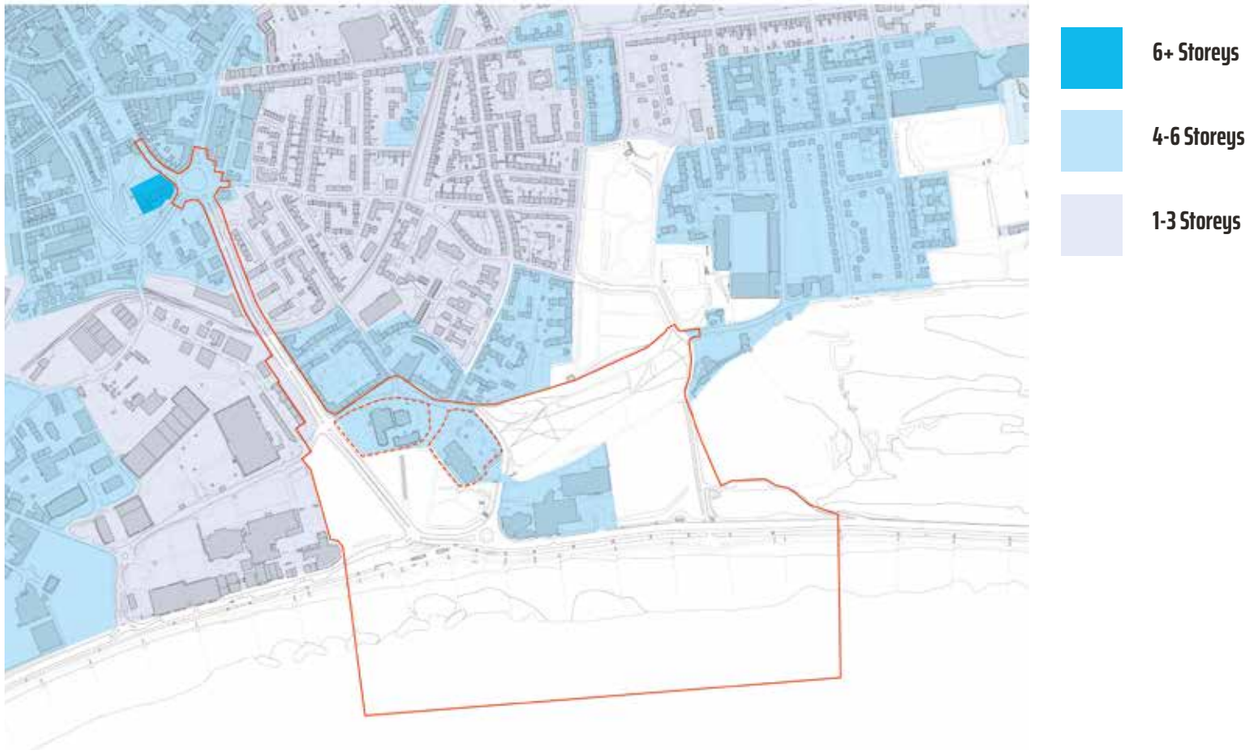
4.8 SITE INVENTORY & ANALYSIS

Building Heights

Beach Ballroom is three storeys in height with a semi-submerged lower ground floor level which sits below the street level. Its large roof structure extends beyond the general first floor roof level and providing a large domed space to the main ballroom space.

The Beach Leisure Centre and Linx Ice Arena are two to three storeys in height however due to their siting within a drop in the topography they sit lower than the Esplanade street level which reduces their visual impact in relation to the Beachfront.

The hotel and extreme sports venues are approximately three storeys in height.



Site Inventory & Analysis - Building Heights

Visual Analysis

Visual analysis of the site as part of the assessment and design process has been an ongoing task. The views highlighted opposite are just some of those considered through the process so far in gaining an understanding of the spatial configuration of the site. Further dialogue is ongoing as part of the Landscape and Visual Impact Assessment/ Sea Scape Visual Assessment in terms of determining and refining the key assessment views that will inform the emerging designs within the Development Framework area. It is likely that the discussion on visual impact will consider views from long distance both from the land and the sea. The final filtering of the view selection is being done as part of a dialogue with ACC, NatureScot and other key stakeholders.



Site Inventory & Analysis - Key Views

Views from Site

A - View west from Beach Boulevard
B - View south east across Queens Links towards North Sea
C - View east to North Sea from Esplanade
D - View east to North Sea from Beach Ballroom
E - View north along Esplanade
F - View west to City from Broad Hill
G - View north from Broad Hill
H - View east from Broad Hill
I - View east to North Sea from Esplanade

Views to/within Site

A - View east down Beach Boulevard
B - View east down Queens Links
C - View north along Esplanade
D - View north to Beach Ballroom
E - View south from Broad Hill
F - View east from Broad Hill
G - View south along Esplanade

4.8 SITE INVENTORY & ANALYSIS

Visual Analysis - Views from Site



A - View west from Beach Boulevard



B - View south east across Queens Links towards North Sea



C - View east to North Sea from Esplanade



D - View east to North Sea from Beach Ballroom



E - View north along Esplanade



F - View west to City from Broad Hill



G - View north from Broad Hill



H - View east from Broad Hill



I - View east to North Sea from Esplanade

4.8 SITE INVENTORY & ANALYSIS

Visual Analysis - Views To / Within Site



A - View east down Beach Boulevard



B - View east down Queens Links



C - View north along Esplanade



D - View north to Beach Ballroom



E - View south from Broad Hill



F - View east from Broad Hill



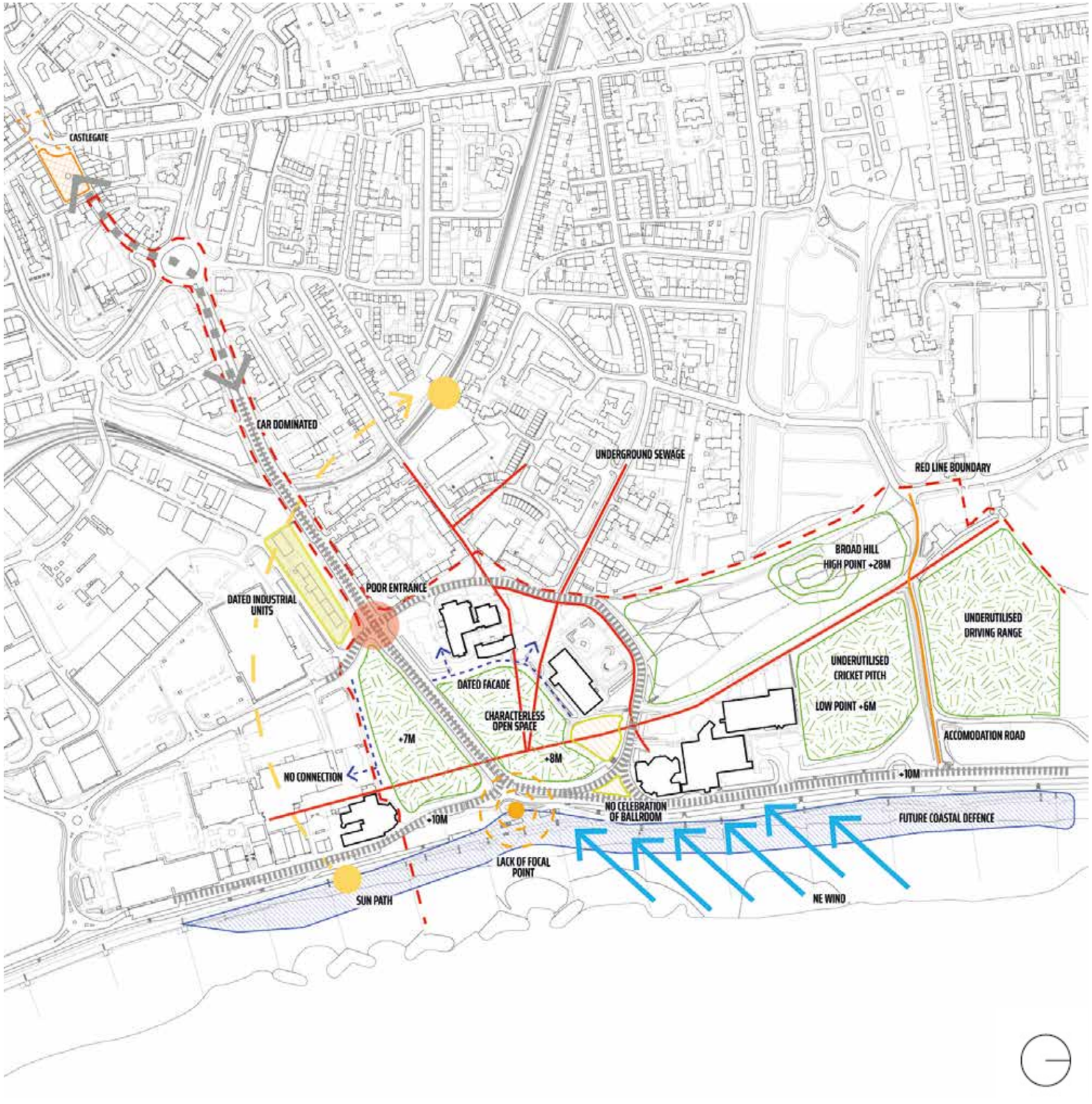
G - View south along Esplanade

4.9 CONSTRAINTS

The approach from Beach Boulevard is rather uninspiring with no real focal point or sense of arrival at Queen's Links. The Beachfront also lacks a sense of place and is dominated by a four-lane vehicular route. Apart from the Beach Ballroom, the surrounding architecture is quite industrial, with a number of existing Sports & Leisure buildings which are generally tired and of poor quality.

Following the initial site walk-round and workshop session, the Design Team analysed the Beachfront Development Framework area as existing, identifying a number of additional site constraints and project challenges:

- Lack of sense of place
- Poor accessibility to beach
- Characterless open space
- Car dominated environment
- Lack of relationship of existing buildings with waterfront
- No celebration of entrance / lack of grand public realm setting for iconic ballroom
- No real sense of arrival
- Lack of focal point
- Exposure to the elements / lack of shelter
- Disconnect with Beachfront
- Hostile / rear elevation of amusements / fairground
- Limited places to stop and rest
- Uninspiring approach from Beach Boulevard
- No celebration of entrance to Queens Links
- Dated industrial units / poor quality industrial architecture
- Underground Sewage Pipe running through centre of site
- Current and future coastal defences to be considered
- Tired / dated esplanade and uninspiring public realm
- Dated aesthetics of existing sport & leisure elements
- Awkward relationship of existing leisure to ballroom
- Underutilised cricket ground and golf driving range



Beachfront Constraints Diagram

VISION, OPPORTUNITIES & DESIGN DEVELOPMENT

5.0





5.0 VISION, OPPORTUNITIES & DESIGN DEVELOPMENT

5.1 VISION

The Beachfront proposals will seek to revitalise and renew the area to maximise the potential of this unique space and create an exceptional asset for the city of Aberdeen. Due to the special location of the site, its overall connection to the natural environment the approach to design has been collaborative and landscape led in order to set an appropriate oad range of leisure uses, events and ıature-based environment will be ał community whilst aiming to position visitor location and reconnect the beach with the city centre.

A Dynamic Waterfront

The current area is lacking in the character and distinctiveness which would be expected of such a unique location. The proposals will seek to create a dynamic waterfront destination which the city can be proud of, and which will reconnect the city with the beach. The main route from the city via Beach Boulevard will be renewed with a focus on public transport, pedestrians, and cyclists. The Beachfront itself will be activated through potential dedicated play and events spaces, improved accessibility, a potential stadium, and leisure facility as well as supporting facilities such as changing accommodation / beach huts and a potential landmark pier structure, all connected by an enhanced green infrastructure network.

Beach Ballroom

The importance of the re-imagined Beach Ballroom is key to the proposals, with a desire to return this architecturally and culturally significant building to its former glory when it was known as the 'People's Ballroom'. Any renovation proposals will recognise the buildings heritage and historic significance whilst equipping it for the future as a modern events venue. This, coupled with an improved public realm, will make this a key focal point of the redevelopment of the area.

Connecting the Beach and the City

Currently the beach suffers from a lack of connection with the city centre, with the key route from the city being one which is car dominated and unattractive. With the potential renewal of Beach Boulevard and works to the major roundabout to the southwest end of this route, the proposals will reconnect the city and Beachfront through an attractive pedestrian and cycle focussed public realm. Proposed pedestrian and cycle routes will also seek to connect into the wider travel network to ensure viable and sustainable connections between the beach and the city are created.



Aspirational CGI Image of Potential Development

High Quality Public Realm

The site as it exists is car dominated and suffers from a lack of good quality public space. The Beachfront proposals will invest the area with a well-considered and high-quality public realm scheme which prioritises pedestrians and cyclists. The public realm approach will allow for public spaces to flow and reconnect the beach with the wider Beachfront area ensuring that the design is accessible and inclusive.

Developed Infrastructure

Proposed infrastructure, including traffic management would be introduced that reduces the impact of the existing road network to promote alternative forms of travel, including cycling, whilst improving public realm. Furthermore, infrastructural works which would be co-ordinated with potential flood/sea defence works planned for the area would ensure the longevity of the Beachfront.

Potential New Stadium and Leisure Facilities

A potential new stadium and leisure facility could form part of the Beachfront Development Framework. Noted as a preferred option within this document, these world class facilities would become another key element to the revitalisation of the area. The potential stadium would provide a new home to Aberdeen FC and would share common facilities with a potential new state of the art leisure centre which would replace the existing Beach Leisure Centre and Linx Ice Arena.

5.2 APPROACH

The landscape led design approach to the Development Framework has been based on a careful assessment of the existing site characteristics and constraints to understand the most appropriate means to renew and revitalise the Beachfront area. The site analysis, including the investigation of the site's historic importance to the city, provides a deep understanding of the existing site and context allowing for appropriate design solutions to be proposed. The key steps are set out below:

Defined Character Areas

- Assess existing character areas to establish constraints and opportunities
- Identify clear character areas with design approach to establish quality and accessibility of spaces along with proposed uses.
- Highlight links between character areas and understanding of overall concept masterplan and how spaces interact.

Key Building Development and Supporting Facilities

- Identify existing buildings and proposed development to understand what is key to retain and what buildings and facilities can be proposed which will support and enliven the Beachfront.
- Understand location of retained and proposed development in relation to character areas.
- Develop understanding of potential use and how retained and proposed buildings and facilities will contribute to the wider area.

Revived Public Space

- Assess the limitations and challenges of the existing public space and public realm.
- Understand potential user requirements through extensive consultation to ensure public space and connections are fit for purpose and allow accessibility and usability for all.
- Propose public space and public realm approaches which enhance the publics experience of the Beachfront and create an asset for the city and wider communities.

Access and Connectivity

- Undertake assessment of existing network and various travel routes between the beach, the city and wider Aberdeenshire area
- Propose a variety of connections to the existing network which promotes the use of public transport; are attractive to pedestrians and cyclists; and which reduce reliance on car use.

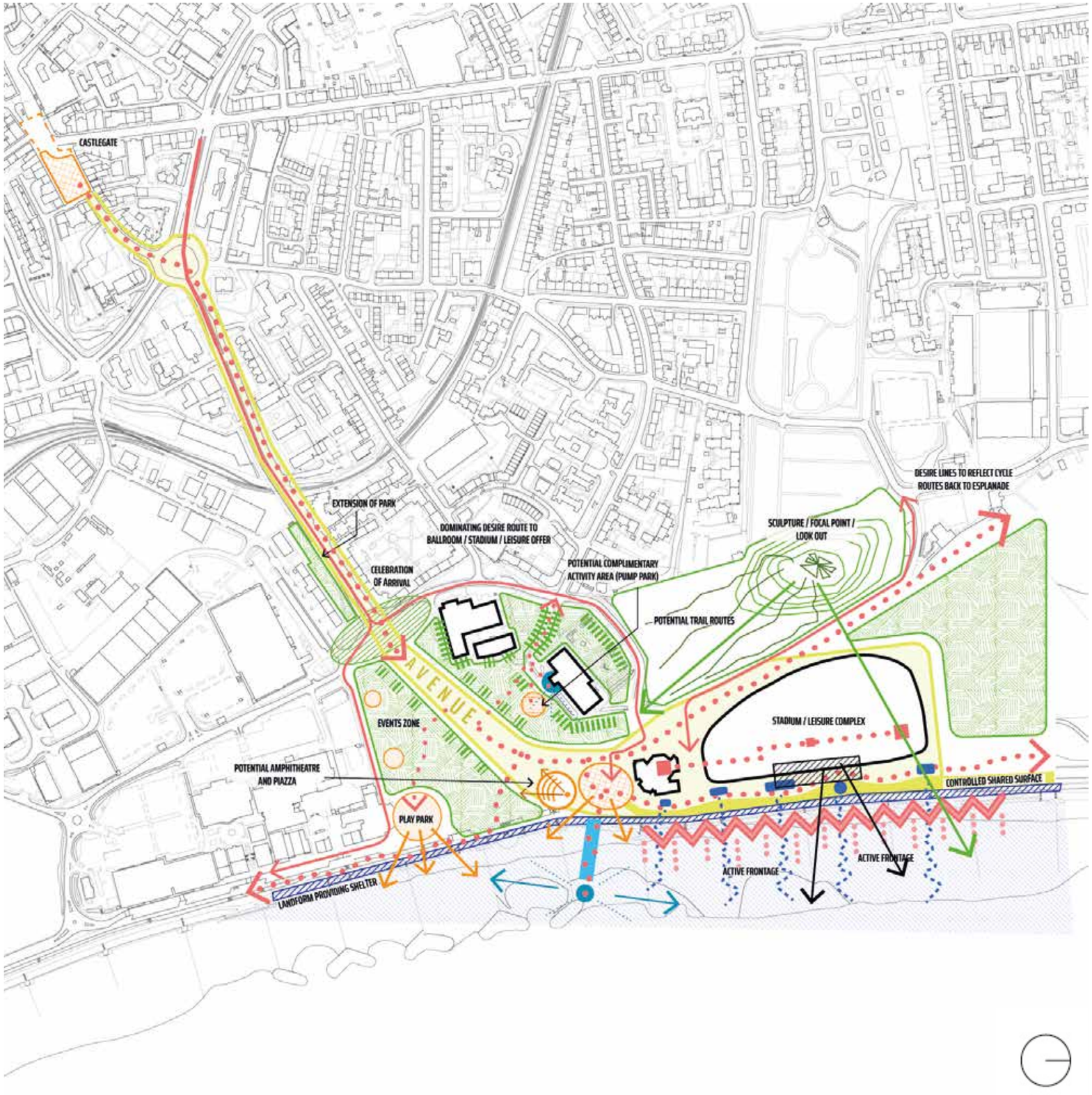


Aspirational CGI Image of Potential Development

5.3 OPPORTUNITIES

Following on from the site analysis, the design team identified several opportunities which capture the initial ideas explored during early design workshops, these include:

- The potential for an attractive desire route from Beach Boulevard down towards the enhanced Ballroom/Stadium/Leisure offer.
- Opportunity for celebration of arrival to the Beachfront / Queens Links.
- Creating an enhanced setting for the iconic Beach Ballroom with a more formal Public Plaza and grand entrance to the Ballroom.
- Potential for Integrated Stadium/Leisure complex with active frontage to the Beach esplanade.
- An enhanced public realm connecting Ballroom/Leisure/Stadium elements.
- Utilising level changes for amphitheatre type spaces.
- Re-imagined play park for all ages including potential for water play.
- Facilitating a large capacity outdoor events zone with appropriate space and facilities.
- The creation of landforms to provide shelter from the elements.
- Consideration of integrated coastal defence opportunities.
- Harness water space activities and facilitation of.
- Potential feature pier structure and focal viewing point to take advantage of those spectacular beach views.
- New enhanced cricket pitch and multi-use sports fields.
- Potential redevelopment of industrial units on Beach Boulevard.
- Structure planting / screening opportunities/enhanced green networks.
- Extension of Castlegate/enhanced Public Realm towards Roundabout/potential new Civic Space.
- Extension of an enhanced Beach Boulevard towards the City Centre enhancing the active travel experience between the beach and the city centre.



Beachfront Opportunities Diagram

5.4 INITIAL DESIGN CONCEPTS

The creation of a transformational new Beachfront destination will rely on progressive and innovative design solutions, alongside a respectful acknowledgement to the heritage of the site. As the proposed Beachfront development will be centred around the iconic Beach Ballroom as the main focal point of the redevelopment, the history of the Beachfront is intrinsic to the character of the wider area.

The vision for the development is to rejuvenate the Beachfront back to it's former glory as a major waterfront destination for future generations. The component parts of previous successes can be re-imagined to create a contemporary new design solution which establishes Aberdeen Beachfront as a world-class leisure destination once more.

Initial design concepts drew upon the history and heritage of the Beachfront in an innovative, forward-thinking way.



Design Collaboration Workshop



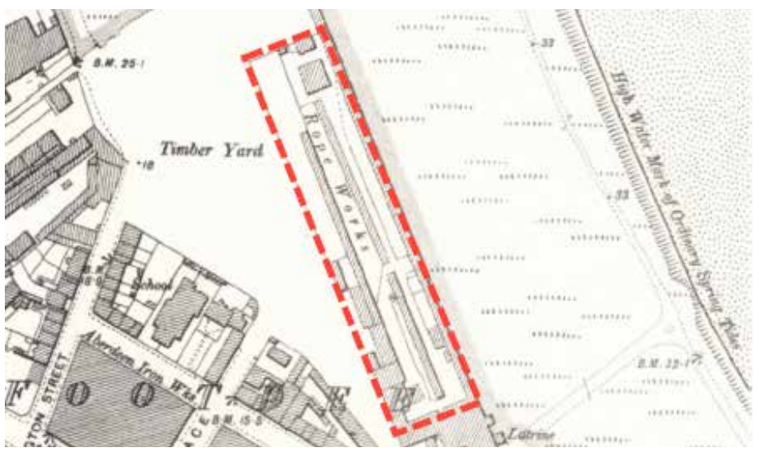
Design Sketch for Rope Works Concept



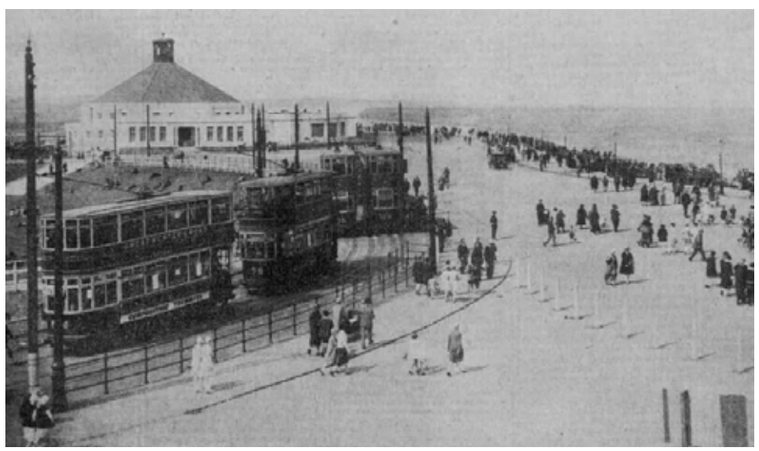
Design Sketch for Tram Lines Concept



Design Sketch for The Groynes Concept



Historic Map showing the location of the Rope Works near Queens Links



Historic Image showing the former trams on the Beachfront



Image of the Groynes structures which are positioned along Aberdeen Beach

5.5 EXPLORATION & TESTING

Given the scale and importance of the site, a number of options were developed to test out initial thoughts for the concept masterplanning approach for the Beachfront. This testing process has been crucial in allowing the development of a preferred Development Framework approach, along with alternative options, which is viable, deliverable and will maximise the potential of the area. This iterative process was undertaken by the design team alongside Aberdeen City Council to ensure the benefits and drawbacks of the potential design solutions were understood and the most appropriate proposal agreed by consensus.

5.5.1 OPTION 1: ROPE WORKS

Rope Works is inspired by Aberdeen's shipbuilding industry. Historically, the Rope & Sail Making Works that were located on the site at the South of Queen's Links. The Rope Works concept uses the formation of the rope itself to inspire a masterplanning design approach for the main character area of the site. The Rope Works concept takes the organic form of the rope to create a network of footpaths and desire routes, extending down from Beach Boulevard and opening up towards the Beach Ballroom at the heart of the proposed design.

5.5.2 OPTION 2:TRAM LINES

Tram Lines uses the linearity of the historic tram routes to organise the central features of the concept masterplan, alongside influences such as the octagonal geometry of the Beach Ballroom and Bandstand. The Tram Lines concept in centred around the existing remnant of physical tram line located at the North of Queen's Links. The historic lines would be retained and enhanced to form an organizing geometry from which to build a re-imagined Urban Park.

5.5.3 OPTION 3: THE GROYNES

The Groynes concept is inspired by the existing shore protection structures built perpendicular to the shoreline of the Aberdeen coast. These linear structures are an integral part of the unique Aberdeen seascape, creating a strong organising geometry from which the concept masterplan builds. The 2 central Groynes form the basis of an overall design language for the Links character area, extending out into the sea to form a new pier structure which loops back round to create an amphitheatre-style external gathering space.





Rope Works Conceptual Masterplan





Tram Lines Conceptual Masterplan





Groynes Conceptual Masterplan

5.6 ROPE WORKS DESIGN DEVELOPMENT

The Rope Works Concept Masterplan option was selected by the Beachfront team as the preferred solution as, in summary, it had the following qualities:

History & Heritage

This option celebrates the historical character of the site and the previous Rope Works which supported Aberdeen's Shipbuilding heritage. The key pathways and routes are created in an organic manner simulating the unravelling of a rope.

Free Play

This concept masterplan generates a multitude of zones and opportunities for free play for all ages. The layout creates zones for a range of activities such as a pump park, child play, teenager play and water-based play areas together with water sports and other outdoor Leisure experiences associated with the beach. The child and young person focused areas drawing on Aberdeen's ambition to obtain UNICEF Child Friendly City status. An amphitheatre, mounding, a variety of paths and walkways culminating in a the boardwalk /pier structure also added an additional dynamic to the visitor experience.

Natural Environment

The organic design characteristics of Rope Works creates a natural geometry of sinuous footpaths and routes linking seamlessly with Broad Hill and appears in harmony with the topography of the site. This geometry allows all elements to flow together and is consistent with the emerging natural organic form of the potential Stadium and Leisure buildings. The proposals will also seek to protect and promote the existing natural habitats and biodiversity found on the site. Additionally, these will be supplemented by a developed green/blue network.

Boardwalk & Pier

The design of the Rope Works Pier structure and associated Boardwalk has the potential to provide an affordable design solution and would greatly improve accessibility to various levels within the network of pathways on the beach.

Aberdeen City Council subsequently approved Option 1: 'Rope Works', as their preferred masterplan concept at the meeting of the City Growth & Resources Committee in November 2021.



Rope Works Conceptual Masterplan



Site Definition



Developing Strands



Defining Routes



Potential Interventions



Potential Boardwalk

5.7 ROPE WORKS KEY PRINCIPLES

The concept masterplan is centred around the re-imagining of the iconic Beach Ballroom, integrated with state-of-the-art Sport and Leisure facilities within an Urban Parkland setting, creating a transformational and vibrant new Beachfront destination for the City of Aberdeen.

The main features of the Rope Works conceptual masterplan are outlined below:

- An organic network of pedestrian-focussed desire routes and meandering pathways.
- An outdoor gathering area for large scale events (such as fireworks)
- Potential water features
- Relocated & upgraded play park
- Potential canopy features with opportunities for PV panels for solar power.
- A potential Reflection pool to create a grand setting for the re-imagined Beach Ballroom.
- Potential integrated Stadium, Leisure & outdoor sports facilities.
- Upgraded Esplanade with active frontage along the beach
- High quality hard/soft landscape opportunities.
- Natural landforms to offer protection from the elements, with proposed dune formations providing shelter from north easterly winds.
- Integration with Broad Hill and links to existing footpaths.



Rope Works Conceptual Masterplan

Key:
1. Beach Ballroom
2. Hidden Garden
3. Potential Stadium & Leisure
4. Public Plaza
5. Urban park
6. Public Space
7. Amphitheatre
8. Mounding
9. Pavilion
10. Water Feature
11. Pedestrianised Boulevard
12. Pier
13. Esplanade
14. Slipway
15. Surf Pavilion

5.8 ROPEWORKS - POTENTIAL STADIUM & LEISURE

Three options for the potential stadium and leisure elements of the proposals have been identified with the ropeworks concept, one preferred and two alternatives.

Preferred Stadium & Leisure Option
Potential New build leisure centre / ice arena with potential new build football stadium.

Alternative Option A
Retain and refurbish existing leisure centre / ice arena with potential new build football stadium.

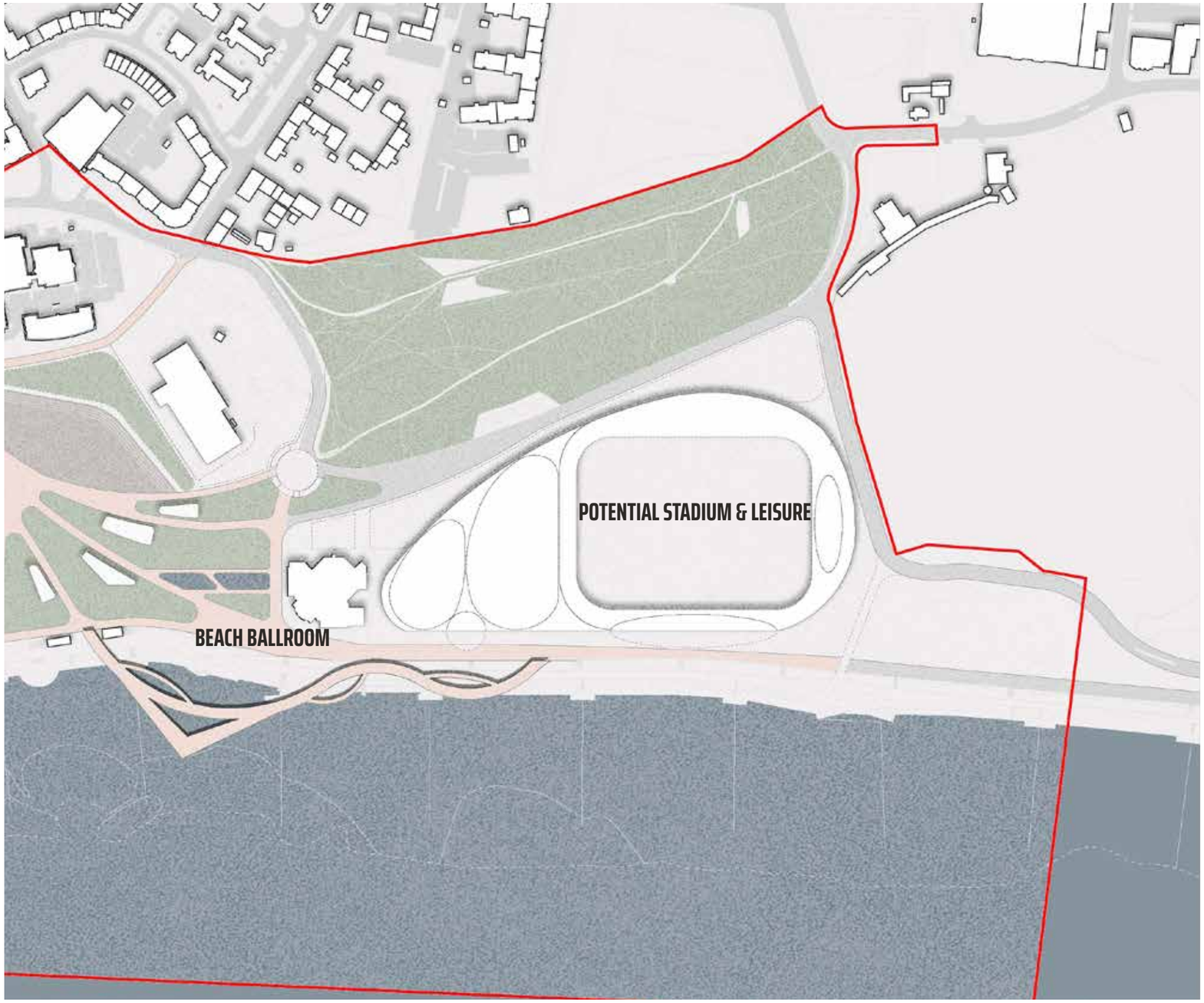
Alternative Option B
Potential new leisure centre / ice arena with potential football stadium excluded.

Further work has been undertaken by the design team on reviewing these options including their aims, objectives, and outline project brief.

All options were evaluated against the same criteria as the concept masterplans under the headings of accessibility and social value, vision and culture, urban design, and planning, commercial, adaptability, and sustainability. The scoring favoured a potential new build leisure centre / ice arena with potential new build football stadium (Preferred Stadium & Leisure Option), principally due to the ability to deliver a coordinated and integrated sport and leisure development within a transformational new waterfront destination for the City of Aberdeen.

5.8.1 PREFERRED POTENTIAL STADIUM & LEISURE OPTION

The preferred option assumes that the existing leisure centre and ice arena are demolished and would be replaced with a new facility that integrates leisure centre, ice arena, and football stadium uses as part of the development. The potential mix and integration of facilities would be in line with the Council's aspiration to make the most of the beach area as an opportunity and tourism asset as well as to generate new visits and spend. Furthermore, the potential to retain the stadium and it's footfall close to Aberdeen city centre would be an ideal outcome for all concerned.



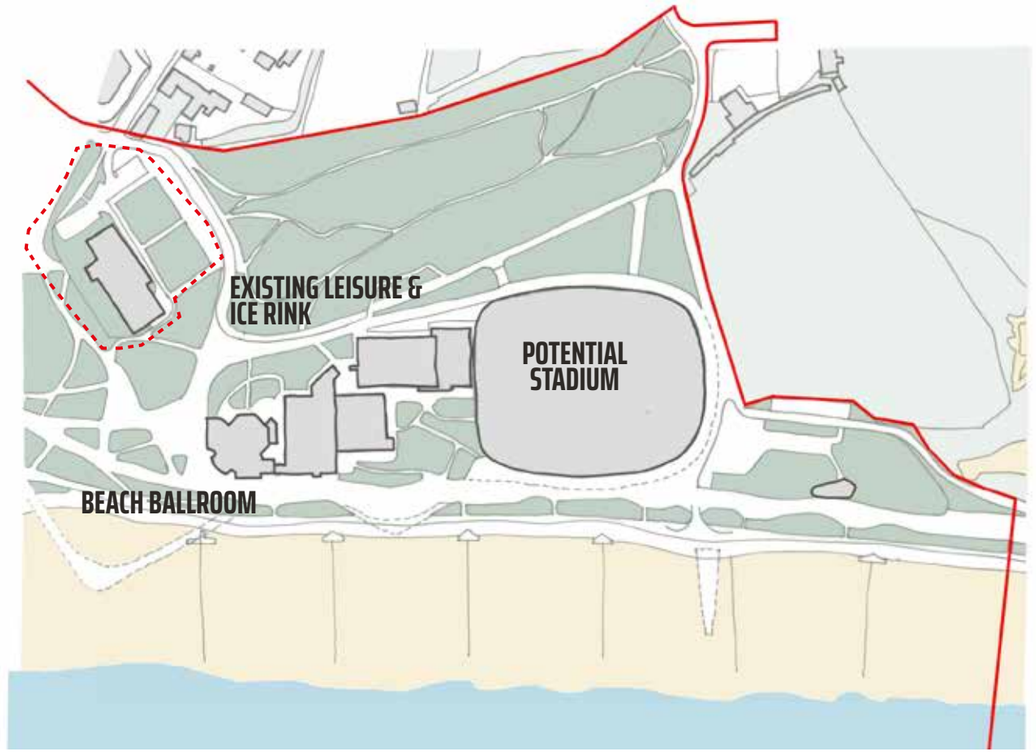
Preferred Potential Stadium & Leisure Sketch

5.8 ROPEWORKS - POTENTIAL STADIUM & LEISURE

5.8.2 ALTERNATIVE OPTION A

Alternative Option A assumes that the existing leisure centre and ice arena are retained and upgraded as part of the development alongside a potential standalone new football stadium.

The refurbishment of the existing leisure centre would be based on work already undertaken by Sport Aberdeen with the aim of improving the condition and utilisation of the facility, to increase participation, provide new revenue streams and to create a destination venue.
The refurbishment of the ice arena would be based on a light touch refresh focusing on redecoration, replacement of seats, fixtures, and fittings, and dealing with outstanding maintenance to the building fabric and building services installations. The proposals do not seek to link the existing leisure centre and ice arena.



Alternative Option A Sketch

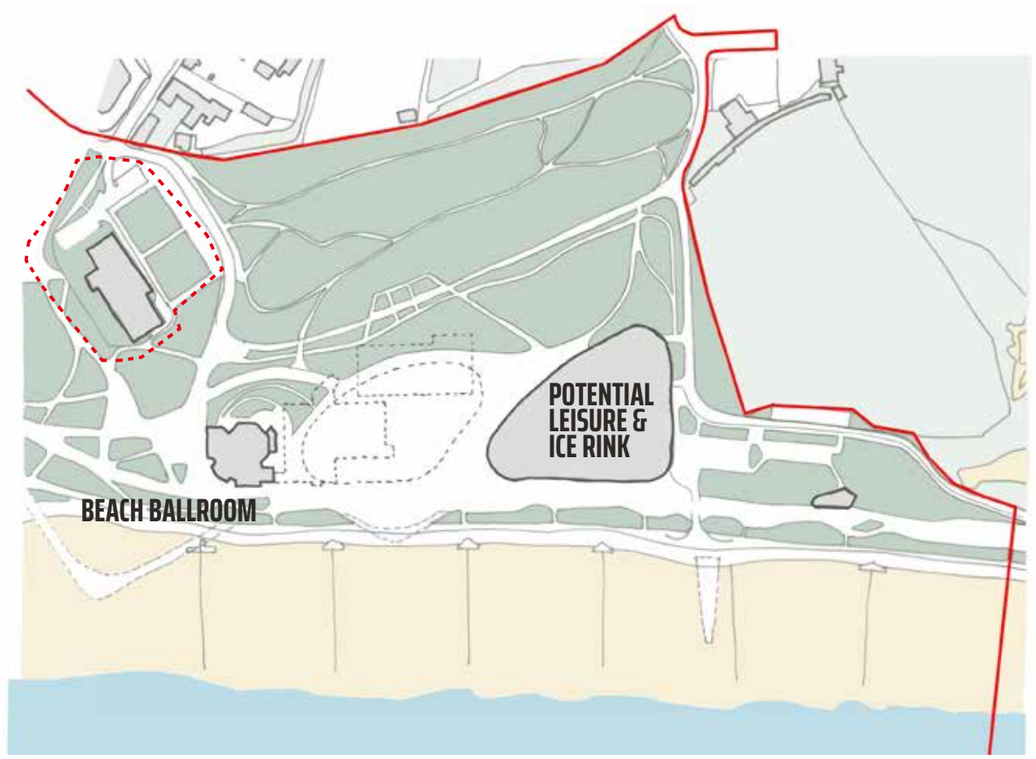
5.8.3 ALTERNATIVE OPTION B

Alternative Option B assumes that the existing leisure centre and ice arena are demolished and would be replaced by an integrated facility that links a potential new leisure centre and ice arena but that the potential stadium does not form part of the development and is re-provided elsewhere in the city. The aim of the integrated leisure centre and ice arena would be to provide an efficient building plan and form that can be operated as a single entity and avoid the duplication of café and management spaces that occurs at the existing leisure centre and ice arena.

It has been assumed that it is desirable to keep both the existing leisure centre and ice arena in operation during construction of the new facilities. This allows the leisure centre and ice arena to continue to meet local and regional demand for the facilities, continue swimming lessons, support local clubs, and maintain staff at both buildings.

5.8.4 FURTHER ALTERNATIVE OPTIONS

As there will be future consultation and design development in relation to the potential stadium and leisure facilities, the Development Framework allows for further alternative options to be explored and developed as required to respond to the evolving brief.



Alternative Option B Sketch

THE DEVELOPMENT FRAMEWORK





6.0 THE DEVELOPMENT FRAMEWORK

6.1 INTRODUCTION & PURPOSE

The Beachfront Development is a landscape led approach to setting a framework and structure for a re-organisation of the beach area, allowing existing and new buildings, structures, infrastructure, and spaces to come together within a new framework. When complete, this area will be a unique and world leading leisure destination and as such it's important strategic location, with relation to the emerging delivery of the City Centre Masterplan (CCMP), must be considered and a long-term vision for the area created.

Key to the process has been the creation of a clear organisational principle, The Rope Works, based on a clear vision for the development of the area.

The image opposite sets out an aspiration, allowing more detailed proposals to be tested and come forward in the future. The following pages set out the key principles of the development framework structure which in turn will be further explored later in the document.



Development Framework Plan

6.2 DEVELOPMENT STRUCTURE

The Development Framework provides a basis for more detailed proposals to come forward in the future, however one of the principle aims of the Development Framework is to set out the key development structure to allow a coordinated and coherent approach for further design evolution over time. The key development structure is set out as a series of layers setting an appropriate level of spatial guidance to ensure the future development of the Beachfront area maximises its potential and responds best to its context. The identified layers are listed below and have been further explained in the following sections.

Development Framework - principal layers

- Arrival and Connections
- Character Areas
- Architectural Interventions
- Internal Movement Network
- Landform
- Green Network
- Blue Network
- Civic Orientation

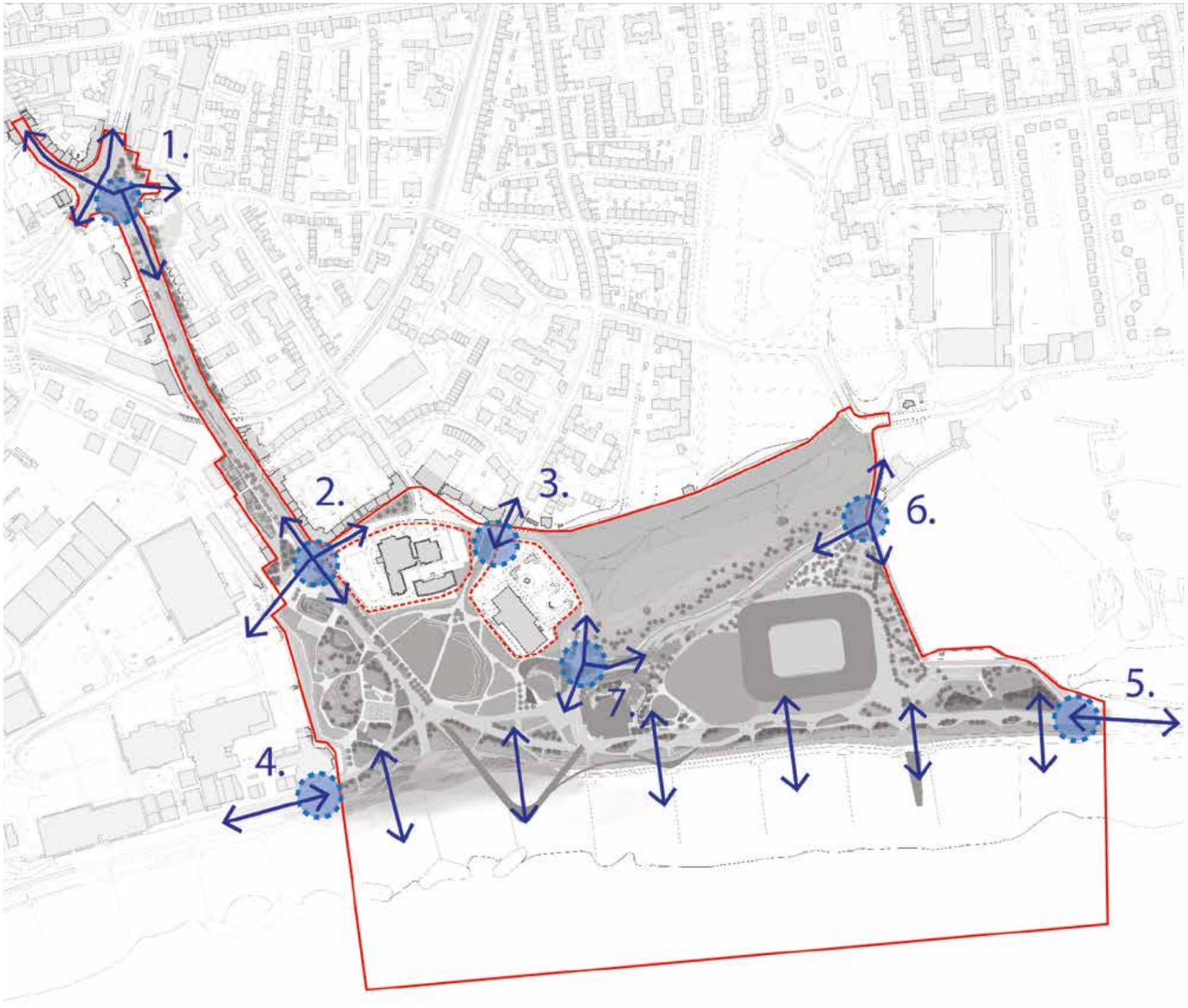
6.2.1 ARRIVAL & CONNECTIONS

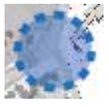
The concept proposals look to improve the connectivity from the Beachfront to the city centre; from the Beachfront to the wider area in particular the surrounding neighbourhoods; and between the beach itself and the Beachfront area. The proposals seek to establish existing connections and supplement these with improved links and permeability from the local network into the site with the promotion of a pedestrian and cycle focussed approach.

The removal of vehicles from the east section of Beach Boulevard across Queens Links to the Esplanade, and from the Esplanade between Codona's and Accommodation Road will allow for improved permeability across the Beachfront site. The removal of these two sections of roadway will also allow for ease of access to the beach which currently feels quite isolated.

The way people move to and from the site will change, which will ensure there is a more inviting and safer atmosphere for those arriving and using the Beachfront area, encouraging a sense of health and wellbeing. It is recognised there are several key arrival points to the Development Framework area, each of which has a role to play in being welcoming, clearly orientating, and facilitating the best active travel experience. These include:

1. Beach Boulevard west – Justice Street/City Centre
2. Beach Boulevard east – Links Road/Queens Links
3. Urquhart Road
4. Esplanade (from the south)
5. Esplanade (from the North)
6. Accommodation Road
7. Broad Hill South





Arrival Points



Connections

6.2.2 PROPOSED CHARACTER AREAS & OPEN SPACES

The proposed reconfiguration of the Development Framework area has resulted in a reorganisation of the open space provision within the masterplan area. These spaces have been developed with the aim of creating different characters and opportunities for people to enjoy the site. Whether this be a relaxing walk along the promenade surrounded by grasses waving in the breeze on the proposed dune landforms, a visit to the vibrant, colourful, and exciting play park or arriving at the grand and civic Beach Ballroom Plaza; the overall masterplan design aims to provide a variety of characters and spatial experiences.

It should also be recognised that the character of the park will change from day to day and at different times of year. Events or match days will change the character of some spaces, particularly spaces such as the Central Square, Beach Ballroom Plaza, and the Events Field area.

Each proposed character area will be expanded on further in section 6.6.

Key
1. Events Park & Field
2. The Beach and Esplanade
3. Core Play Park
4. Broad Hill
5. Beach Ballroom
6. Beach Boulevard
7. Potential Stadium and Leisure
8. Beach Village



Character Areas & Open Spaces

6.2.3 ARCHITECTURAL INTERVENTIONS

The Beach Ballroom renovation and extension; and the potential Stadium & Leisure facilities are the key architectural works within the design proposals however the Design Team have also explored a number of complementary architectural opportunities within the wider Masterplan area, with the potential for flexible structures to be integrated into the design. The below represents the key architectural works proposed for the Beachfront area:

1. Beach Ballroom
The B-listed Beach Ballroom will sit at the heart of the concept masterplan and will be revitalised through the addition of potential extensions and a full renovation.

2. Potential Stadium & leisure
The potential new leisure centre, ice arena and football stadium will be a vibrant, accessible, and welcoming building.

3. Gateway Building
The Gateway Building acts as a sculptural landmark offering an enhanced sense of arrival to the Beachfront.

4. Hub Building
The Hub Building is located in the central plaza area at the heart of the new Urban Park.

5. Beach Pavilion
The Beach Pavilion offers active frontage to the Beach Esplanade within a flexible structure which could be used for a variety of activities.

6. Lightweight Canopy Structures
A number of Lightweight Canopy Structures are located at key nodal points within the Urban Park offering shelter.

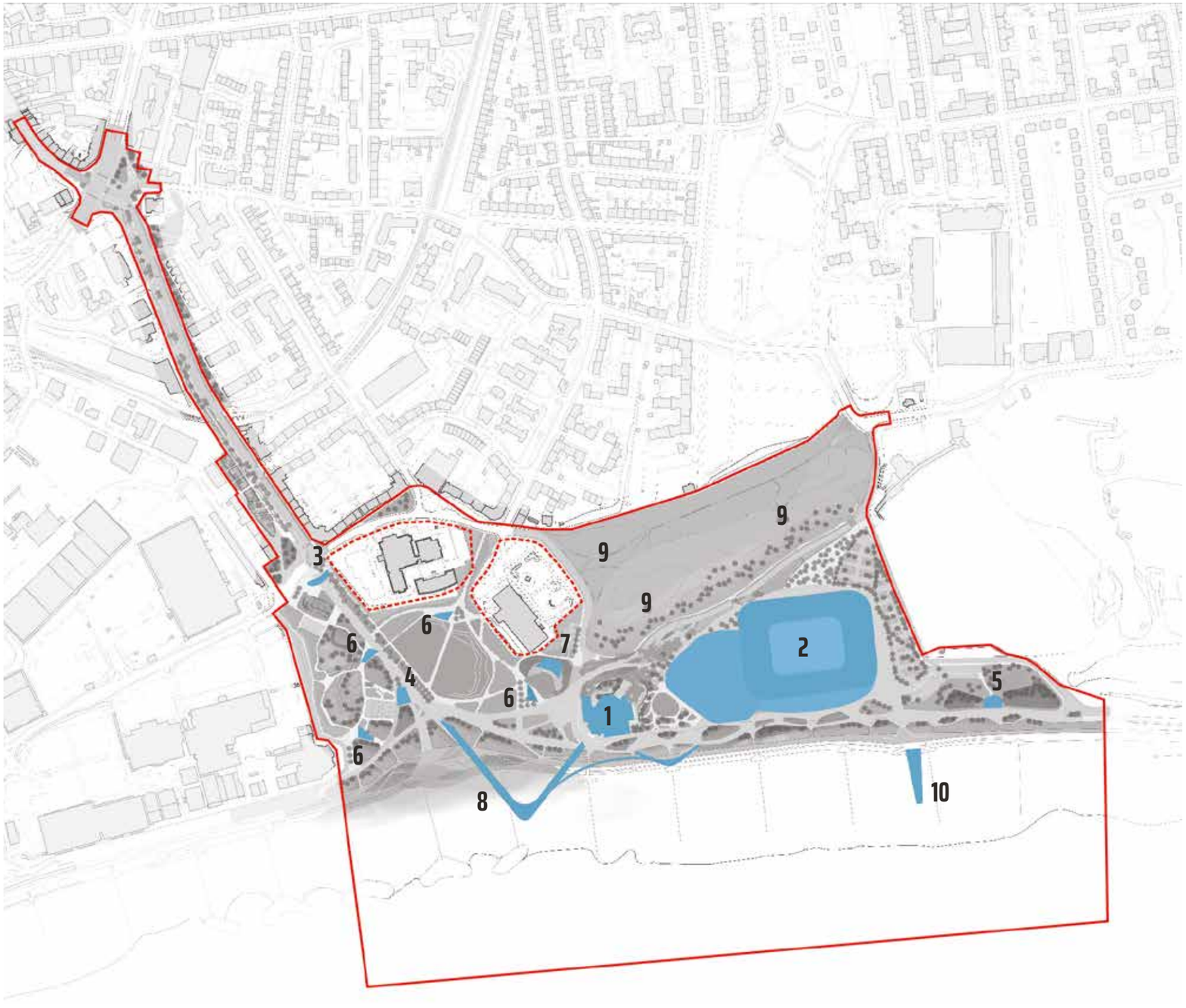
7. Amphitheatre
The Amphitheatre offers a flexible external events space.

8. Boardwalk
The Boardwalk structure follows the sinuous route of the Rope Works and extends out to the North Sea.

9. Broad Hill Viewing Structures
Geometric viewing platform structures taking advantage of views across the Beachfront.

10. Slipway
Providing access to the Beachfront below the Esplanade.

The conceptual Masterplan encourages a common architectural language applied across all development opportunities within the wider Parkland area, creating a cohesive scheme that has been considered and designed as a whole.



Architectural Interventions

6.2.4 INTERNAL NETWORK

The park design aspires to provide an accessible, connected network of paths that will allow movement and exploration. A main aim being to facilitate permeability to the surrounding context, prioritising pedestrian, and cycle movement over vehicular. Depending on location and route the path network design will be sized appropriately to accommodate larger flows of people (for example on a match day) or to provide a more intimate scale for exploring the park, therefore a clear path/route hierarchy will be evident.

Suggested improvements to Justice Street, the roundabout, and Beach Boulevard aim to provide a direct, attractive and welcoming pedestrian environment from the City centre to the Beach. A key element of this will be the provision of appropriate controlled or priority crossings.

Connections and crossings into the park from the other arrival points should also be a key consideration to ensure safe pedestrian access, as well as integrated wayfinding and associated information.



Primary Routes

Secondary Routes

Tertiary Routes

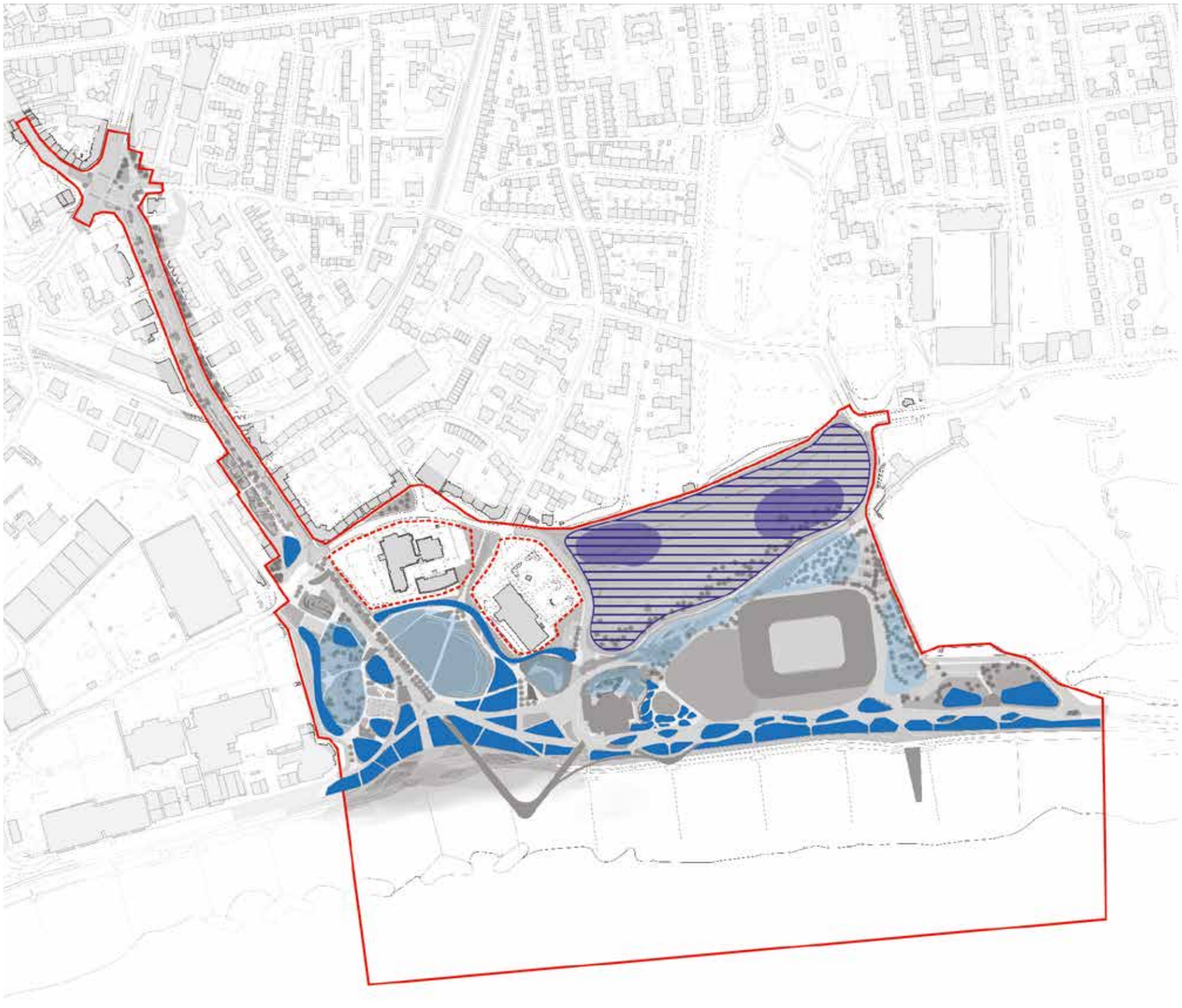
Vehicular Routes

6.2.5 LANDFORM

Landform can play a key role in creating usable spaces, helping to provide shelter and improve the microclimate across the site, increasing the comfort of visitors and dwell time. Enhanced microclimatic conditions can also assist with biodiversity and the creating of new habitats. Strategically across the Development Framework area new landscape mounding will aim to spatially redefine parts of the site, assisting with shelter and microclimate creation, while also adding significantly to the visual experience of the place, with new landform providing an opportunity to interact with the landscape. These mound features will also help to define and enclose spaces within the park, creating 'rooms' of different sizes which can accommodate the various programs of use.

The landforms will be carefully sited to frame and create views of existing and new interventions in and around the area. This could be creating choreographed views to the sea from the esplanade level in the park or setting up vistas to sculptures or interventions within the park. Through revealing and blocking views the mounds will also provide increased opportunities for exploration and discovery within the park.

Some of the landforms may be developed to contribute directly to the play value of the site. This may vary from informal elements such as mounds to run up and roll down or more formal elements such as the incorporation of slides or viewing points.



Landform Mounds

Sunken Areas / 'Rooms'

Existing Landform (Broad Hill)

High Points

6.2.6 GREEN NETWORK

The green network within the site plays a key role in creating attractive spaces for people, as well as providing essential habitat for wildlife and increasing biodiversity.

Through the addition of strategic landform mounding, enough shelter is created to grow a variety of plant species. Additional tree planting is proposed throughout the site, and the green network aims to incorporate a variety of textural planting such as shrubs, wildflowers, and longer grasses. Large areas of lawn are proposed only where needed for amenity and events and should be species rich.

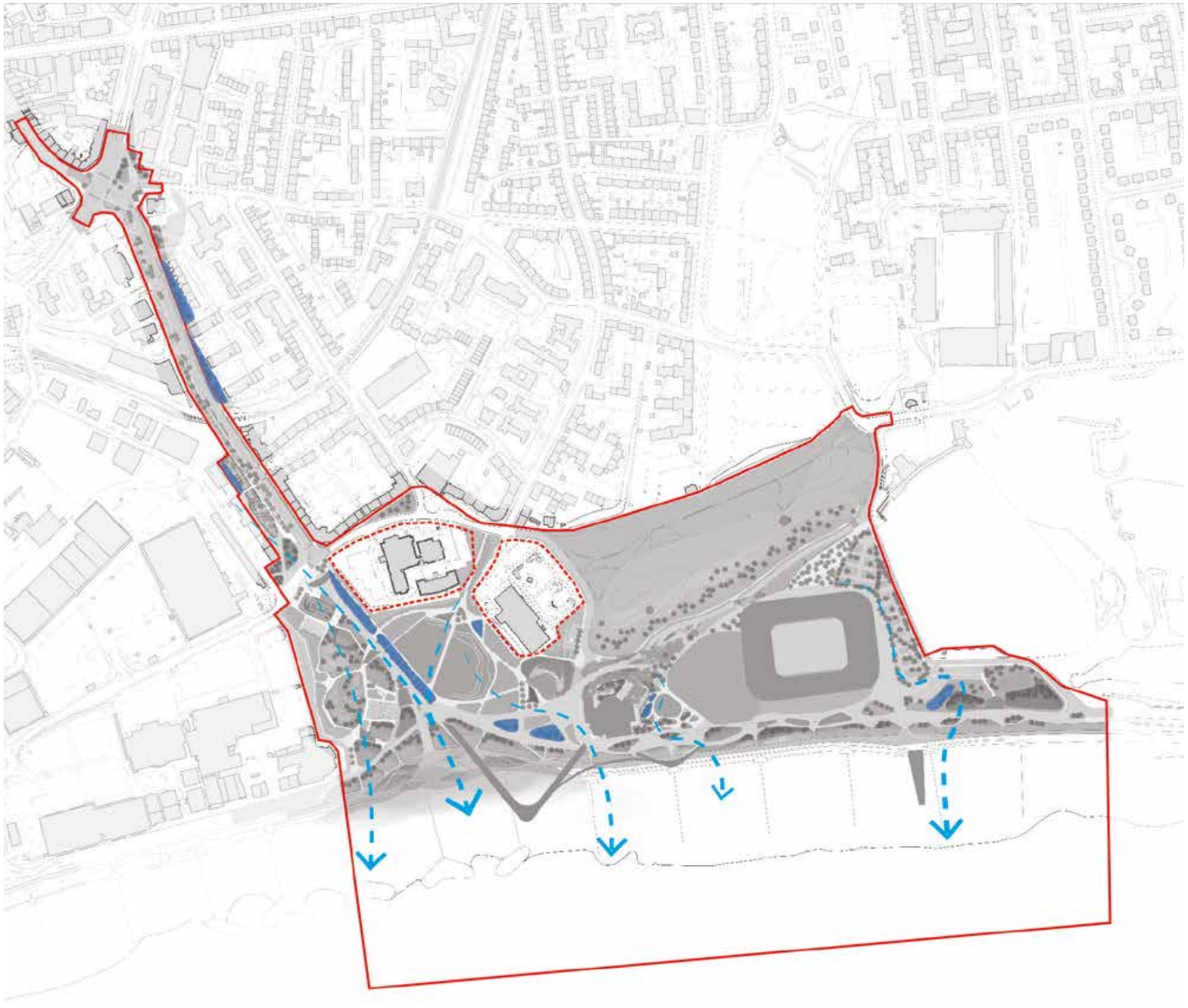
Consideration has been given to how the green network within the site connects outward into the wider landscape, creating green corridors for wildlife and overall enhancing biodiversity.



6.2.7 BLUE NETWORK

Areas have been identified where rain gardens could be created within the site, to sequester and filter water during heavier rainfall events. These can be developed as attractive landscape features, enhancing the overall landscape design, and increasing biodiversity in the area, ensuring blue and green infrastructure work together.

All surface water from the site will drain to the sea.



Potential Rain Gardens

Site Drains to Sea

6.2.8 CIVIC ORIENTATION

Civic orientation spaces lie between the character areas of the site and are a key element in the definition and organisation of the core park area. These are large public plazas which form gathering spaces and key junctions in the internal network.

All these spaces relate to an architectural intervention or existing architectural feature, which acts as a landmark and assists in wayfinding.

These spaces are activated by water features, planting, furniture, and framed views, creating social spaces where people can come together. Some are large enough to host small scale events such as markets or pop-up food stalls.



Civic Orientation Points

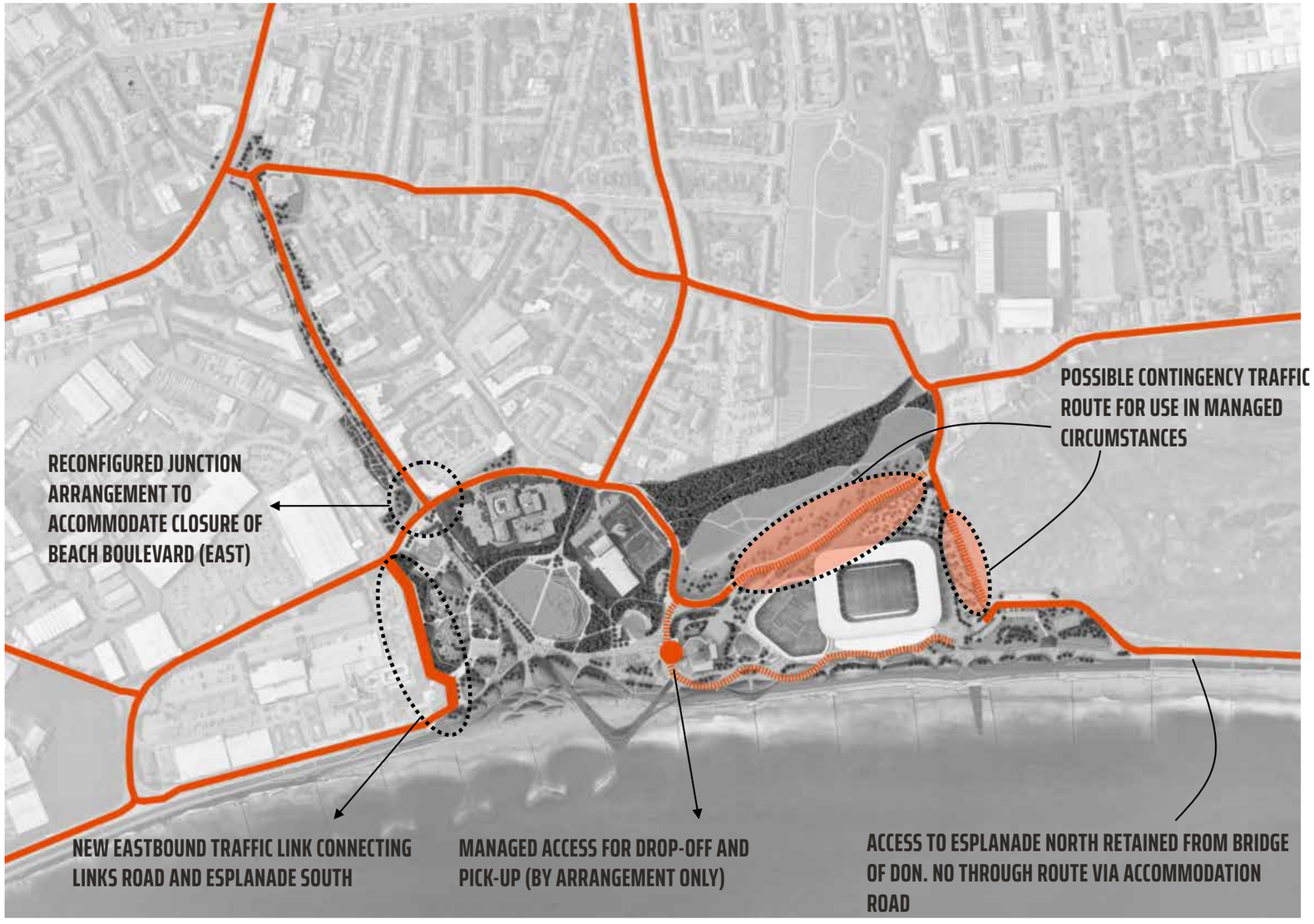
Key Connections

6.3 PROPOSED TRANSPORT NETWORK

The Masterplan will deliver physical improvements to pedestrian, cycle and public transport networks and facilities in the vicinity of the Beachfront. This is consistent with established regional and national policies which promote growth in active travel and a reduction in rates of car use.

- City Centre Masterplan: The Masterplan will facilitate public realm improvements throughout the city centre whilst also prioritising sustainable transport modes to create an environment that offers greater prosperity and quality of life in Aberdeen. The Beachfront vision is complementary to the city centre proposals and their objectives.
- Go Abz Journey Planner: A freely available web-based journey planning application which allows users to plan and price their local travel options. The app provides advice on journeys by all travel modes and helps users plan a route which best suits their needs; by car, bus, rail, taxi, cycling, walking, wheeling or a combination of these.
- Park and Ride: A network of sites, providing more than 3,000 spaces, located to the south, east and north of the city centre served by a combination of high frequency local and express buses. Increased use of park and ride facilities will contribute towards a reduction in the number of cars travelling towards the city centre and beachfront area. Through the masterplan there is potential to enhance service levels directly to the beachfront.
- Aberdeen Rapid Transit: Emerging proposals for high frequency public transport corridors between key park and ride sides around the city, including services between Kingswells and Bridge of Don and Craibstone to Portlethen. The development framework presents an excellent opportunity for ART to be extended to the Beachfront.
- Bridge of Don to City Centre Active Travel Corridor: A package of measures aimed at improving the quality of pedestrian and cycle links between the Bridge of Don area and Aberdeen city centre. It seeks to increase the number of people who can directly access the active travel network and aims to increase safety, comfort and personal security. The project will make a significant contribution towards the Beachfront.
- Car Clubs: A city-wide pay-as-you-go car hire initiative which, in Spring 2022, has a fleet of 47 vehicles, many of which are hybrid or electric. There are bays located on Pittodrie Street, School Road, Constitution Street and Frederick Street, all of which are within a walkable distance of the Beachfront area. There is potential to incorporate additional Car Club bays throughout the masterplan area.

Through delivery of the Beachfront Masterplan, key transportation principles which underpin the City Centre Masterplan and associated corridor studies will be applied over an expansive catchment which extends between Castlegate, Beach Boulevard and the Esplanade.



Mapping highlighting Indicative General Traffic Access Strategy

6.3.1 POTENTIAL STADIUM STRATEGY

If taken forward, a new stadium would be located less than 500m from Pittodrie Stadium, equating to less than a ten-minute walk. Established travel patterns associated with Pittodrie can be built upon without the creation of additional car-based trips. Aberdeen Football Club has set out ambitious sustainability targets and aims to be net-zero by 2040 and reflecting its role within the wider city context, the club seeks to reduce emissions by 50% by 2030. These objectives will play a key role in shaping a future stadium access strategy.

Examination of the 2016 Pittodrie supporter travel survey demonstrates that just less than half of Aberdeen Football Club (AFC) season ticket holders travel to Pittodrie on foot, by bus or by taxi. Of all the supporters who arrive in the city centre by coach or train, more than 90% walk the 2.2km distance to access the stadium. While many supporters revealed that they travelled to the stadium by car, they typically do so in groups of 2, 3 or 4 and that they are prepared to walk up to 30 minutes to access the stadium.

Season ticket holders were also asked about how their match-day travel patterns might change in the event that AFC relocated to Kingsford. Car and pedestrian trips were forecast to fall by 6% and 12%, respectively, but bus use was expected to increase by 18%. While these values relate to the Kingsford site, they demonstrate that supporters are willing to change their travel behaviour if a new stadium was built. The Beachfront offers considerable potential to grow both pedestrian and bus-based trips while reducing car use.

A new stadium will help to change match and event-day travel behaviour through the creation of new and upgraded active travel links between the stadium and the city centre and a step-change in public transport provision. Alongside conventional public transport, additional services can be delivered to support larger events, connecting the Beachfront to established park and ride facilities in and around Aberdeen.

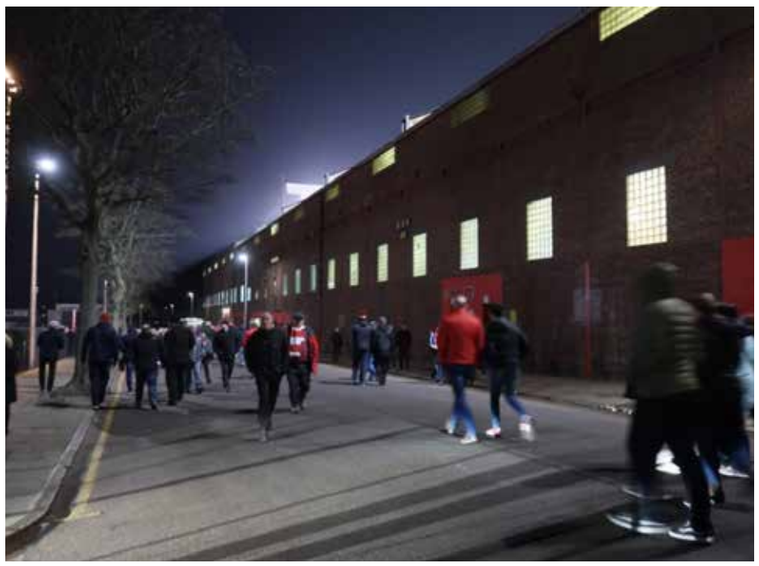
Successful incorporation of the stadium will depend upon the influence of travel behaviors through well designed public space, the incorporation of effective and attractive public transport and a well-considered package of strategies to manage and coordinate activities.



Conceptual Plan of Potential Stadium & Leisure Facility



Aberdeen Team Bus (Image courtesy of The Press and Journal)

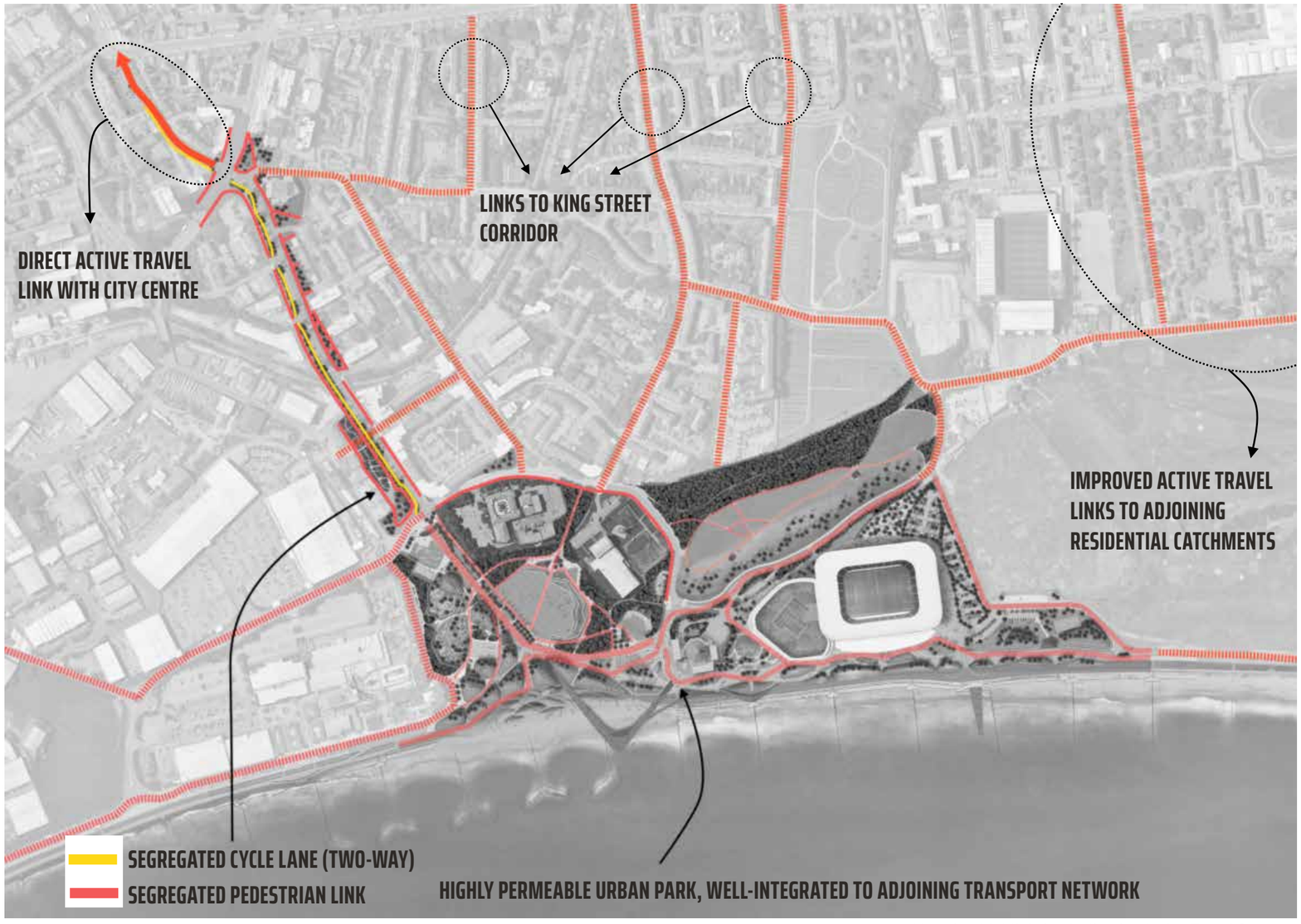


Walking to stadium (Image courtesy of Hans Henrik Appel)

6.3.2 ACTIVE TRAVEL STRATEGY

The Development Framework proposes expansion and upgrades to the active travel network, capitalising on the proximity of the Beachfront to the city centre, adjoining residential, retail and leisure land uses and the adjoining King Street transport corridor. It promotes an environment where the needs and requirements of pedestrians and cyclists are prioritised, representing a step-change from the current situation where opportunities for walking and cycling are shaped around a largely traffic-led environment. Specific measures and recommendations include:

- Reconfiguration of the A956 / Beach Boulevard roundabout junction to overcome severance experienced by pedestrians and cyclists and to reduce the dominance of vehicular traffic overall. This may include installation of 'toucan-style' traffic light crossing facilities to better reflect the active travel desire line between the city centre and the Beachfront. This is compatible with the City Centre Masterplan and consistent with the recent reclassification of the A956 corridor to a 'secondary' route, as defined by the Roads Hierarchy.
- Reallocation of road space along Beach Boulevard. A two-way traffic link would be incorporated to the existing northbound carriageway, calming traffic and reducing vehicle speeds. This would allow considerable additional space to be reallocated to active travel modes, enabling the incorporation of segregated pedestrian and cycle links which could be integrated into the improved crossing facilities at the A956 / Beach Boulevard junction. Improved active travel links would be set within the context of a landscaped and well-lit environment, further increasing the appeal of active travel. Safe crossings will enhance connectivity over the Beach Boulevard, better connecting the retail and industrial areas to the south with the residential catchment to the north.
- A wayfinding strategy will be developed, delivering signage and mapping to aid users with planning and making their journey between the city centre and the Beachfront, within the redeveloped area and between the Beachfront and adjoining catchments.
- The new urban park will lead to the closure to traffic of the Beach Boulevard north of its junction with Links Road removing through-traffic from the area. This measure will lead to a considerable reduction in traffic flow, contributing towards an environment which promotes and welcomes active travel. Changes to local traffic priority present further opportunities to ensure safe and direct connections towards the urban park and beachfront.
- Pedestrian and cycle links will be incorporated around the periphery of the urban park area to ensure the delivery of a space which is well-integrated to the adjoining streetscape. New and improved links within the park area will promote connectivity with the beachfront retail park, Constitution Street, Urquhart Road and Broad Hill, better connecting these areas to the urban park, the waterfront, and the redeveloped Beach Ballroom and leisure uses located to the north.



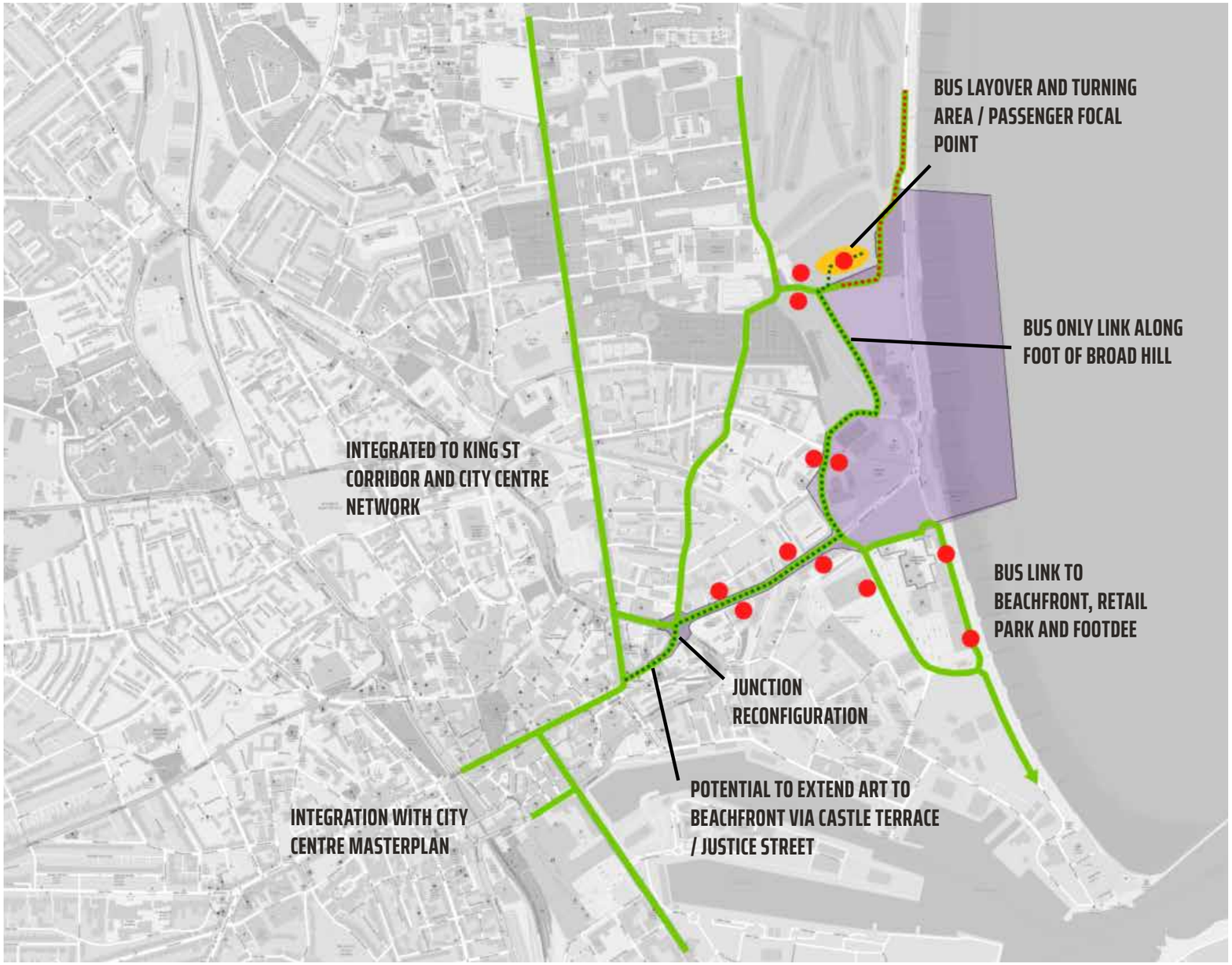
Mapping highlighting Indicative Active Travel Strategy

- Active travel hubs will be incorporated to the urban park, presenting opportunities to provide information and aid wayfinding, offering rest and changing facilities, serving as cycle hire outlets and providing safe spaces for cycle storage.
- The active travel strategy promotes the incorporation of 'park-mobility' initiatives to ensure that all users are able to enjoy and feel safe within the spaces provided within the park. This could potentially include short-term hire of mobility aids.
- The proposals involve the removal of traffic from the Esplanade, reallocating space to pedestrians and cyclists and eliminating the sense of severance between the Beach Boulevard, Queens Links and the Beachfront.
- A new minor road will be provided at the southern edge of the urban park, creating a one-way (northbound) link between Links Road and the southern portion of the Esplanade. Pedestrian and cycle links will be provided adjacent to this link.
- New and improved active travel links will be incorporated to the northern part of the masterplan area, facilitating better connectivity between Park Road / Golf Road and the Esplanade and significantly improving transport links between Pittodrie, Seaton area and the Beachfront.

6.3.3 PUBLIC TRANSPORT STRATEGY

The Beachfront will become a local, regional and national destination and the incorporation of efficient and attractive public transport is central to its success - the public transport strategy mirrors aspirations to improve bus services across the city and throughout the region. The accompanying diagram shows the Beachfront public transport strategy, which is summarised as follows.

- The primary access route for buses will be via Beach Boulevard and Links Road, with sensibly placed bus stops to promote integration with key pedestrian links throughout the masterplan Development Framework area.
- The public transport network will be composed of routes which pass through the area and those which terminate at the Beachfront. This combination will allow a balance between the differing needs of adjoining residential catchments and the provision of fast, direct services between the beachfront and the city centre.
- There is potential for the Beachfront to be integrated into the emerging Aberdeen Rapid Transit (ART) network either by extending ART services to the masterplan Development Framework area or by delivering high quality services which integrate to ART on the King Street corridor and in the city centre.
- A new bus waiting and turning facility will be provided within the northern part of the masterplan Development Framework area, accessed via Accomodation Road. The facility will include comfort facilities for drivers, space for buses to layover and suitable waiting facilities for passengers.
- A new 'bus-only' link will be provided along the foot of Broad Hill, connecting Links Road to Accomodation Road. Bus gates incorporated at both ends of the link will prevent access to general traffic.
- The transport strategy promotes a material increase in the number and frequency of bus services operating to and within the wider Beachfront area, including the retail park and Footdee.
- An emphasis should be placed on high quality services which are fully-integrated to the wider city bus network, including services which connect the Beachfront with park and ride sites.
- Service frequency should be maintained at a high level, helping to build user confidence and increasing the overall visibility of buses in the wider area.
- Consideration should be given to the creation of a brand identity for buses which serve the beachfront area, helping to market the destination overall and contributing towards increased patronage levels.



Mapping highlighting Indicative Public Transport Strategy

Beach Development Framework - Public Transport Strategy

- Indicative Bus Stop Location
- Bus Layover and Turning Area
- Public Transport Link
- Potential ART Link
- Stadium and Event Coach Access

6.3.4 TRAFFIC AND NETWORK INTERVENTIONS

Road traffic implications which arise from the Development Framework vision are the subject of ongoing technical assessment using the wide-area Aberdeen Sub Area Model (ASAM) to determine the strategic rerouting and wider impacts of the masterplan, and the Aberdeen City Centre Paramics Microsimulation Model to test the detailed implications around The Esplanade, Beach Boulevard, King Street and Aberdeen City Centre. The models enable detailed evaluation of the changes to traffic priority, road closures and alterations to road space that are being considered as part of the proposals, and they take account of other relevant local transport policies and interventions.

While the Development Framework vision proposes the creation of new space which is not dominated by traffic, it places emphasis on high-quality public transport, proportionate access for car parking and delivery and servicing movements. It is important to distinguish between 'through trips' and those whose destination is within the wider Beachfront area, including the established retail and leisure parks.

The overall traffic and transport strategy reasonably assumes that the delivery of complementary strategies, including the City Centre Masterplan, Low Emission Zone and Bus Corridor studies lead to a reduced reliance on car-based trips to and through the city centre area. The strategy will identify a proportionate package of measures to mitigate the impact of the Beachfront development while ensuring that local connectivity is maintained, where required.

A key part of the approach at a local level will be to carefully balance the performance of the road network with the delivery of an environment which is conducive to greater rates of pedestrian, cycle and public transport activity.

Mindful of the aspiration to grow rates of active travel and to promote effective public transport, it is considered unwelcome for 'through' traffic displaced from the Esplanade to divert onto adjoining local roads. The transport strategy proposes the following measures

- A suitable form of traffic restriction on Golf Road, preventing the reassignment of through trips onto adjoining local roads.
- A restriction to prevent through traffic on Accomodation Road between Esplanade and Golf Road
- Incorporation of a new one-way eastbound road at Queens Links, connecting Links Road to the Esplanade, facilitating access to areas of disabled parking and providing a means of access for public transport.
- Modifications to the character of the roundabout junction at A956 / Park Street / Beach Boulevard to better cater for increased active travel demands and to facilitate an uplift in public transport movements between the city centre and Beachfront.
- A package of traffic signal alterations is proposed at key junctions on the King Street corridor.



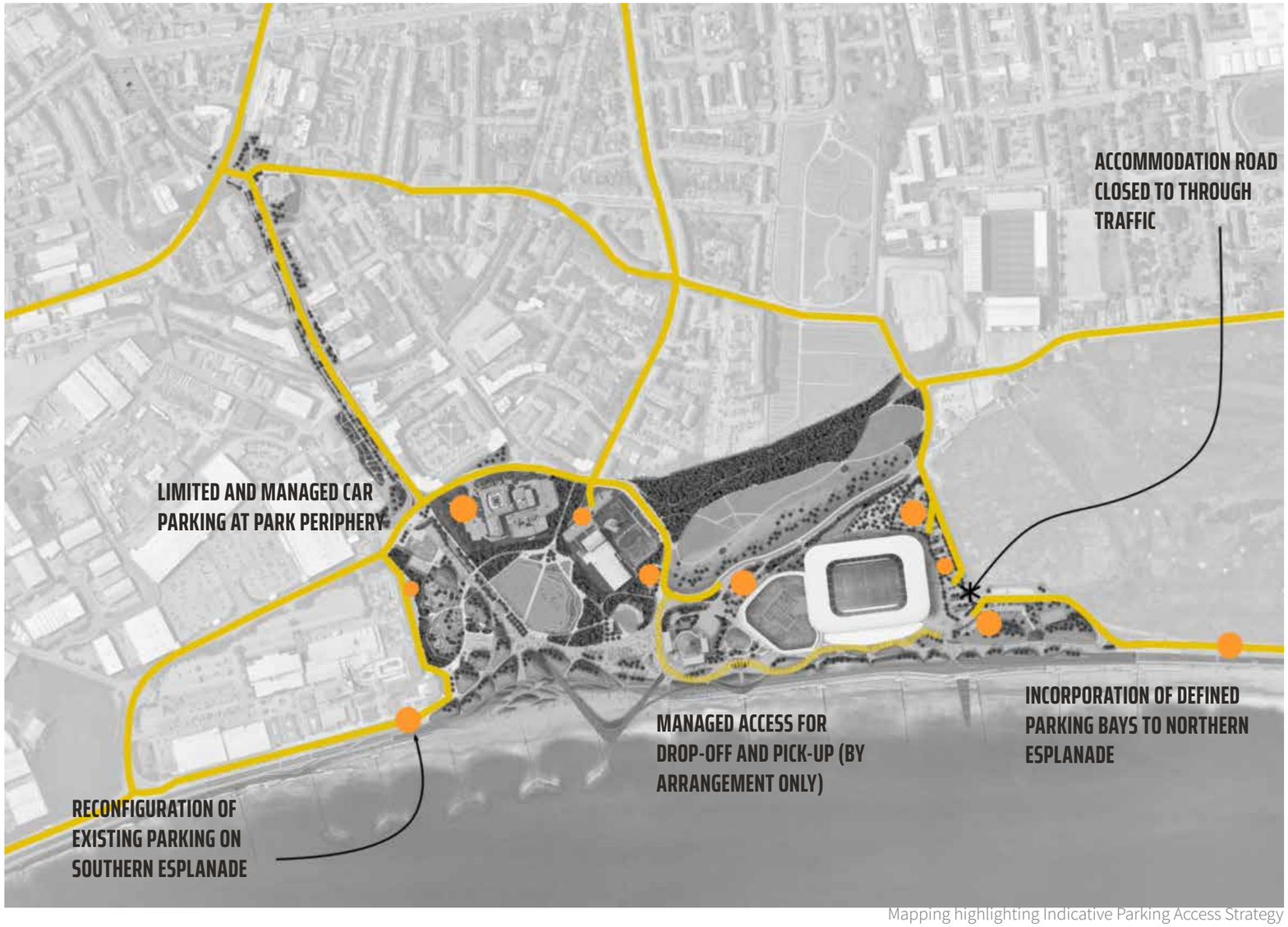
Mapping highlighting Indicative Mitigation to the Transport Network

The interventions, which are summarised in the image above, should be delivered in a manner which balances increased rates of active travel and public transport use with ongoing access to local residential and commercial land uses, including the beachfront retail park.

6.3.5 PARKING STRATEGY

The adjoining figure summarises the Development Framework parking strategy with key aspects summarised below.

- While the Framework vision promotes active travel and public transport modes over general traffic, a limited and managed supply of public car parking will be incorporated around the periphery of the urban park. These spaces will be allocated for use by users with reduced mobility, reducing the distance they must travel to enjoy the park environment. Signage and enforcement strategies will be developed to prevent misuse.
- Electric vehicle charging points and potentially a car-charging hub will be incorporated within the development area, contributing towards local and national carbon reduction targets.
- City car club bays will be incorporated at strategic positions throughout the development area.
- Public parking will be retained on the Esplanade north and south of the central Beachfront area. These will include disabled and general public spaces, with disabled bays located closest to the urban park. While parking bays are already present on the southern part of the Esplanade, they are not subject to any charges. To the north, while the kerbside capacity is used for parking, no bays are defined and there are no restrictions or charges in place. The proposals will add legibility to parking on the Esplanade, with suitable parking restrictions being introduced to manage demand.
- Some vehicles will be permitted to pickup and drop-off in the public realm area outside the Beach Ballroom and along the frontage of the leisure and stadium buildings. These movements would only occur under limited and managed circumstances, with suitable access control mechanisms being employed to prevent misuse.
- Taxi and private hire vehicle bays will be sensibly placed throughout the Development Framework area, contributing to overall site accessibility and helping to reduce the number of private car trips made to the area.
- Defined areas for coach parking will be identified, supporting group travel associated with the facilities and events within the development area.
- Parking which is associated with the stadium and leisure arena will be subject to travel planning and management strategies specific to those facilities, with the expectation that they promote themselves as largely car free attractions.



Mapping highlighting Indicative Parking Access Strategy

Beach Development Framework - Parking Strategy

- Indicative Parking Location
- Primary Traffic Access Route

6.3.6 SITE SERVICING STRATEGY

Delivery and servicing functions associated with the Development Framework area will be fulfilled according to the following outline strategy.

- A park management strategy would be developed, setting out the parameters within which goods and servicing movements may take place.
- In line with activities in the city centre, there will be a general expectation that delivery and servicing functions are fulfilled outside of core opening hours; either early in the morning or in the twilight hours.
- A signing strategy will direct vehicles accessing the wider park area to approach via Beach Boulevard, with access restrictions preventing larger vehicles from using adjoining residential streets.
- Some larger vehicles will be required on site infrequently to facilitate event set-up and removal. During these periods, it is likely that access will be required to parts of the park which are subject to vehicle access restrictions. Such activities will only take place under managed circumstances.
- Innovative on-site waste storage solutions should be sought to minimise the number of vehicle movements which take place throughout the day. Where activities are permitted during daylight hours, they would only occur under managed circumstances.



Mapping highlighting Indicative Delivery and Servicing Strategy

6.3.7 FUTURE TRAVEL DEMANDS

The Development Framework proposals seeks to rejuvenate Aberdeen beachfront through a combination of new development and high-quality public spaces , with enhanced links to the city centre and adjoining catchments. From a transportation perspective, the vision is underpinned by an objective to grow rates of pedestrian, cycle and public transport activity while reducing rates of car use, consistent with local and national policy.

Formation of the urban park will require the closure of Beach Boulevard between Links Road and the Esplanade, and the removal of traffic from the central sections of the Esplanade. Local and area-wide traffic implications of this change to the local road network have been evaluated in a traffic model, the key outcomes of which are summarised in Section 6.3.8.

The framework is informed by a high-level forecast of the trip making characteristics of new and redeveloped buildings at the beachfront. These forecasts consider the absolute number of people who might visit the beachfront, with the expectation that individuals' travel choices will be influenced through the incorporation of well-designed, high-quality transport links and facilities and the adoption of innovative strategies. Central to the success of the framework is the requirement to maximise rates of pedestrian, cycle and public transport activity.

Car use in Aberdeen typically accounts for 63% of all trip-making (53% car driver and 10% car passenger) and data reveals that of all employment trips in the Hanover South ward, which includes the Beachfront, 72% are car-based. While it is important to acknowledge that mode split varies according to location, land-use category and trip purpose, it is clear that the successful implementation of the Development Fframework vision depends on a material reduction in rates of car use. The beachfront strategy recognises that the perpetuation of present-day travel patterns is not sustainable and would prevent the delivery of upgrades to pedestrian, cycle and bus facilities.

While the framework seeks to reduce rates of car use, it acknowledges the importance of equity and accessibility. The masterplan therefore proposes a balanced approach to car use and access, with parking provision designed and managed in a way that prioritises disabled access.



Aberdeen Hydrogen Powered First Bus



Electiric Vehicle Charging Points



Promoting Pedestrian Movement

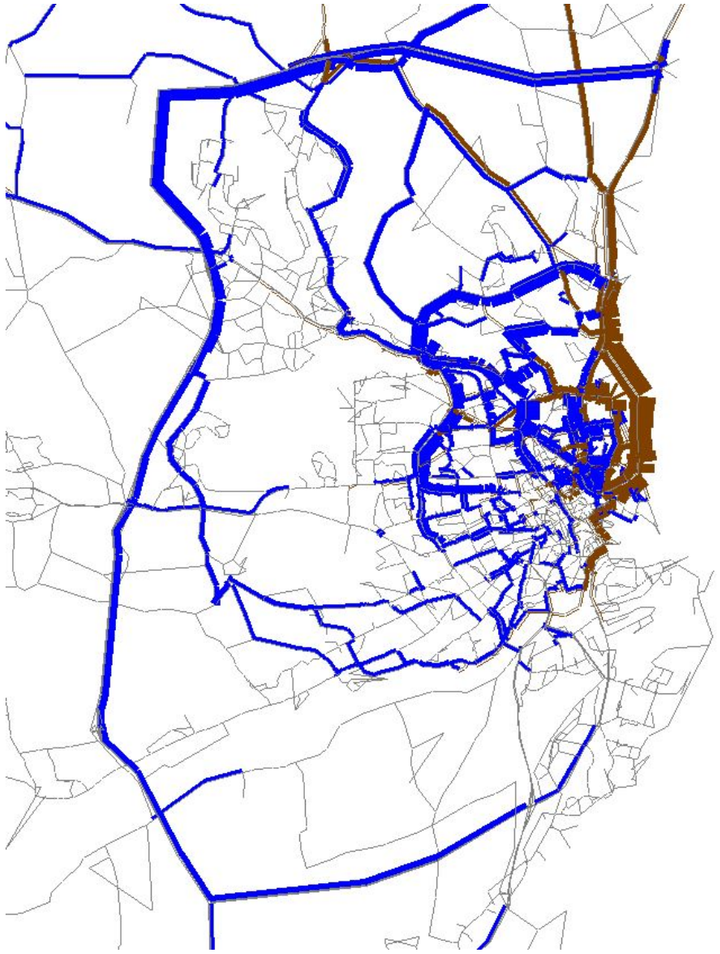


Cycling in Aberdeen (Image courtesy of The Press and Journal)

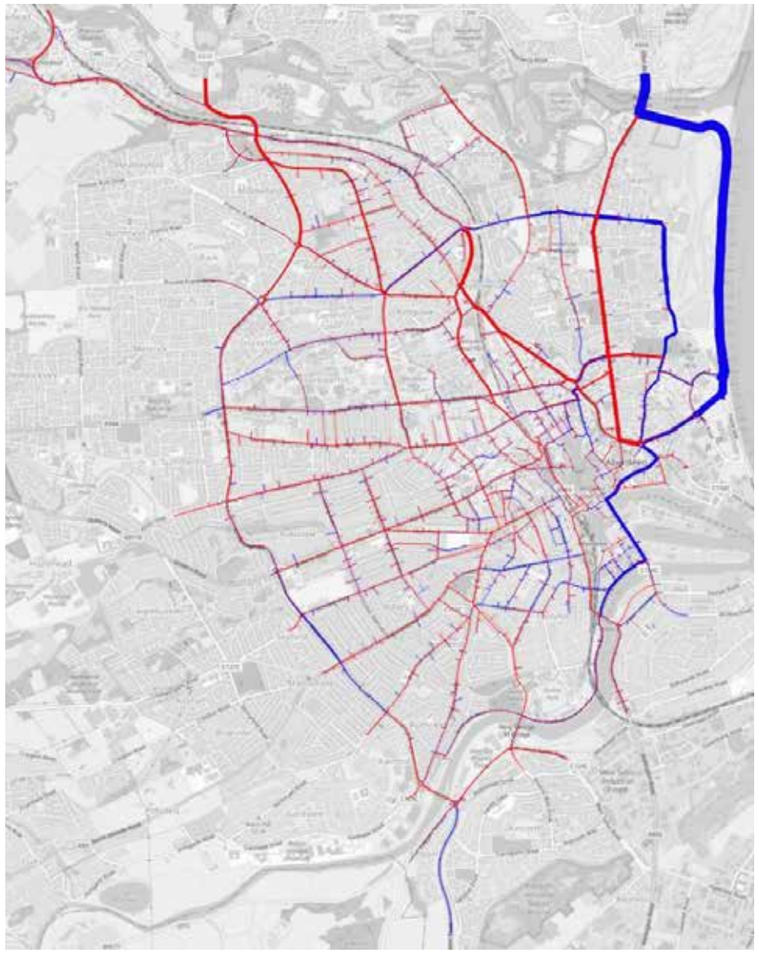
6.3.8 TRAFFIC MODELLING OUTCOMES

Outputs from ASAM strategic modelling and Paramics microsimulation are presented in the left and right of the adjacent figure, respectively.

The outputs demonstrate that through a combination of suggested Beachfront interventions and separate measures being progressed by the Council, reductions in traffic flow can be anticipated in the vicinity of the Beachfront study area. As vehicles respond to changes to the local road network, they are shown to reassign over a more strategic distance, with increases in traffic flow anticipated on corridors to the west, namely Anderson Drive and the Aberdeen Western Peripheral Route (AWPR).



ASAM Strategic Modelling



Paramics Microsimulation

Beach Development Framework - ASAM Strategic Modelling

- Increase in Flow
- Decrease in Flow

Beach Development Framework - Paramics Microsimulation

- Increase in Flow
- Decrease in Flow

6.4 LANDSCAPE INTENTION

As stated in the introduction to section 6.0, this is essentially a landscape led framework, setting the structure for a re-organisation of the Beachfront area, allowing existing and new buildings, structures, infrastructure, and spaces to come together within an exciting new framework.

The diagram opposite illustrates the desired landscape intention and feeling that the spatial framework should deliver as a result of the framework structure set out in the preceding sections.

The conceptual masterplan has been developed to provide a clear and legible spatial hierarchy across the site. This responds to the access and key nodal points within the site to ensure that there are appropriate gathering and meeting spaces in key locations. Through this spatial hierarchy an aspirational series of spaces of different scales, character and uses has been developed, all of which are easily accessible and identifiable.



Spacial Hierarchy Diagram

6.5 LANDSCAPE, ECOLOGY, NATURE & CONSERVATION

We are living in a time where public awareness of our natural environment is heightened like never before. Climate change is a very real threat to our planet. Around the world this is no more acute than in our coastal regions.

Aberdeen needs to lead by example.

The design of the overall Beachfront Development Framework looks to harness the natural environment and enhance it. The aim of this is multiple and interlinked just like nature itself. Firstly, we need to work with coastal influence in a more harmonious way, using natural systems to protect the beach area while allowing people to enjoy the unique environment.

Secondly, we need to create shelter and develop micro-climates that not only offer usable spaces but create conditions for a more naturally diverse landscape, allowing new species to colonise and enhance biodiversity. Shelter and adaptive microclimates can be formed by natural topography and landform (much like Broad Hill does now), and by creating the right conditions for tree planting and in particular afforestation by pioneer species. As a whole for the betterment of our environment we need to plant more trees. The images opposite highlight aspirational planting which could help create this micro-climate. With enhanced landscape and increased biodiversity, we can start to respond to one of the toughest challenges we have in connection to our cities and development and that is flooding and drainage. With the 'working with nature' approach we can truly integrate sustainable drainage systems that become part of the landscape. 'Working with nature' will showcase the Beachfront concept masterplan as a working example of how to work harmoniously with our environment.

Proposals will be developed in partnership/consultation with Aberdeen City Council Operations, Coastal and Flooding teams.



View from Aberdeen Beach towards North Sea



Tree planting



Wildflower planting



Planting for pollinators



Photograph by Göran Ekeberg, Addlight AB.
(Image courtesy of Karavan landskapsarkiter)



Sustainable drainage

6.6 PROPOSED CHARACTER AREAS

As identified earlier in Section 6.0, the proposed reconfiguration of the Development Framework area has resulted in a reorganisation of the open space provision within the masterplan area, reflecting the new priority of uses both in terms of open space and built. This has resulted in the definition of a new series of distinct character areas across the Development Framework area which reflect a variety of anticipated approaches and identities. These will be progressed and refined at subsequent masterplan phases. The following character areas have been established:

1. Beach Ballroom
2. Events Park + Field
3. Core Play Park

} Queens Links Urban Park

4. The Beach and Esplanade
5. Beach Boulevard
6. Broad Hill
7. Potential Stadium and Leisure
8. Beach Village

Each character area is set out in the following sub sections, in order to describe the key attributes of each in terms of design principles and approaches giving definition to the spaces whilst retaining flexibility to allow for the brief of each area to evolve with any future refinement or adaptation of the Development Framework document.

Through this refinement of the character areas, it is important to acknowledge that the overall Development Framework area has an overriding aim of being cohesive and a joined-up piece of urban and landscape design delivering an identifiable and exciting new place of the city of Aberdeen and the wider region.



Proposed Character Areas

6.7 BEACH BALLROOM CHARACTER AREA

The Beach Ballroom is to be considered as a primary focal point in the new Development Framework proposals, due to its central position and its cultural significance.

6.7.1 BEACH BALLROOM CONCEPT

In addition to the renovation and reworking of the ballroom, there is the potential to create improved public spaces in the immediate vicinity, for example:

- A potential plaza space with water features forming a grand setting for the building and ensuring the buildings prominence on the main pedestrianised route through the site from Beach Boulevard to Esplanade.
- A potential sunken garden area to the rear of the ballroom which would provide a dedicated external space for use by the ballroom and serve to link the wider public space between the ballroom and a potential leisure facility adjacent.

Any opportunity for the regenerating the Beach Ballroom and its environs would respect the heritage and memories to ensure it can continue to contribute to the lives of those who visit it.

Several site visits to the existing building including conversations with operation staff to understand the day-to-day requirements and mechanics of the ballroom have already been undertaken to inform the evolving design. Concurrently, the design would respond to business case studies which would allow the Beach Ballroom to become a self-sustainable, flexible and revenue positive component of the wider beach front area.

It should be noted that statutory approvals and discussions with relevant authorities, consultees and stakeholders have not yet been completed and these will contribute to the design direction moving forward. As part of any future planning applications, a heritage statement will be prepared to support the planning and Listed Building Consent submissions.



Concept Plan - Beach Ballroom

POTENTIAL ARCHITECTURAL INTERVENTIONS



Plaza



Ballroom



Secret Garden

6.7.2 BEACH BALLROOM PROPOSED WORKS

The proposed renovation and extension of the B-listed Beach Ballroom will seek to respect the heritage and memories defined by this iconic space to ensure to can continue to contribute to the lives of those who visit it. Those historic aspects of the interior and exterior of the building will be retained and revitalised through an extensive programme of renovation. As part of this renovation, an interior design strategy which promotes the buildings Art Deco heritage will bring a sense of grandeur back to the property. Potential new extensions to the building will be considerate and of an appropriate scale and style to compliment the Ballroom.



Spanish City, Whitley Bay - Precedent Image



Chrysler Motors Building, Chicago - Precedent Image



Spanish City, Whitley Bay - Precedent Image



The Reel House, Glasgow - Precedent Image



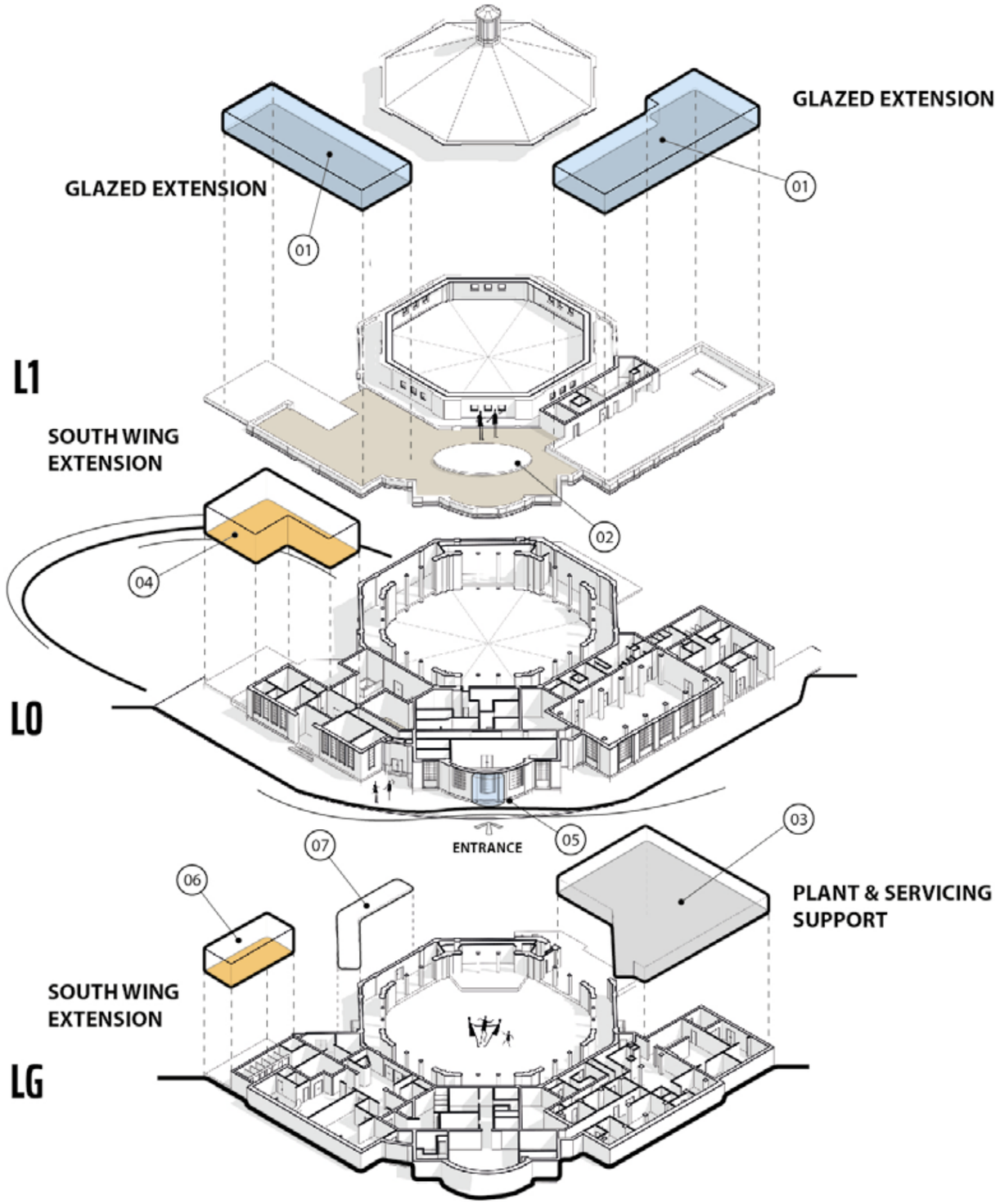


Architecture and materiality precedents

6.7.2 BEACH BALLROOM PROPOSED WORKS

The Design Team have suggested a number of potential improvements/ study areas for the Beach Ballroom that will be explored in more detail moving forward:

- Celebration of Entrance - creating a grand setting for the building with a real sense of arrival and enhanced public realm
- Improve accessibility / wheelchair access and install lift core
- Upgrade & restoration of external impressive Art Deco façade
- Dome restoration / expose and enhance original feature ceiling
- Improved viewing gallery & enhanced hospitality offer (VIP / Premium seating)
- Utilise external balcony / roof areas to create bar / terrace taking advantage of spectacular views of Aberdeen Beach
- Potential for external break-out space, creating more intimate / sheltered private external space (Secret Garden)
- External feature lighting opportunities to showcase unique Art Deco architectural features on building façade
- Potential to remove star ballroom extension and replace with more complementary and lighter roof extensions



Key
1. Glass Box' extension with lift access, dedicated stores and toilet facilities
2. Shared external terrace with skylight
3. Connecting support accommodation (LG)
4. Extension to existing south wing (L0)
5. Ramped accessible entrance to 'glass portal' entrance
6. Extension to existing south wing (LG)
7. Lightweight cantilevered canopy structure

6.7.2 BEACH BALLROOM PROPOSED WORKS

The below images provide design inspiration for the Beach Ballroom and are indicative only.



Ballroom approach along beachfront



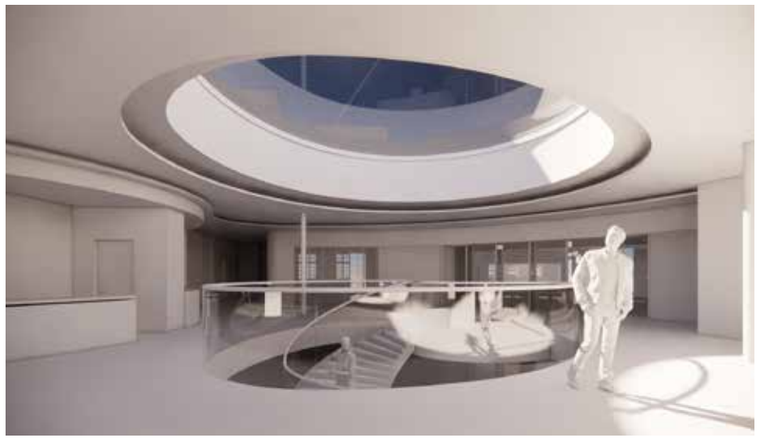
View towards new main entrance



Entering the Ballroom



First impression of new central foyer



Circumnavigating the public reception area



Descending down the spiral staircase towards the Soda Bar



Soda Bar looking towards the ballroom floor entrance



Approaching the ballroom floor



The renovated dome ceiling of the main ballroom

6.7.3 BEACH BALLROOM - PLAZA

The Beach Ballroom Plaza will create a grand setting for the building. The main circulation routes of the site pass either side of the space ensuring that pedestrian movement to the Stadium on match days is accounted for and that the Beach Ballroom is a key landmark and part of this journey.

The plaza space will not only frame the setting of the Beach Ballroom, the space itself will be defined to the east by earth mounding, integrating soft landscape while providing a sheltering interface to the beach and onshore winds. To the west it will be partly defined by the location of the amphitheatre and integrated woodland planting and other soft landscape opportunities. This integration of soft landscape within a civic plaza offers the opportunity to enhance biodiversity in this key area, while still providing a distinctive civic function. The inclusion of the water features will add an additional level of interest and setting, bringing sound and animation to the space, providing opportunities of play whilst enhancing the grandeur of the building.

Public realm materials will be of high quality, preferable natural, ensuring durability. Due to the highly public function of the building all the public realm will be designed to be level access and step free, with plenty of opportunities for seating and longer dwell time in the space. A more open hard space will be designed to the north and west as approaching from the foot of Broad Hill, allowing for controlled VIP drop off to the front of the building and to allow controlled VIP access through to the front of the stadium.



Concept Montage [All elements of detailed design and materials are indicative and for illustrative purposes only]



Plaza Conceptual Plan

6.7.4 BEACH BALLROOM SECRET GARDEN

The Secret Garden is a sunken formal space to the west side of the Beach Ballroom, between the building and Broad Hill. It carefully integrates accessible parking and centres on an enclosed garden area. This garden space could be utilised for outdoor drinks receptions or wedding photography, as well as providing a calm and sheltered setting to the accessible entrance at the lower ground level.

Although discreet and clearly part of the Beach Ballroom environs, the Secret Garden is part of the wider public space which links the Beach Ballroom to the proposed Leisure facility. The proposed landscape intervention works with the level differences to create an attractive southwest facing terrace, providing accessible pedestrian access to the Leisure facility.

The landscape itself will knit together with the materiality and colour strategies of the wider proposals to create a sense of drama and arrival. By its very nature, the soft landscape element of the garden will be dominant, providing a greener and more natural interface with the Breach Ballroom than the south facing civic plaza which sits up at Esplanade level. The soft and hard landscape materials will be of high quality, with the soft landscape being of suitable scale to create instant impact and allow appropriate related Beach Ballroom events from day one. The soft landscape also allows the potential to enhance the biodiversity in this part of the site, close to the diverse Broad Hill, enhancing green network connection to the wider Queens Links and Esplanade area.



The Secret Garden wraps around the existing Beach Ballroom



Outdoor extension of ballroom events



Outdoor extension of leisure facility

6.8 QUEENS LINKS URBAN PARK CHARACTER AREA

The heart of the open space provision within the Development Framework is focussed on the urban park, a central landscape space, approximately 5.5ha, designed to accommodate multiple uses. The Urban Park is composed of two main character areas, the Core Play, Park and the Events Park + Field, joined by the Pedestrian Spine (former Beach Boulevard east).

6.8.1 QUEENS LINKS URBAN PARK CONCEPT

A public park must be accessible for everyone, such is the egalitarian existence of true public spaces. The richness of the park will come in its form and uses. Play and games are an obvious part of this mix and creating the physical environment for this to flourish is key. The whole park should be seen as incorporating elements of play opportunity, with areas that are more focused and defined along with the more natural and incidental play integrated throughout the park. Potential insertions within the urban park space include:

- An external Amphitheatre with canopy located adjacent to the Beach Ballroom.
- A large events field capable of hosting events and day-to-day use.
- A gateway building located at entrance to Beachfront area giving sense of arrival.
- A hub building located at centre of site offering a place to engage and refresh.
- Canopy features offering shelter and seating across the site.
- Water features to bring drama and animation to spaces.

There are many other uses to be considered, and careful analysis of what is best is important as flexibility will be key in the evolution of a public park along with its functionality and flexibility to cater for yet unforeseen city uses.

The park must create a strong sense of place which becomes a destination within the city. It should be unique and special, respecting its coastal location. The park should be inclusive and with activities for all to use.

The design must consider micro-climate and the provision of shelter so that it can be used 365 days a year. It must also be comfortable and welcoming for different sizes of groups including individuals, families, small gatherings, and large events. A variety of scales of space will be required to meet these requirements.

Movement through the park, whether to reach the Beach, the Stadium or the Arcades must be a key consideration, ensuring that the park can cope with the movement of large groups of people. In designing these routes, desire lines must be catered for.



Concept Plan - Urban Park

POTENTIAL ARCHITECTURAL INTERVENTIONS

KEY ARRIVAL POINTS

DROP OFF POINTS

6.8.2 CORE PLAY PARK

The Core Play Park is approximately 2.5ha and sits between the Events Park + Field area and Codona's. Although this area has been termed the play and games zone it is not intended that opportunities for play will be constrained to this area of the site. The intention is that informal play opportunities will be present throughout the park. Equally the intention is that this area is a fully integrated part of the park landscape and is permeable and able to be explored as part of a visit to the park.

The Core Play Park will be enclosed to some degree by landform/ tree planting to help create a suitable micro-climate and provide a comfortable year-round space. Equally the aim has been to provide some shelter from the wind which is particularly important for games such as table tennis and volleyball. The landform in particular will be of such a scale to offer furthermore natural opportunities for play as well be a key component in spatial definition and character of the area.

A structure for the play and games zone has been developed which can accommodate a variety of play. At this point the content of the play parks is still being developed however approximate areas have been set aside for separate younger and older children's play areas. Recently undertaken consultation with children and young people is helping to inform this process and refine the types of play which should be included within these areas.

Other uses with a larger footprint have been included within the development of the plan to ensure space is allowed for these uses within the plan, these include a pump track/skate park, a basketball court and volleyball courts all of which were raised during youth engagement.

Other smaller uses have been indicated on the plan such as chess tables, table tennis tables etc. the final location of these elements is more flexible due to their smaller size.

The Core Play Park is a tremendous opportunity to create a significantly sized outdoor destination for the city in a unique context. The Core Play Park is part of the wider landscape masterplan that binds together many of the proposed and existing buildings and uses in the area, and importantly facilitates connections back to the city centre.

Furthermore, abundant elements of play and child/youth focussed spaces will assist to provide a public space worthy of Aberdeen's ambition to become a UNICEF Child Friendly City.



Concept Plan - Play Park

6.8.2.1 CORE PLAY PARK - ASPIRATION

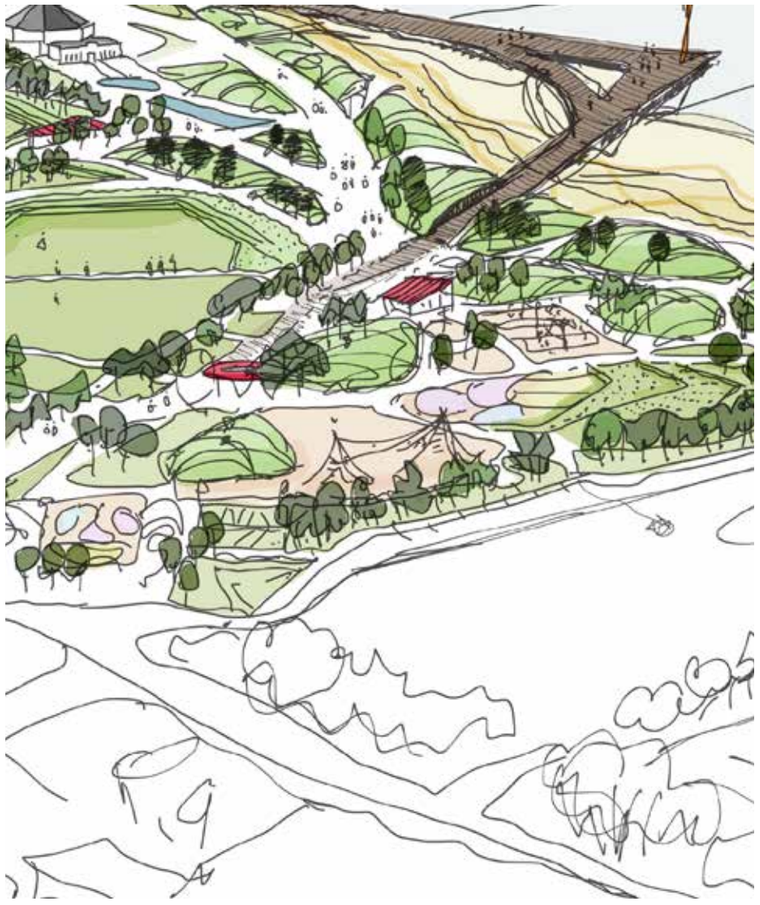
The below images provide visual inspiration for the Core Play Park and are indicative only.



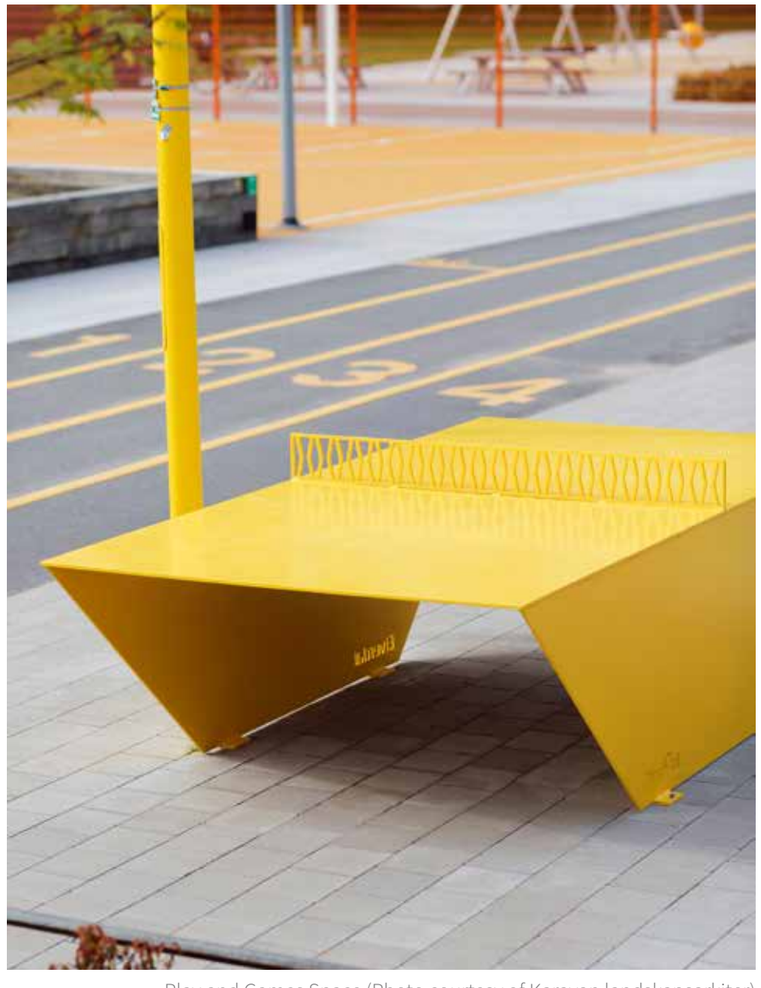
Slide down landscape mounding features



Play and Games Space (Photo courtesy of Karavan landskapsarkiter)



Sketch aerial of Core Play Park



Play and Games Space (Photo courtesy of Karavan landskapsarkiter)



Architectural Interventions



Play and Games Space (Photo courtesy of Karavan landskapsarkiter)



Pump Track

6.8.3 EVENTS PARK & FIELD

The Events Park + Field is an area of approximately 2.5ha and has been designed as a flexible space capable of holding events, festivals, larger concerts etc. but also to provide a large, grassed area for day-to-day use including informal sports and games such as football, touch rugby, ultimate frisbee, and passive recreation such as picnicking.

It is currently bordered to the west by adjacent land uses that effectively turn their back on the area. It is proposed that this interface is further reinforced by additional mounding and tree planting, creating a strong green, ecologically rich edge to the overall Events Park + Field, enhancing the green network opportunities from Broad Hill further in and around the overall site. Between the two adjacent land uses an enhanced pedestrian connection to the residential Urquhart Road should be facilitated, allowing an entrance into the middle of the wider events area, giving a visual envelope focused on the east and the wider core park. This gives a backdrop of trees and landform, focussing attention away from adjacent land uses and out into a wider events and performance area.

The wider Events Park + Field will not only include large grass areas (both amenity and wildflower), but also utilise natural landform in the location of the existing play area, where the landform lends itself to an amphitheatre type setting where smaller more intimate events/ concert, theatre and outdoor cinema could occur. Its location closer to the Beach Ballroom offers opportunity for co-joined activities. The amphitheatre creates the opportunity to embed localised accessible toilet facilities adjacent to the accessible parking on the West part of the site into its mounding.

Taking advantage of the existing site topography/ levels, the location for the Amphitheatre naturally shields the adjacent buildings to the West, whilst the orientation of this space provides natural screening and acoustic benefits which can be enhanced with strategic planting to provide an additional level of privacy to the space.

Although the overall Events Park and Field covers 2.5ha, additional space is also provided by the adjacent hard landscaped public spaces, such as the repurposed Beach Boulevard forming a new Pedestrian Spine and Esplanade sections, which provide high quality natural based materials, making them suitable for more intensive ‘street’ and civic type uses both independently and in support of any programmed events with the Park + Field.



Concept Plan - Events Park & Field

6.8.3.1 EVENTS PARK & FIELD - ASPIRATION

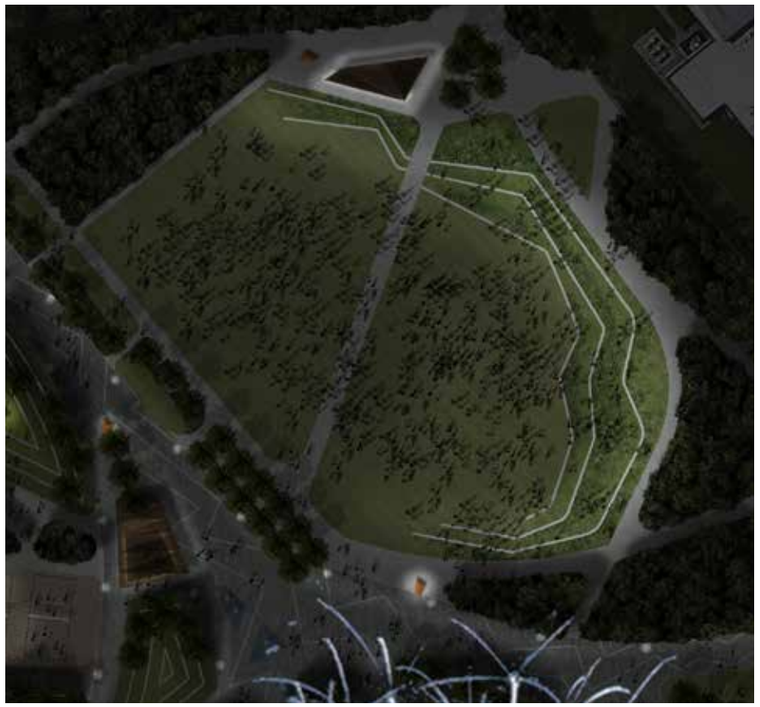
The below images provide visual inspiration for the Events Park & Field and are indicative only.



Concept events plan: Festival



Concept events plan: Market



Concept events plan: Fireworks







6.8.4 GATEWAY BUILDING

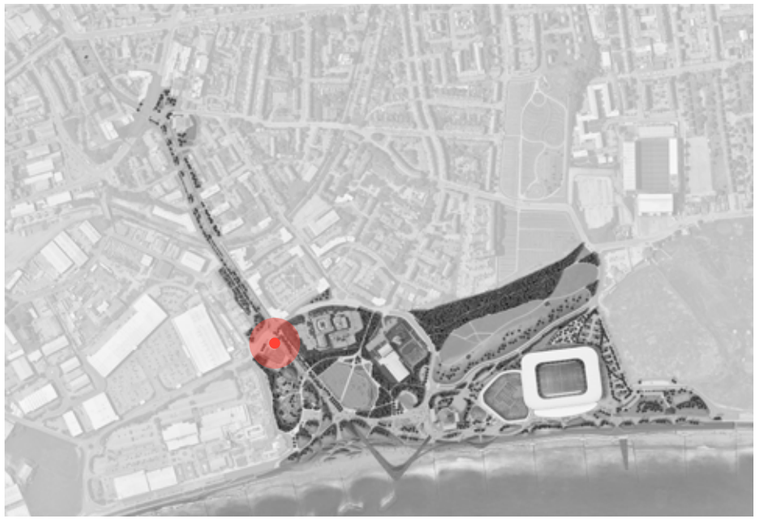
The Gateway Building, positioned at the foot of Beach Boulevard, would act as a landmark to signal arrival from the city to the Beachfront. A flexible building footprint acts as a base from which an angular canopy structure would span across the main pedestrian route from Beach Boulevard into the heart of the Beachfront proposals. The building and canopy form will increase the visibility of the Beachfront from Beach Boulevard and will draw people down towards the new waterfront destination from the City Centre approach.

The building footprint within the gateway would be formed from a lightweight glass façade and will provide space for a reception and information point which will provide users with information and wayfinding throughout the site. Additionally, accessible toilet / changing facilities will be housed within the proposed structure.

The canopy structure would be similar in construction to the amphitheatre, being formed from a robust structural system and lightweight cladding finish.

The building form would be single storey with the gateway canopy arching above the pedestrian route to between one and two storeys. This increased height of the gateway canopy would be sized to allow for potential vehicular access for HGVs, emergency vehicles, and vehicles associated with maintenance and the organisation of potential events.

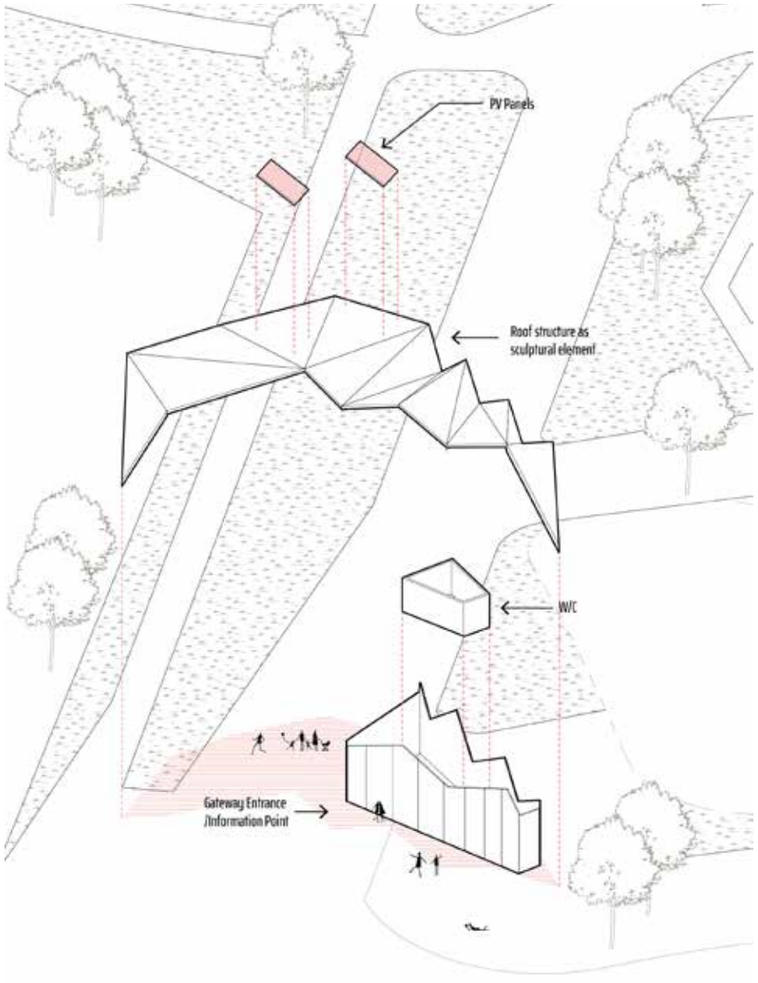
The Gateway proposal also offers the opportunity to explore more sculptural building elements, feature lighting and opportunities for public art within the design, adding the wow factor upon arrival to the Beachfront.



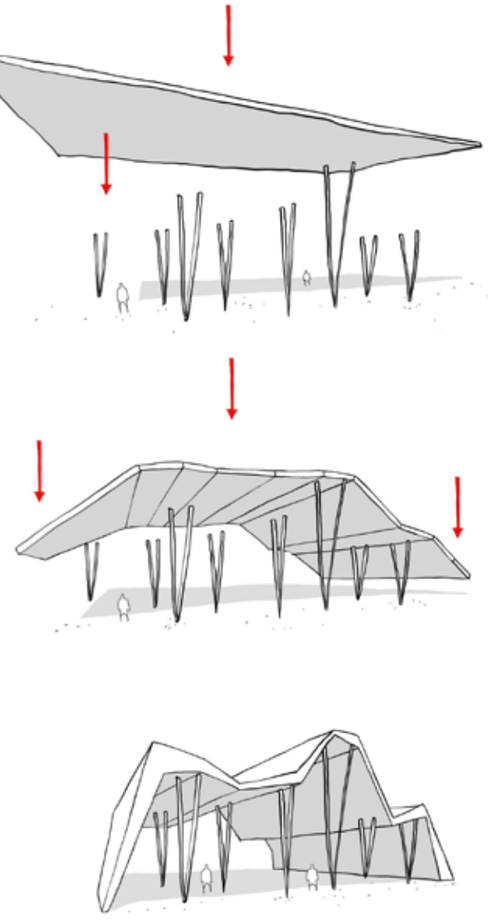
Key Plan



Concept 3D View



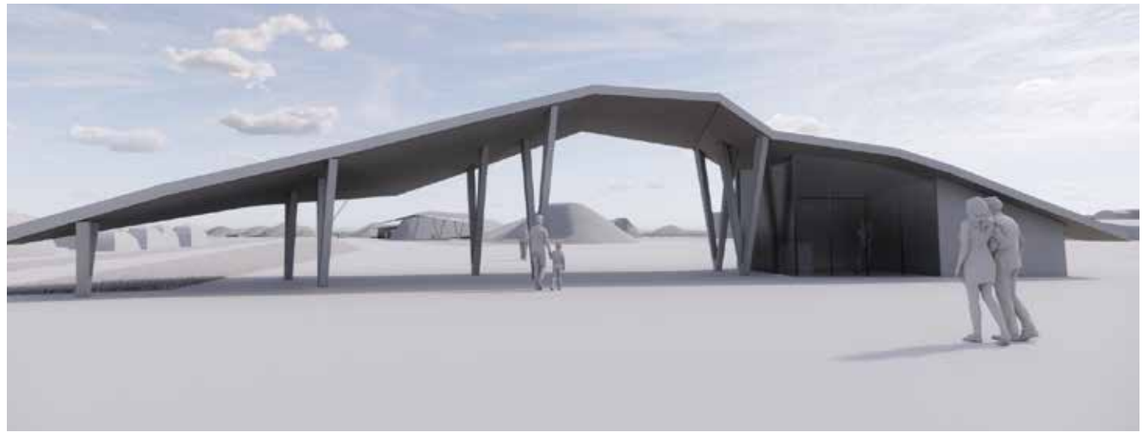
Concept Isometric View



Concept Diagram

6.8.4.1 GATEWAY BUILDING

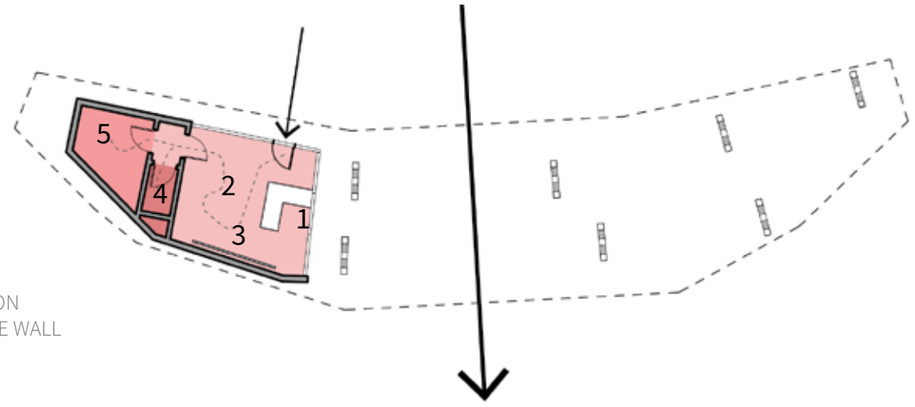
The below images provide visual inspiration for the Gateway Building and are indicative only.



Concept 3D Model Extract

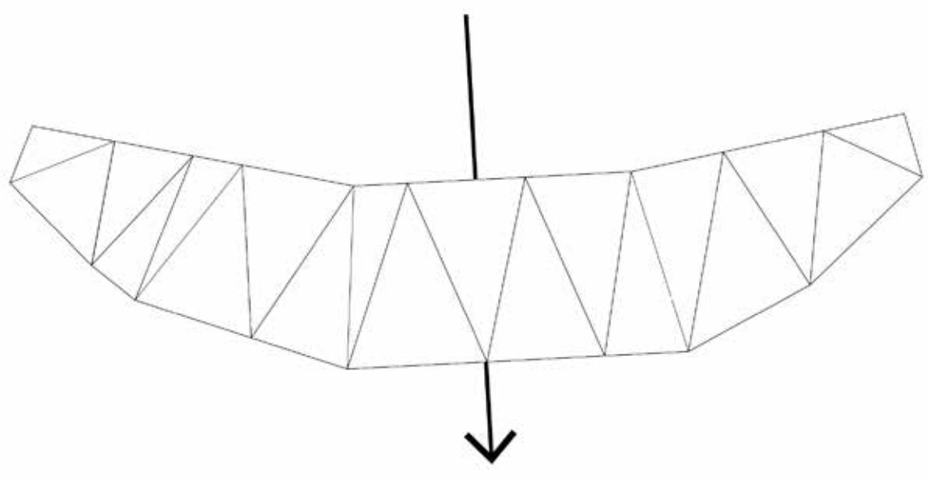


Precedent Imagery

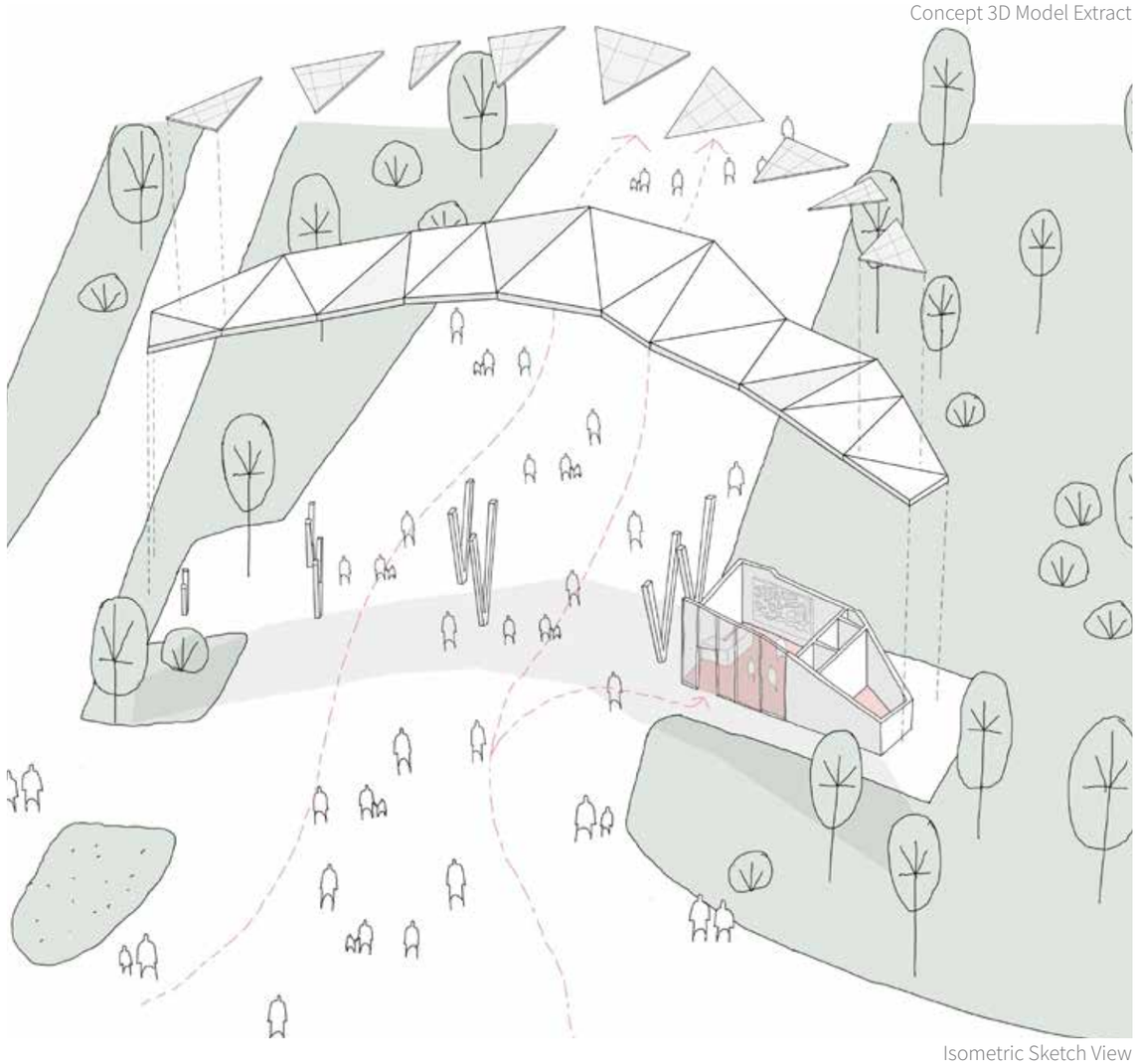


1 - RECEPTION
2 - INFORMATION
3 - INTERACTIVE WALL
4- WC
5 - CPT

Plan Diagram



Roof Diagram



Isometric Sketch View

6.8.5 HUB BUILDING

The Hub Building, positioned centrally within the Beachfront proposals, will create a focal point at the heart of the new Urban Park. The positioning of the building at a key nodal point on the main pedestrian route from Beach Boulevard, will capitalise on footfall from visitors to the site heading through the revived landscape.

The primary purpose of the Hub Building is a place to meet, therefore a coffee shop is proposed to be incorporated. The flexible footprint of the building could also support a variety of community and social uses for the local community. Additionally, toilets and changing facilities would be provided including centrally located accessible facilities.

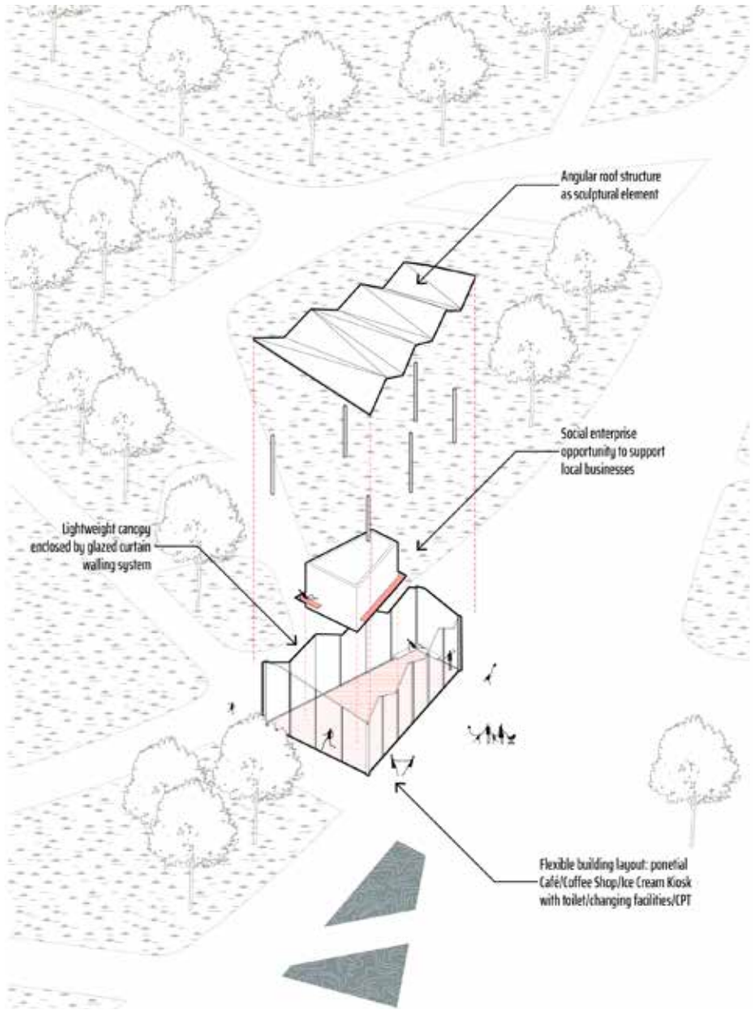
The building, single storey in height, utilises an angular roof structure positioned atop a lightweight partially glazed box. The angular roof provides visual interest to the building whilst referencing the geometric forms used within the other architectural interventions such as the Amphitheatre and Gateway Building. The roof form projects past the line of the external walls to also serve to provide shelter and active frontage areas around the building footprint. The floor to ceiling glazed elevations enables views out from the building into the park and surrounding public realm to connect inside and outside. Secondary elevations would be clad in locally sourced timber which would be treated to be suitable for a coastal/marine environment.



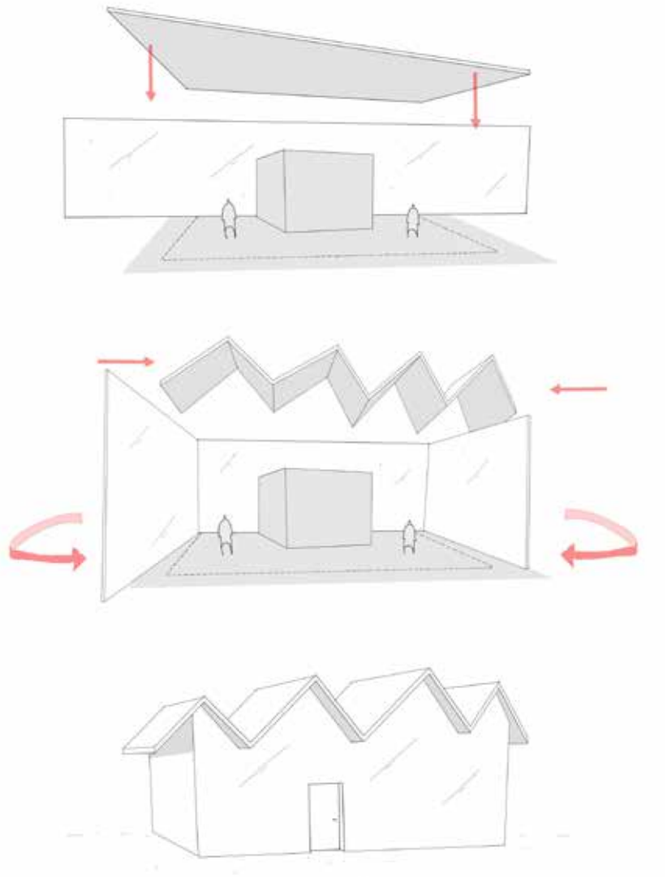
Key Plan



Concept 3D View



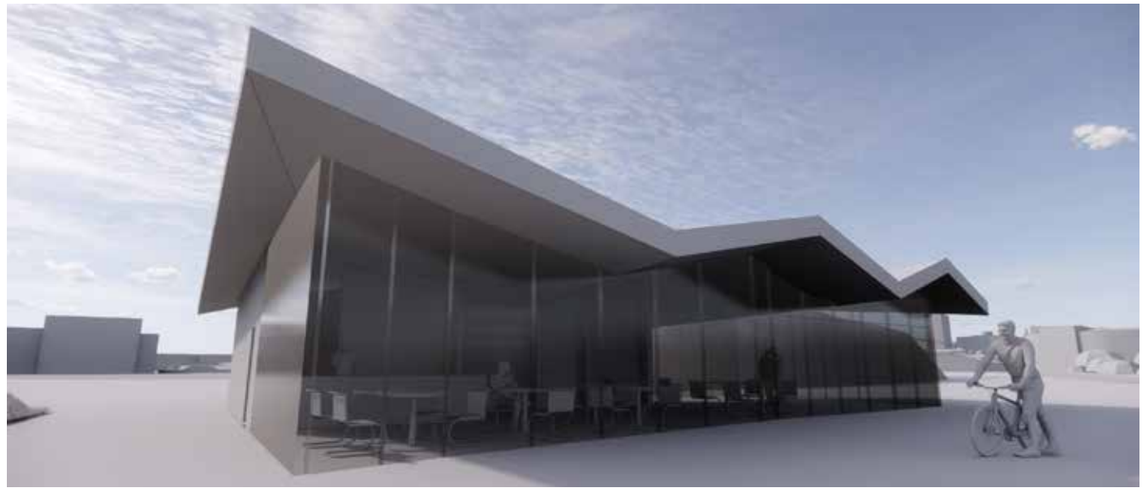
Concept Isometric View



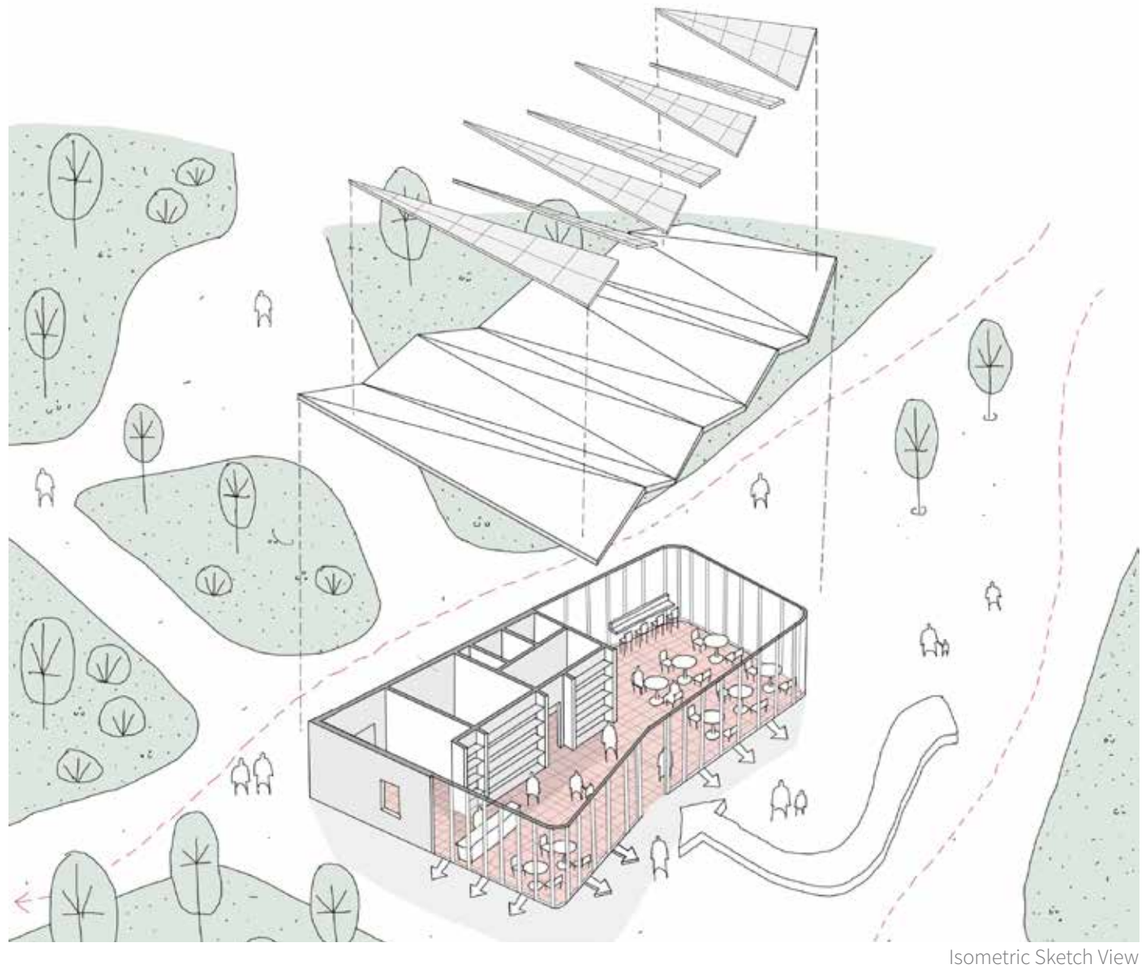
Concept Diagram

6.8.5.1 HUB BUILDING

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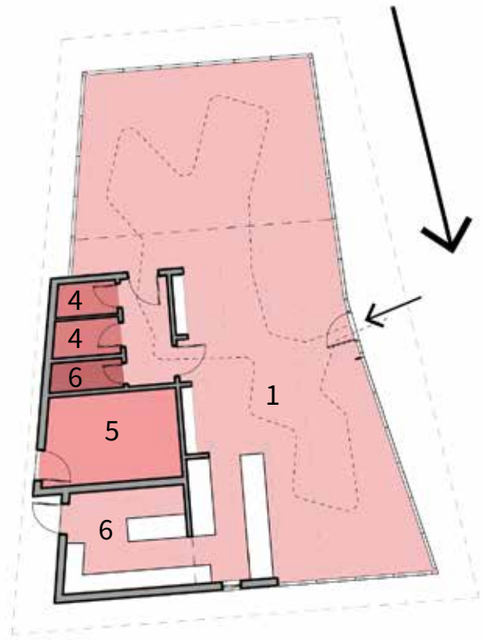


Concept 3D Model Extracts

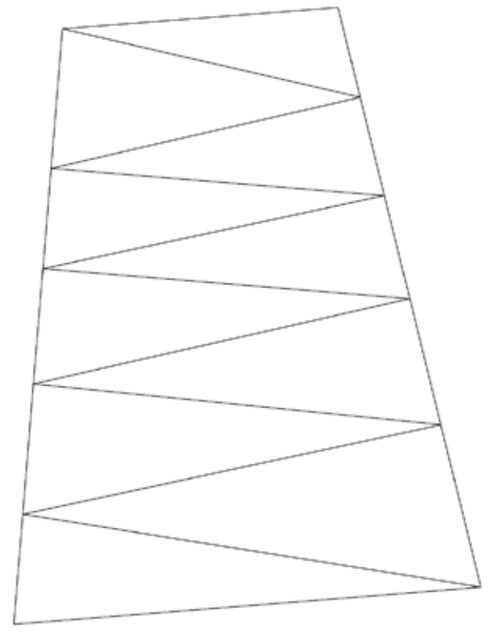


Isometric Sketch View

1 - CAFE
2 - FLEXIBLE SPACE
3 - BOH
4- WC
5 - CPT
6 - STORE



Plan Diagram



Roof Diagram

6.8.6 LIGHTWEIGHT CANOPY STRUCTURES

Several canopy structures, approximately 4m in height, are proposed at key nodal points within the Urban Park to aid orientation on the Beachfront journey. The angular roof structures proposed will provide shelter from the elements and seating areas for rest and reflection.

A variety of seating, including back and arm rests will be provided, as well as accessible spaces for wheelchair users. These flexible structures offer opportunity for social/meeting points, picnic areas, recycling points, individual seating, and quiet areas.

Feature structural columns are proposed as sculptural elements, supporting an angular roof form with opportunities for integrated PV panels to provide solar energy to potentially illuminate the public realm areas, with feature up-lighting of the canopy forms.

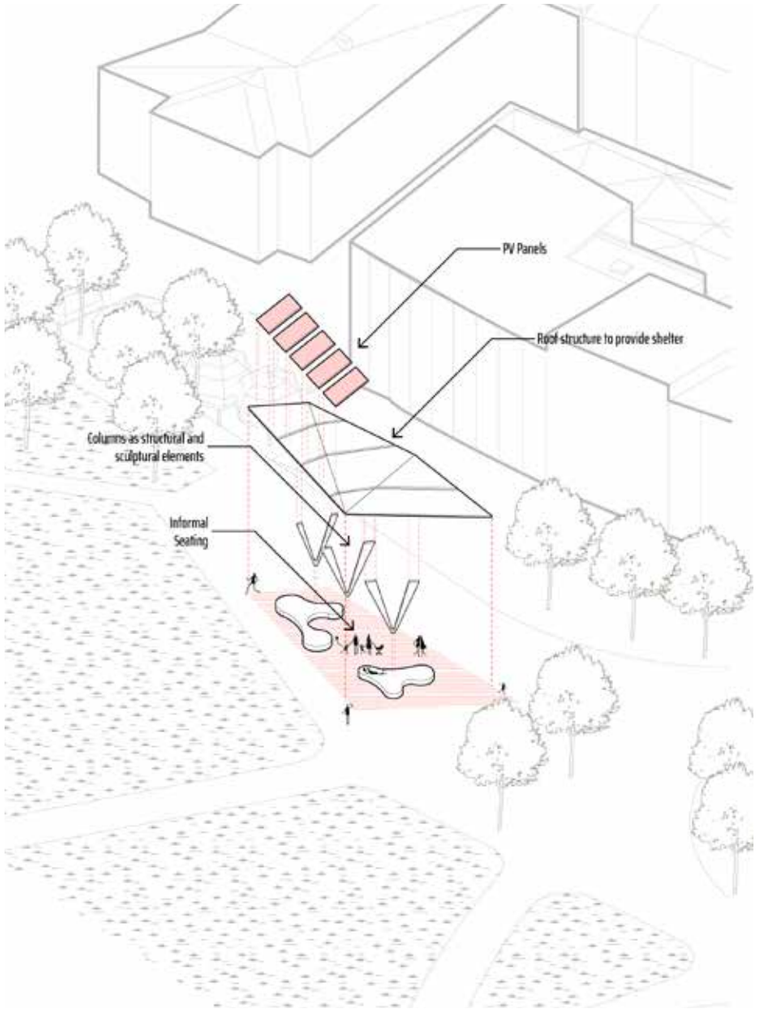
Durable, locally sourced, sustainable materials will be incorporated, creating a family of structures which follow a common architectural language and materiality to tie through with wider Masterplan interventions.



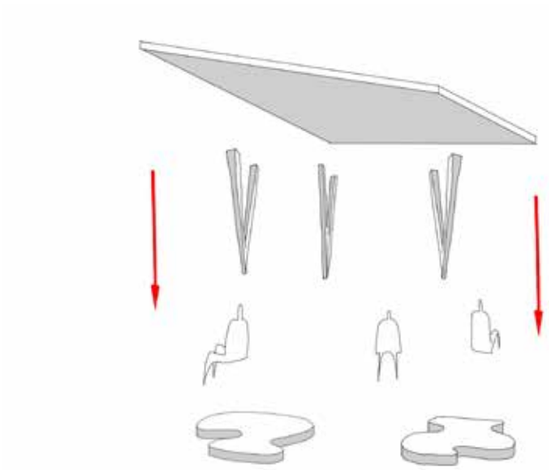
Key Plan



Concept 3D View



Concept Isometric View

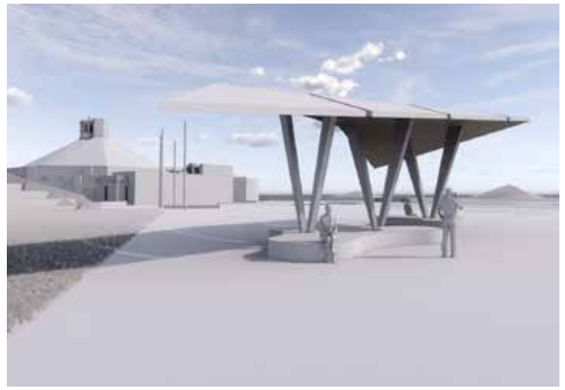


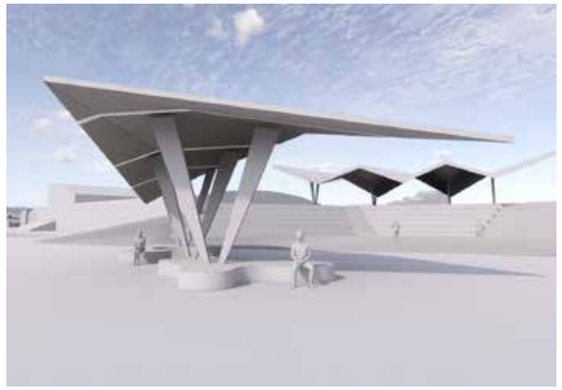


Concept Diagram

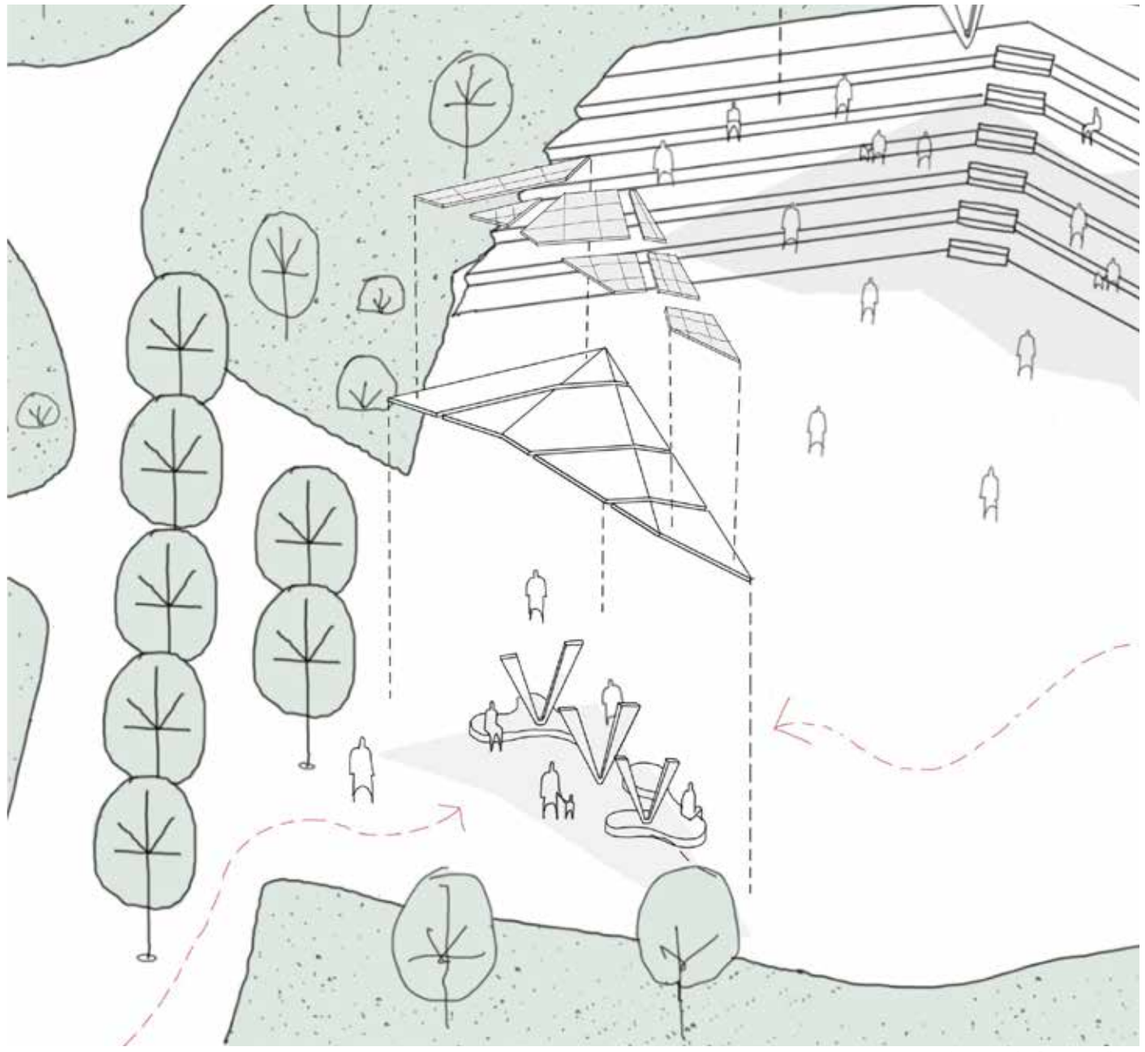
6.8.6.1 LIGHTWEIGHT CANOPY STRUCTURES

The below images provide visual inspiration for the Lightweight Canopy Features and are indicative only.

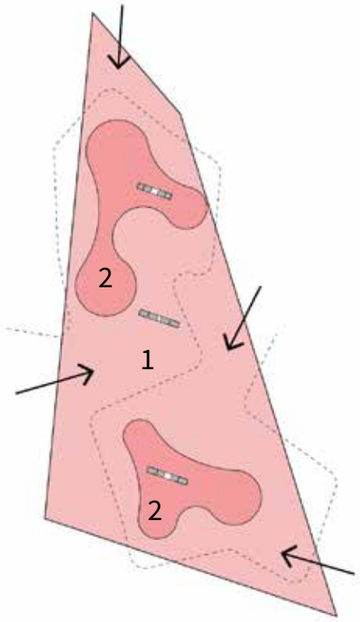




Concept 3D Model Extracts



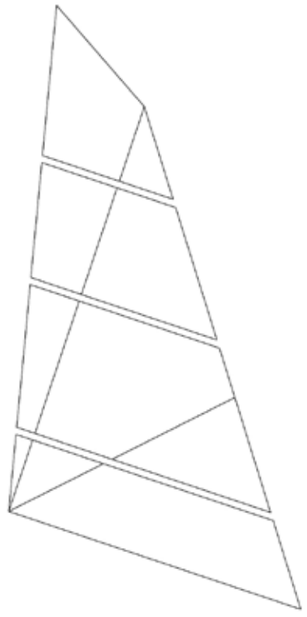
Isometric Sketch View



1 - COVERED AREA

2 - SEATING

Plan Diagram



Roof Diagram

6.8.7 AMPHITHEATRE

Within the Urban Park area, the opportunity to create a more intimate outdoor venue, suitable for music, theatre, outdoor cinema, or screenings is provided with the creation of a small external amphitheatre located adjacent to the Beach Ballroom.

The proposed Amphitheatre, approximately one to two storeys in height, is supported with a lightweight angular canopy structure, tying in with the sculptural roof forms of the wider Masterplan. This roof form provides an element of shelter to the seating area. Below the tiered Amphitheatre there is the opportunity for localised accessible toilet facilities adjacent which would be sited close to the accessible parking to the north of this space.

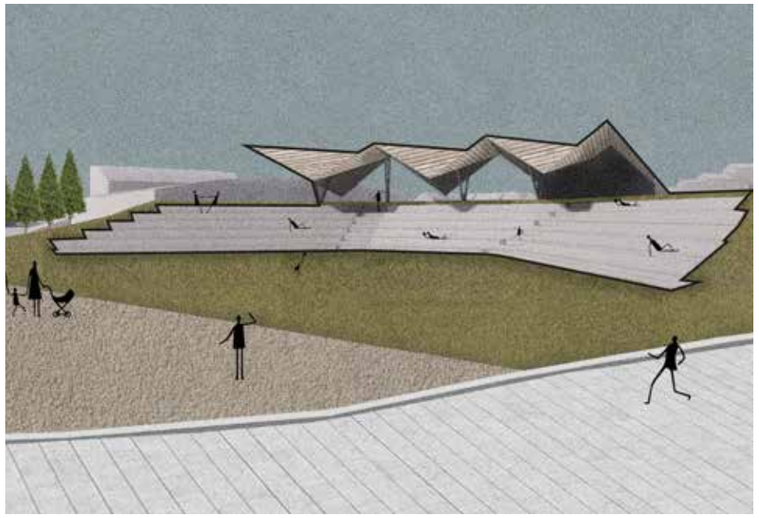
Taking advantage of the existing site topography/ levels, the location for the Amphitheatre naturally shields the adjacent buildings to the West, whilst the orientation of this space provides natural screening and acoustic benefits which can be enhanced with strategic planting to provide an additional level of privacy to the space.

The amphitheatre tiered seating would be formed from a high-quality durable material, such as concrete or stone, whilst the angular canopy would require a robust structural system and a lightweight cladding finish to form the roof.

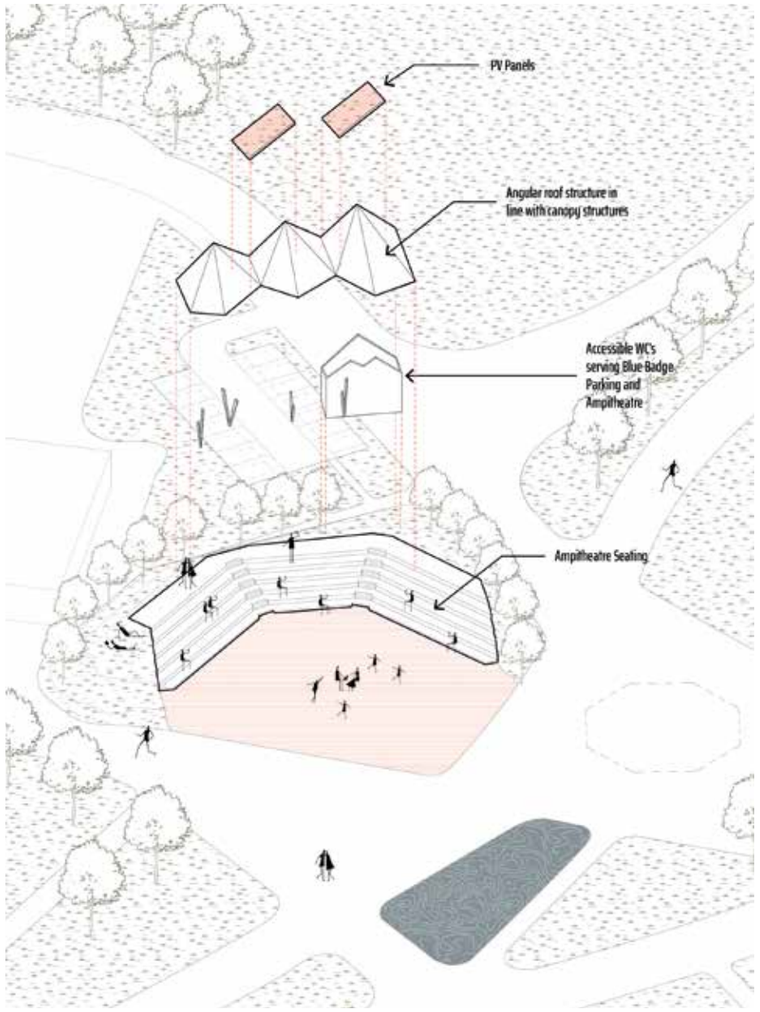
The vision for this space is to create a flexible, intimate external events space with the potential to tie in with larger events hosted at the Beach Ballroom/Stadium and Events Field which is located adjacent.



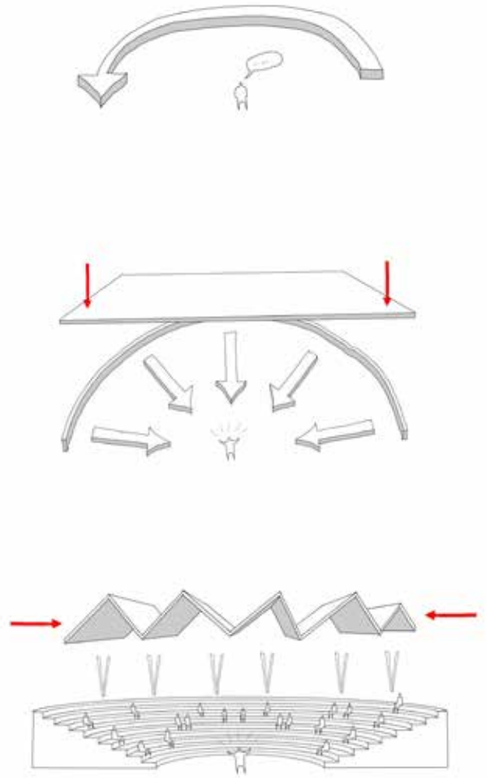
Key Plan



Concept 3D View



Concept Isometric View

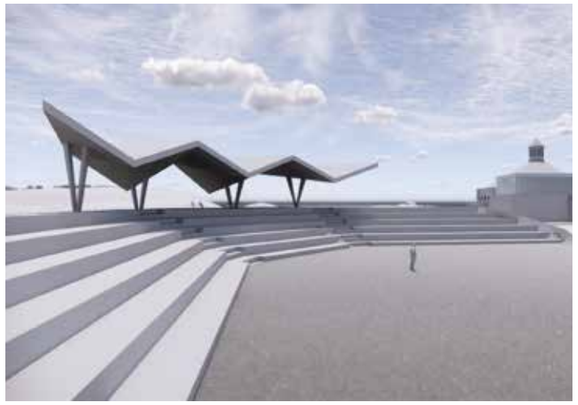


Concept Diagram

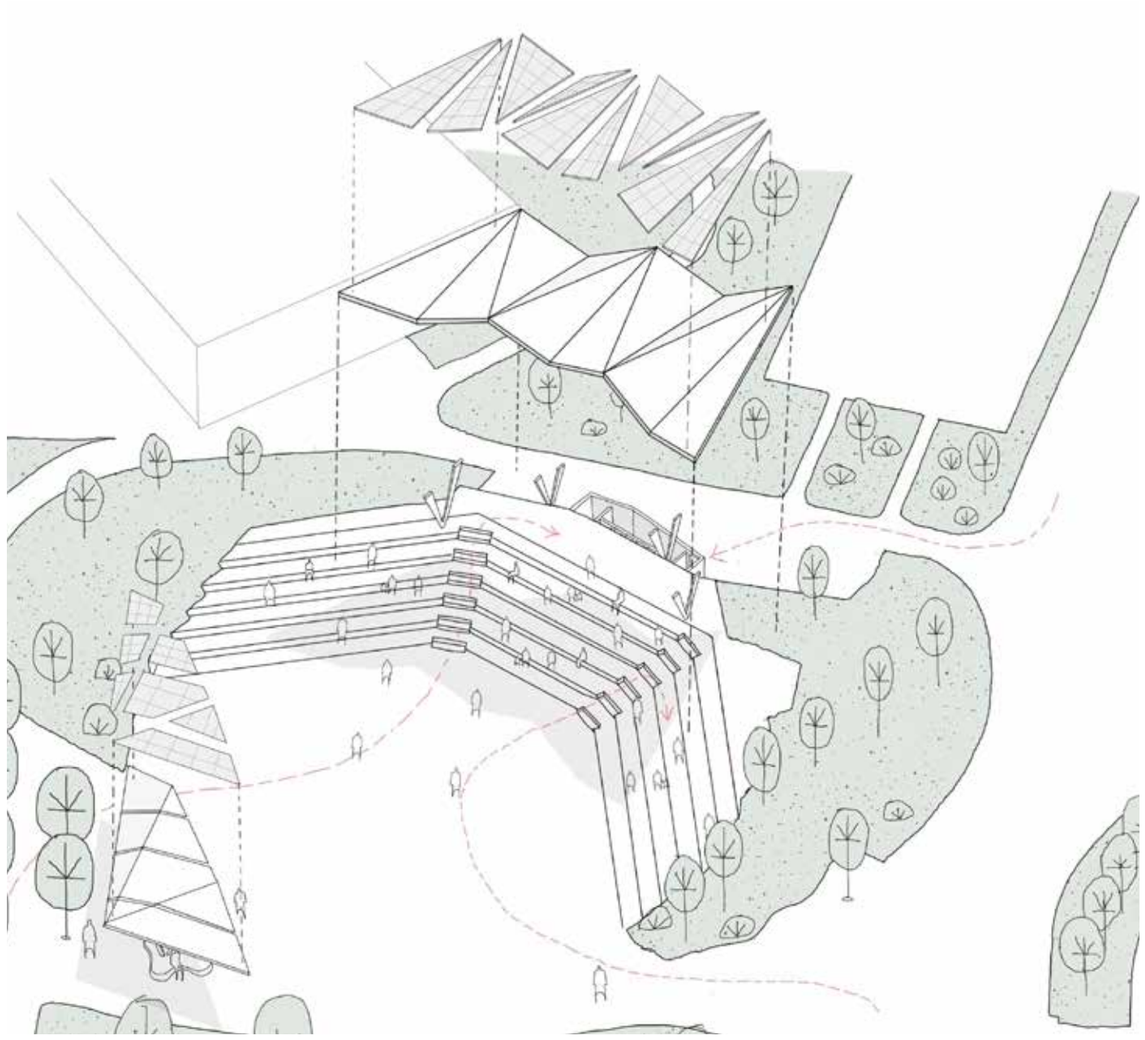
6.8.7.1 AMPHITHEATRE

The below images provide visual inspiration for the Amphitheatre and are indicative only.

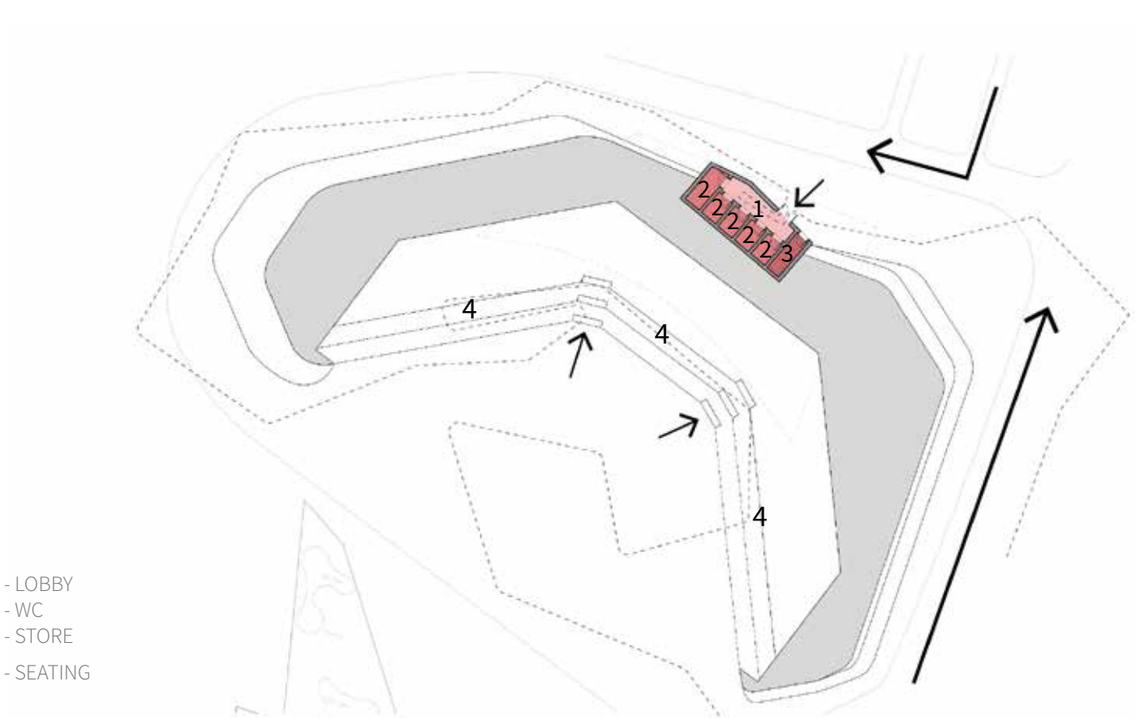




Concept 3D Model Extracts

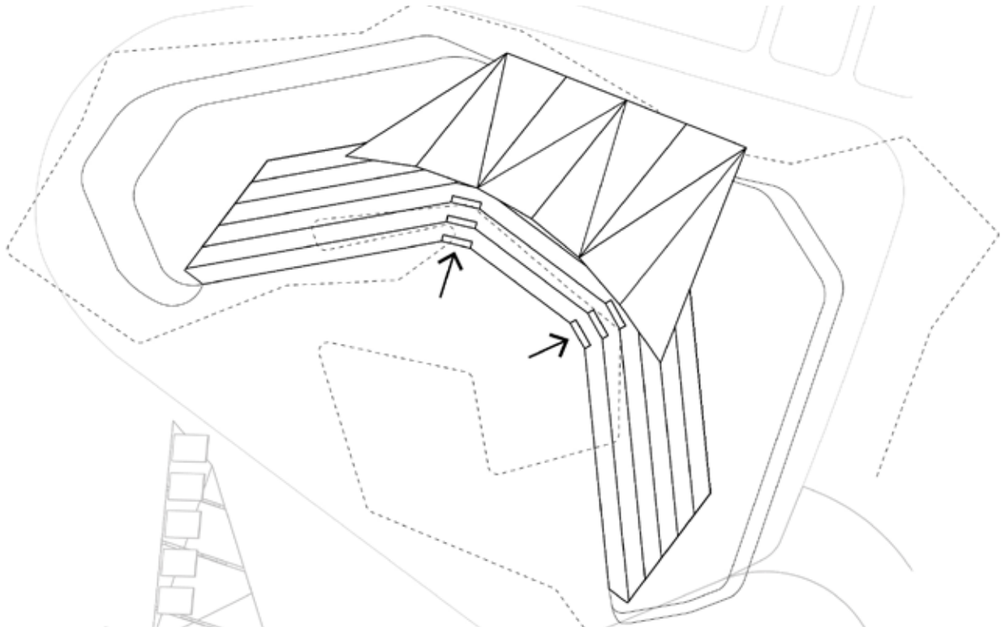


Isometric Sketch View



1 - LOBBY
2 - WC
3 - STORE
4 - SEATING

Plan Diagram



Roof Diagram

6.9 THE BEACH & ESPLANADE CHARACTER AREA

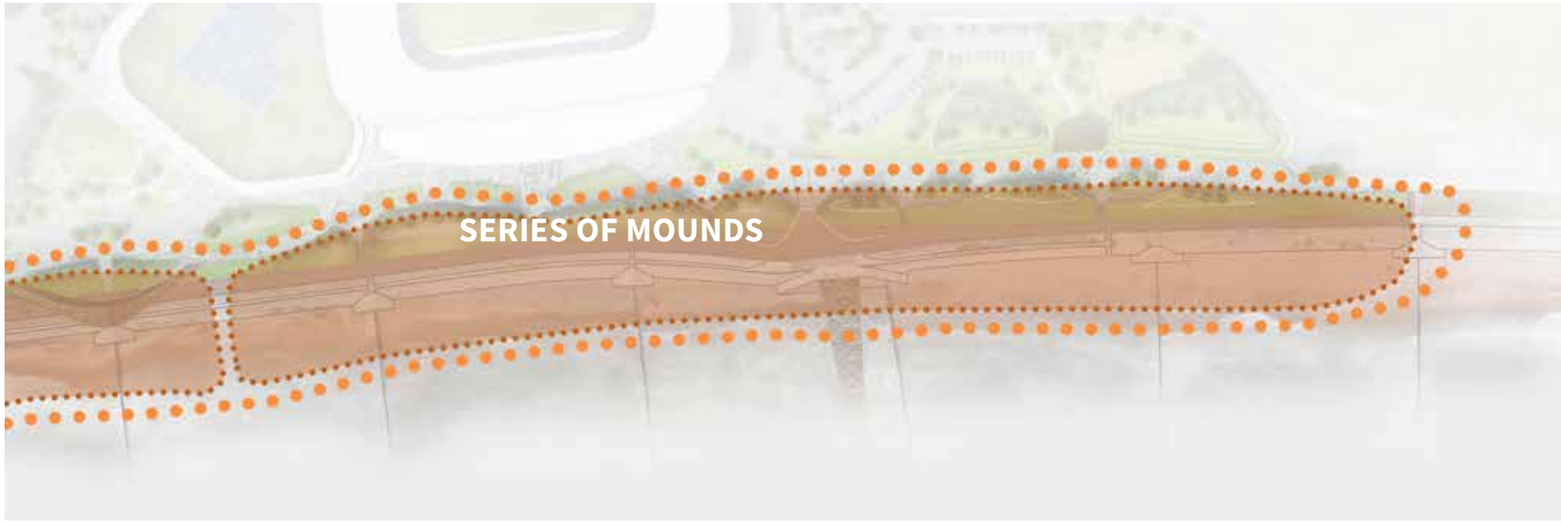
A key aspiration of the Development Framework is the removal of vehicles (except maintenance/ emergency/ permitted vehicles) along a section of the Esplanade between Codona's and Accommodation Road. This would seek to create a people-focussed environment and would allow the park to connect directly with the beach and to improve the association between the two.

6.9.1 THE BEACH & ESPLANADE CONCEPT

The intention at the Beachfront is to modify the beach edge, pulling this back into the site and creating better visual and physical connectivity between the park and the sea. Behind this modified edge, dune landforms will help provide shelter to the park and will frame views out to sea. The modification of the landform in this area, due to the removal of the road, will play a key role in heightening the relationship between the beach, the park, and the city. It is important that the humanising of this interface is a priority, while maintaining the necessary coastal defences by investigating more natural flood defence systems which can afford to utilise a greater area therefore introducing a distinctive and unique environment. One of the outcomes will be making access down to the beach easier and convenient enhancing the perception of access to the sand and beach environment.

A potential Boardwalk/Pier structure could allow for the creation of an enhanced beach frontage with opportunities for views towards the sea and back to the city. The Boardwalk would become a focal point on the area's periphery, forming a new key public space and creating a threshold between Beach Boulevard, the Esplanade, and the North Sea. The form of the Boardwalk would align with the Rope Works Concept to create an organic and intuitive journey, linking the key elements within the Urban Park to the new activate frontage of the Esplanade.

Proposals in this area are being developed in partnership /consultation with ACC Operations / Coastal / Flooding Teams.



Concept Plan - Esplanade North - Existing esplanade and sea wall are enhanced with planting and landform



Concept Plan - Esplanade South - Reshaped Beach and Sea Wall

POTENTIAL ARCHITECTURAL INTERVENTIONS

6.9.2 BOARDWALK

The proposed Boardwalk allows for the creation of an enhanced beach frontage with opportunities for views towards the sea. This new structure will become a focal point at the Masterplan's periphery, forming a new key public space and creating a threshold between Beach Boulevard, the Esplanade and the North Sea.

Formed as an extension of Beach Boulevard, the Boardwalk enhances the fundamental relationship between the boulevard and Beach Ballroom. These two principal paths are joined through the creation of a centrepiece at the nose of the Boardwalk in the form of a sculpture with a key light element to symbolise Aurora (Northern Lights). This sculpture is to be designed by a local artist in cohesion with the Masterplan concept.

To ensure protection of the elements, the structure slopes up outwards towards the sea. It further provides the opportunity for level change in order to ensure accessibility to the beach.

Structural support elements are located at 10m centres to ensure robustness, with the columns and structure designed in a similar architectural language to other interventions within the Masterplan for the purpose of continuity and consistency.

There is an opportunity for animation along the Boardwalk through the incorporation of landscaping and seating. Perforated mesh or glazed balustrades will also be considered in order to create a sense of openness towards the sea.

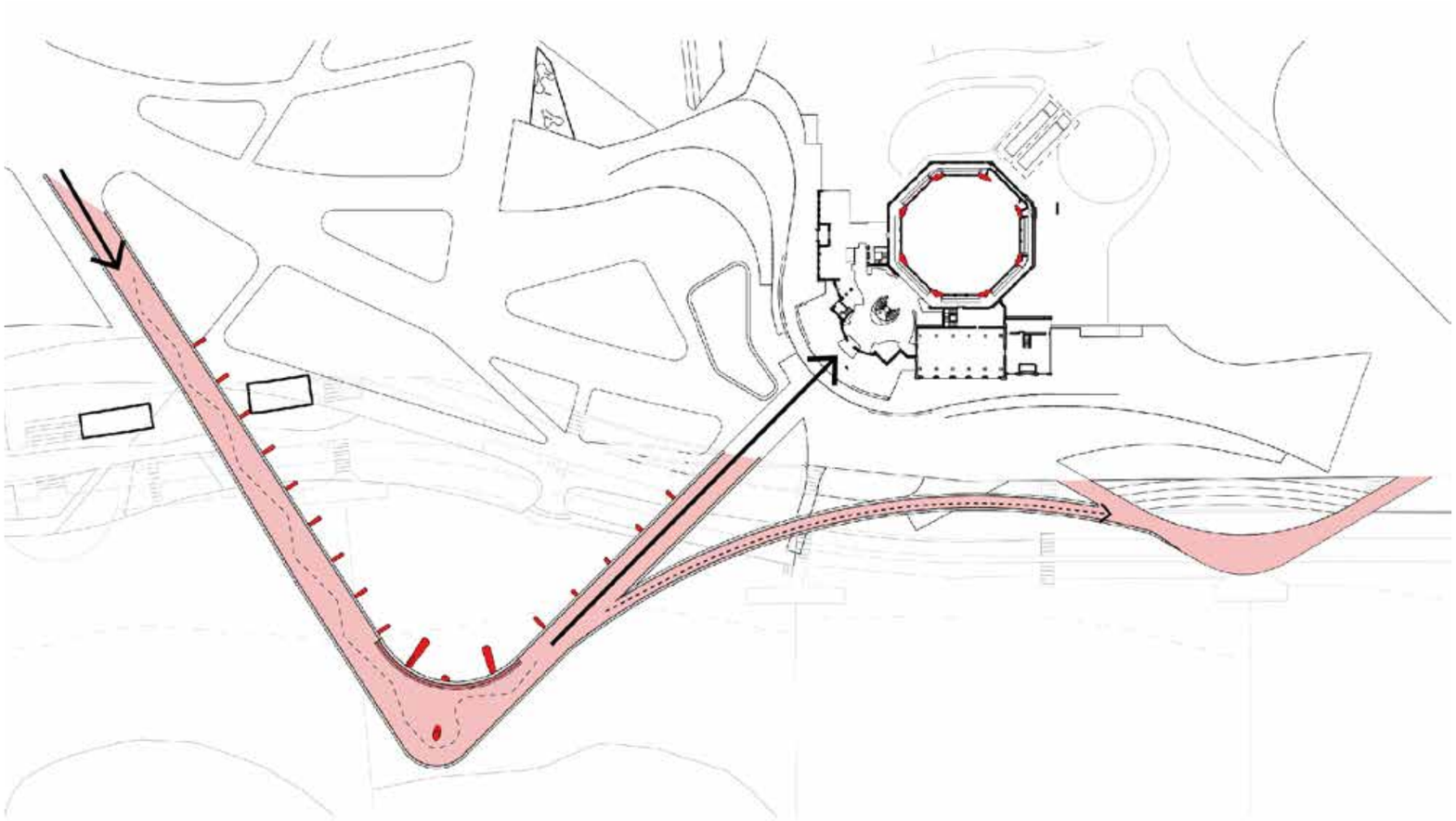
Locally sourced materials, such as larch species native to Aberdeen will be used for the purpose of sustainability and consciousness of the location.



Key Plan



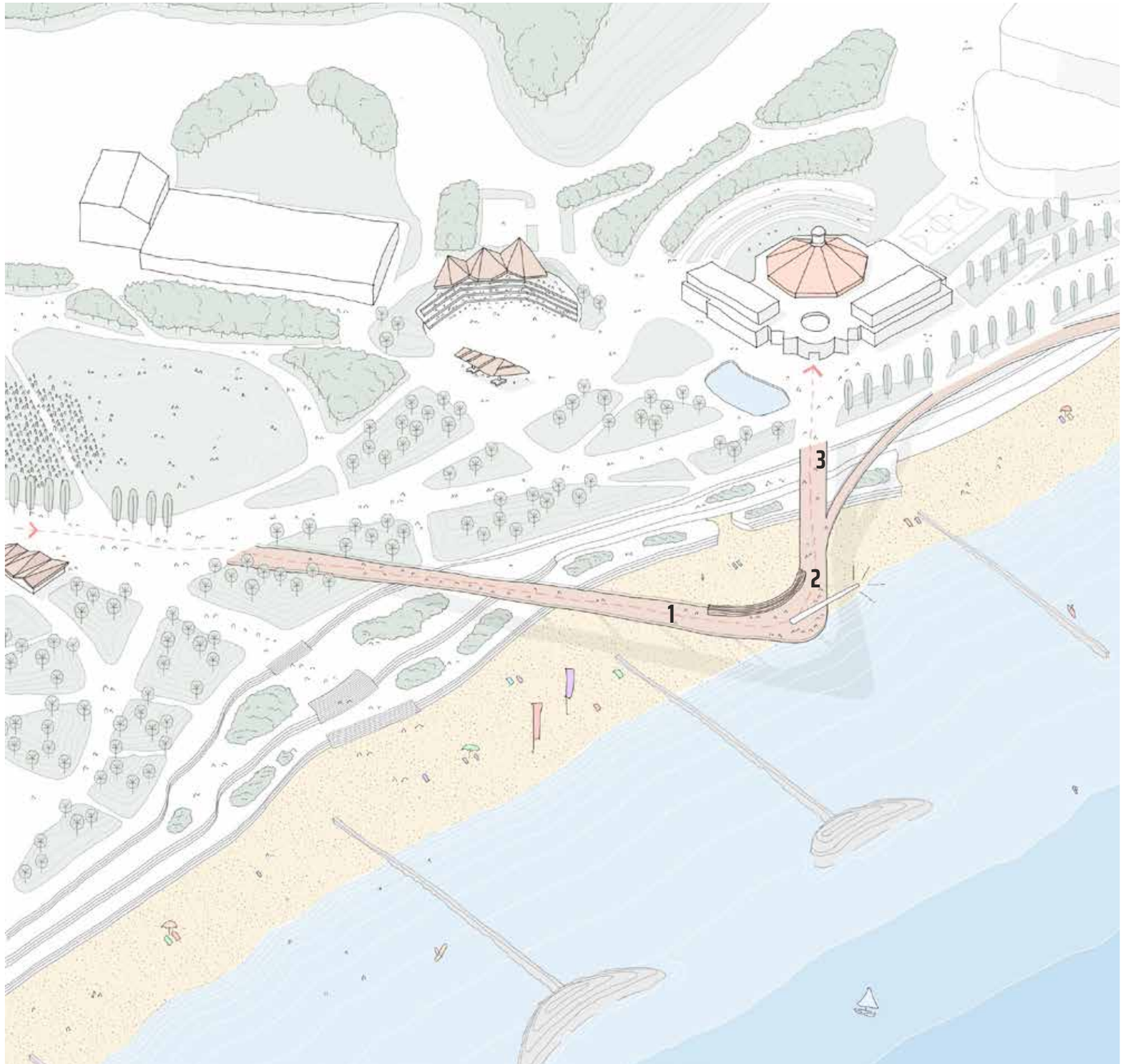
Precedent Imagery



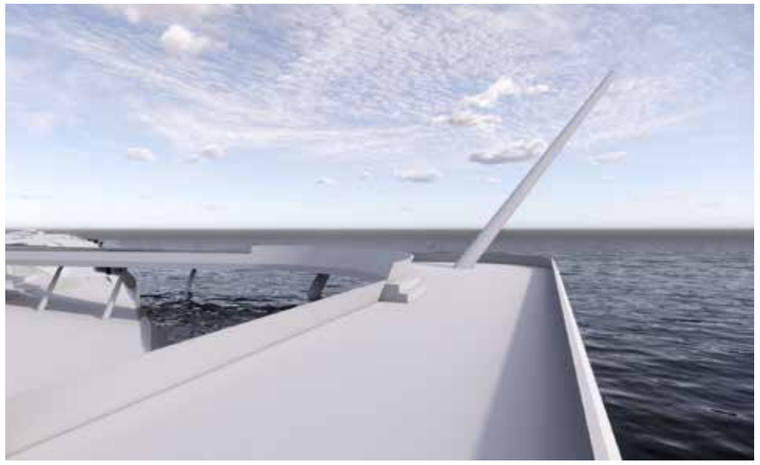
Plan Diagram

6.9.2.1 BOARDWALK

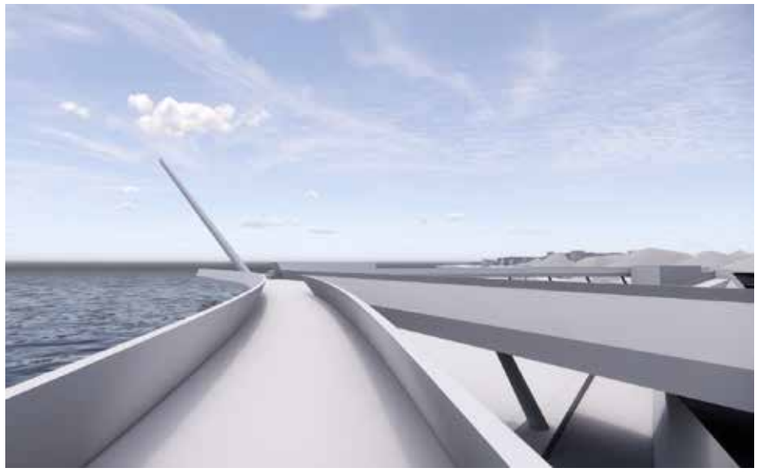
The below images provide visual inspiration for the Boardwalk and are indicative only.



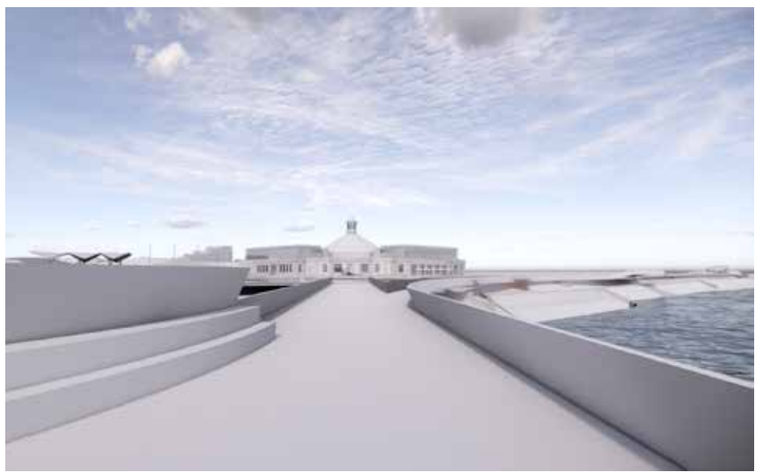
Isometric Sketch View



1.



2.



3.

Concept 3D Model Extracts

6.9.3 THE BEACH & ESPLANADE - ASPIRATION

The below images provide visual inspiration for the The Beach & Esplanade and are indicative only.



Potential Boardwalk Pier Structure (Photo courtesy of Wilkinson Eyre)



Coherent Landscape Approach to Beachfront (Photo courtesy of Jaime Lerner Arquitetos Associados))



Renewed Landscape next to the Beach (Photo courtesy of Piet Niemann)



Links to the Beach (Photo courtesy of Ozer/Urger Architects)



Flowing Beachfront Landscape (Photo courtesy of Jaime Lerner Arquitetos Associados))



Activated Beachfront (Photo courtesy of Henning Stuben)



Variety of Routes (Photo courtesy of Steven Kroodsma)

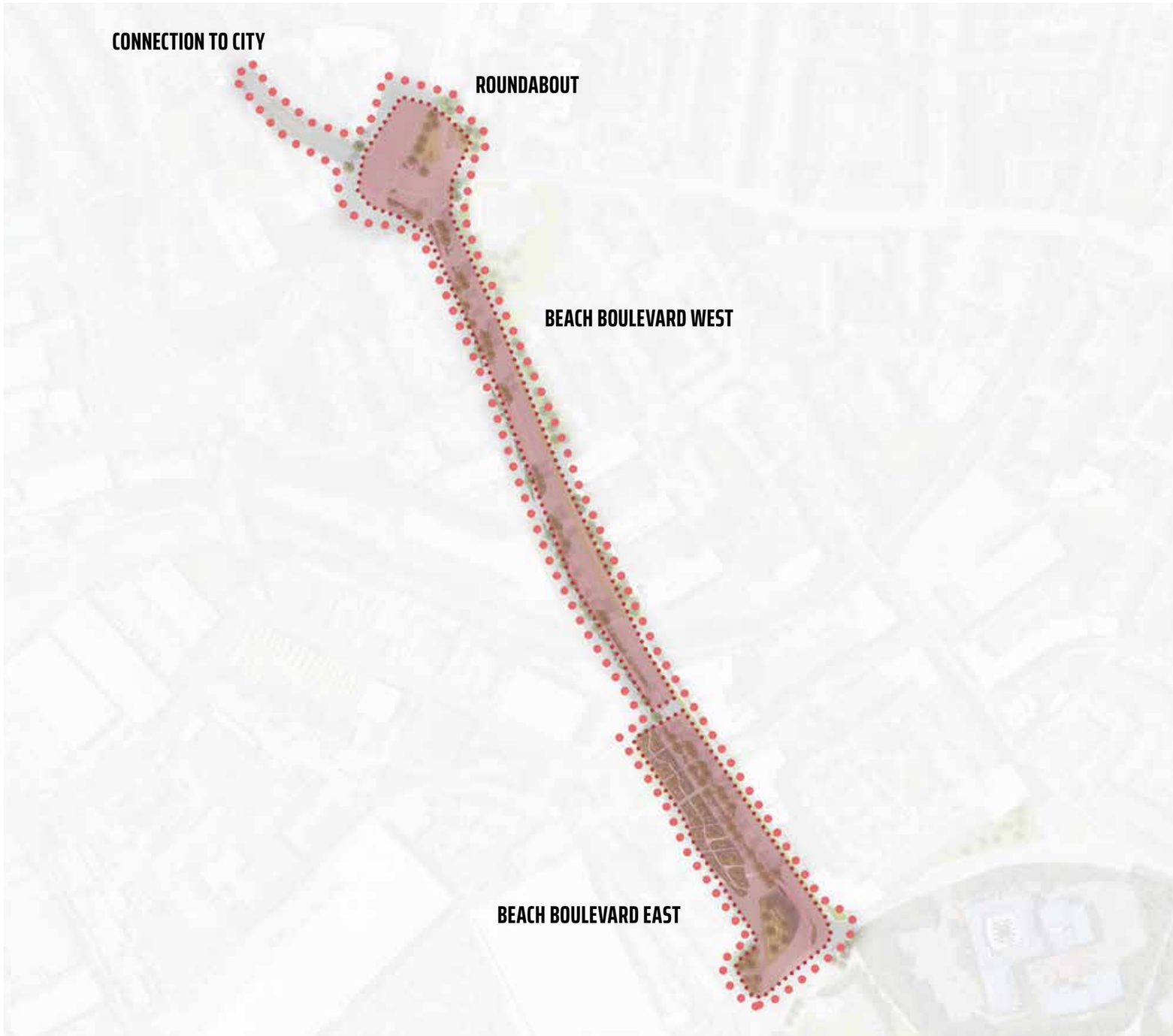
6.10 BEACH BOULEVARD CHARACTER AREA

The Beach Boulevard main character area runs from Links Road to the roundabout on the A956/Commerce Street and will be reconfigured to provide the main active travel between the beach and the city centre, prioritising pedestrian, and cycle movement, while incorporating vehicles.

6.10.1 BEACH BOULEVARD CONCEPT

This section of Beach Boulevard is approximately 500m long and is approximately 27.5m wide. Roughly 67% of this is currently dedicated to vehicles therefore reconfiguration is a key aim within the Development Framework to allow the redistribution of available space to increase the allocation for pedestrians, cycles, SUDS, planting, and seating whilst maintaining vehicle and public transport access. The reallocation of space along Beach Boulevard would improve both the ease and the quality of the journey between the city centre and the beach area, making it more attractive to pedestrians and cyclists and would provide environmental improvements through increased planting and improved water and air quality.

Traffic surveys and detailed layouts are required to develop and test these proposals further in relation to their possible impacts on the wider network.



Concept Plan - Beach Boulevard

6.10.2 BEACH BOULEVARD WEST - ACTIVE TRAVEL

The section (right) illustrates the current space allocation along Beach Boulevard. Most of the space is currently allocated to cars and does not contribute to a pleasant pedestrian or cycle environment.



Beach Boulevard as Existing

The section (right) shows an indicative section illustrating what could be achieved where car parking was not provided along Beach Boulevard. This could provide space for bus stops, additional soft landscape or seating and cycle parking.

The north side of the corridor is defined by a range of mixed residential within the Constitution Street area, and some significant mature tree planting in places giving a green edge and is permeable to the pedestrian. These connections into the surrounding neighbourhood, along with the mature trees, should be maintained and enhanced if possible.

The interventions illustrated on Beach Boulevard have still to be tested in relation to geometries and traffic modelling. The aim here however is to illustrate an aspiration for how these spaces could be transformed enhancing a memorable journey to and from the Beach and city centre utilising the following aims:

- Increasing pedestrian and cycle connectivity between the city and the Beach
- Improving the appearance and experience of walking or cycling to the beach
- Improving legibility of the journey
- Providing a segregated cycle route
- Increasing soft landscape and biodiversity
- Accommodating SUDS



Beach Boulevard as Proposed

6.10.2.1 BEACH BOULEVARD WEST (ACTIVE TRAVEL)

The below images provide visual inspiration for the Beach Boulevard and are indicative only.



A potential view of Beach Boulevard with a new segregated cycleway and soft landscape.



Mix of Planting (Photo courtesy of Sheffield City Council)



Activated streetscapes (Photo courtesy of Sheffield City Council)



Hard and Soft Landscaping and Wayfinding (Photo courtesy of Sheffield City Council)

6.10.3 BEACH BOULEVARD COMMUNITY GARDEN

At the bottom of Beach Boulevard, the space widens. This could be an opportunity to create community gardens with a smaller, more intimate scale than within the main body of the park.

These gardens could include sensory elements such as herb gardens, coloured light and sound features and promote use and enjoyment of the gardens by all. They could incorporate small elements of play and interaction as well as opportunities for social seating arrangements and quieter areas to relax. They could include community growing and fruit trees.



Key
1. Aromatic garden
2. Sound garden
3. Light garden
4. Orchard garden

6.10.3.1 BEACH BOULEVARD EAST (COMMUNITY GARDENS)

The below images provide visual inspiration for the Beach Boulevard (Community Gardens) and are indicative only.



Sound and light within a community garden



Aromatic planting within a community garden



Social seating arrangements



Fruit trees in step over form



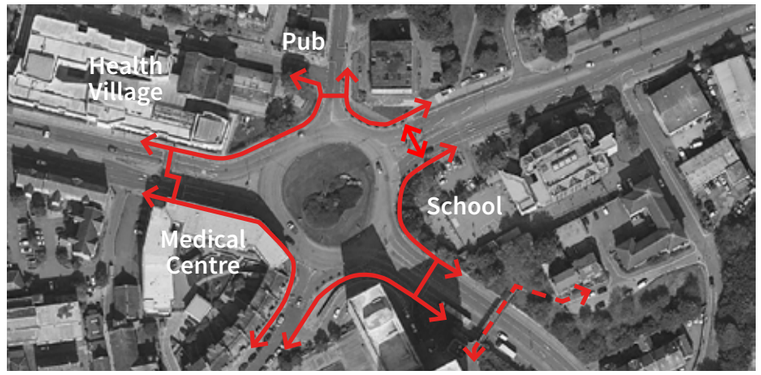
Intimate parklets created with a variety of colour, smell and sound



Social seating arrangements

6.10.4 BEACH BOULEVARD ROUNDABOUT

The diagram opposite illustrates the current pedestrian crossing opportunities around the roundabout and highlights how the road infrastructure dominates this part of the city.



Existing crossing points and adjacent uses.

Several different concept options have been investigated to determine how best to improve the connection from the city to the Beach. Of the options developed it is believed that an 'At Grade' solution has the potential to create the most effective solution.

The options illustrated opposite illustrate a potential reconfiguration of the roundabout for further exploration. These concept options have not been tested in relation to geometries or traffic modelling however aim to illustrate an aspiration for how the roundabout could be transformed improving pedestrian and cycle connectivity, extending the character of the city centre, and creating a new into a new public space.

Further studies will be undertaken in line with Scottish Transport Appraisal Guidance (STAG) to identify a future junction arrangement. Detailed STAG evaluations will be underpinned by a range of objectives, including the Council's Road User Hierarchy, helping to arrive at a layout which facilitates increasing rates of sustainable and active travel trip making.

Key

1. New crossroad replacing roundabout
2. New direct pedestrian/cyclist crossing points
3. Cyclists rejoin carriageway on Justice Street
4. New public square
5. New junction onto Beach Boulevard
6. New segregated cycleway
7. Reduced carriageway
8. Parking
9. Seating opportunities
10. Artwork/interventions creating interest on the trail from the city to the beach



6.11 BROAD HILL CHARACTER AREA

6.11.1 BROAD HILL CONCEPT

The conceptual approach to Broad Hill is one that looks to conserve the natural form and condition of this environment. This could be described as a lighter touch nature-based intervention approach. It is likely that Broad Hill is already the most biodiverse part of the Development Framework area, however the aim will be to further look for ecological enhancements through additional tree planting especially along the leeward side of the hill, expanding the pine woodland, grassland management and providing a nature led stabilisation program for the steeper eroding east slopes. This enhancement of the ecological resource will offer a key biodiverse catalyst and generator for the rest of the Development Framework area and the creation of wider green networks.

Other interventions on Broad Hill will look to be light touch, with improvements to the existing path network that criss-crosses the hill at present, with 2 or 3 opportunities explored for viewpoints/resting places, possibly sculptural in form but with minimal impact on the land. These interventions will maximise the expansive views available to the sea and city, as well as commanding views of the new Beachfront park, leisure, and stadium, offering opportunities for wayfinding and educational interpretation.



Concept Plan - Broad Hill

POTENTIAL ARCHITECTURAL INTERVENTIONS

6.11.2 BROAD HILL VIEWING STRUCTURES

Three geometric viewing platform structures, single storey in height, are proposed on Broad Hill, taking advantage of spectacular unobstructed views across the Beachfront. The indicative material palette explored consists of a concrete base slab structure with integrated timber seating areas to pause, rest and reflect along the popular walking route.

To coincide with other Masterplan interventions and create a common aesthetic throughout the Urban Park, proposed timber finishes will be locally sourced Scottish larch, suitable for a marine environment. To offer shelter from the elements, integrated timber canopy structures are also proposed.

Informative directional signage and/or sculptures pointing to specific landmarks are proposed, with accompanying observational stand binoculars. There are also opportunities for public art installations in collaboration with local artists, potentially being integrated within the hexagonal concrete structures, subject to artist's detail design.



Key Plan



Materiality



Canopy Shelter Concept



Location Plan



Precedent Imagery

6.12 POTENTIAL STADIUM & LEISURE CHARACTER AREA

Aberdeen City Council will require the Beachfront developments to become a new destination in their own right, be of exceptional architectural quality and have the 'wow factor'.

The proposals will also embrace the principles of active design that promote activity, health, and stronger communities through the way we design and build our towns and cities.

There are three key functions to be provided within the Stadium and Leisure Character Area:

- Leisure facility
- Ice Arena
- Stadium

The aims and objectives of the potential stadium and sport and leisure facility are to place sport, physical activity, health, and wellbeing at the very heart of the community in Aberdeen. Each facility would help activate the city, increase opportunities for people to participate in physical activity and sport, invest in the City's infrastructure of people and places and be inclusive to provide the opportunity to become and stay active, as well as helping to improve physical and mental wellbeing.

The potential new facilities would offer the opportunity to participate in sport, leisure, recreation, and community activities within a comfortable, modern, and safe environment. The potential leisure facility would be open to casual visitors to the beach area who simply wish to enjoy the seafront and observe rather that participate in the wide range of activities. The facility would be an attraction in its own right and act as a hub for visiting other parts of the beach area.

The potential stadium would provide a new home for Aberdeen Football Club that the supporters, players, and staff could be proud of. The potential stadium would offer a great experience for both home supporters and away fans, wherever they are sitting and in line with current initiatives and expectations within the sport. The stadium would also seek to support the local, national, and international strategies that the Aberdeen FC Trust are involved with that address the importance of increasing physical activity, and tackling issues such as poverty, inequalities, and wellbeing.



Concept Plan - Potential Stadium & Leisure

POTENTIAL ARCHITECTURAL INTERVENTIONS

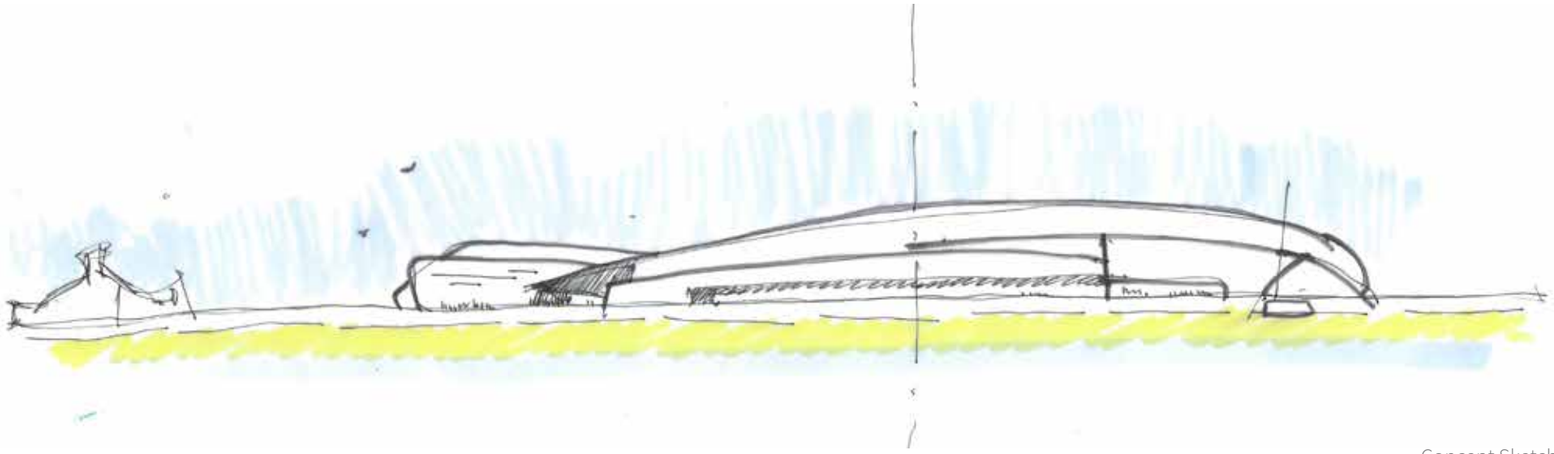
6.12.1 POTENTIAL STADIUM & LEISURE CONCEPT

Setting

This Character Area benefits from a flat open area set at a lower level than the raised beach Esplanade to the east. The level difference is circa 3.5m. Behind the site to the west is Broad Hill. Rising to 25-30m this is a striking escarpment in an otherwise relatively flat coastline. The ambition for development in this zone is to express the forms of the functional space wrapped in a single or multiple envelopes rather than applying a form to fit the elements into.

Broad Hill provides a backdrop to the rear of the development and a great vantage point for views across the coastline. The height and massing of development in this Character Area must ensure these important views, particularly to the North Sea, are protected and not obstructed. The public realm between the Stadium and Leisure building must also be carefully considered and created as a 'valley' park encouraging public access and community use rather than being limited to a back of house / service corridor.

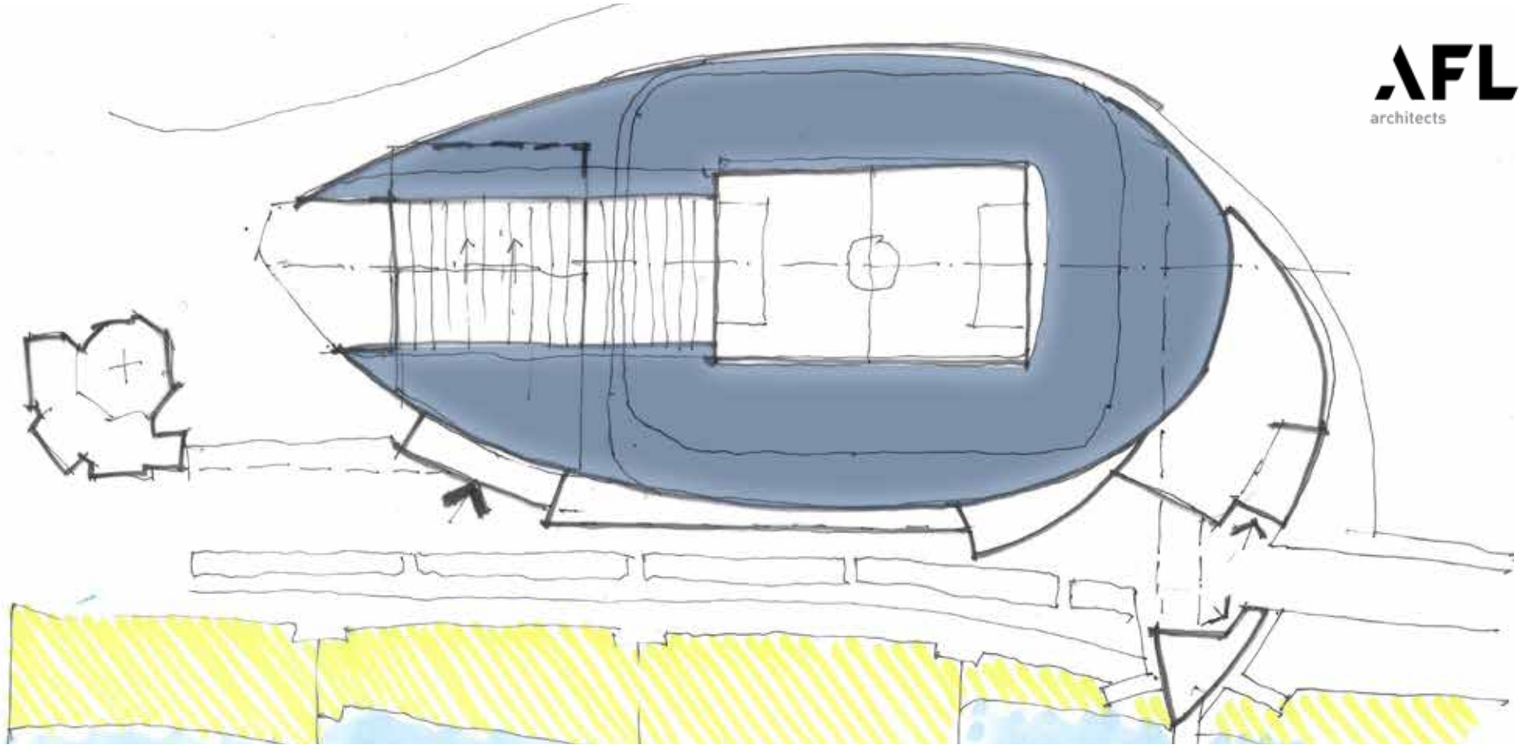
The Beach Ballroom sits at the southern edge of this Character Area. The existing Leisure facility and Ice Arena are also located here but are in need of modernisation and repair. It is intended that these facilities be replaced by the new sport and leisure development.
It is proposed that the existing cricket pitch provision would be relocated elsewhere in the city, at a location more convenient and desirable for its users, should the potential stadium & leisure facility be realised as shown.



Concept Sketch



Concept Sketches



Concept Sketch

6.12.1 POTENTIAL STADIUM & LEISURE CONCEPT

Design Principles

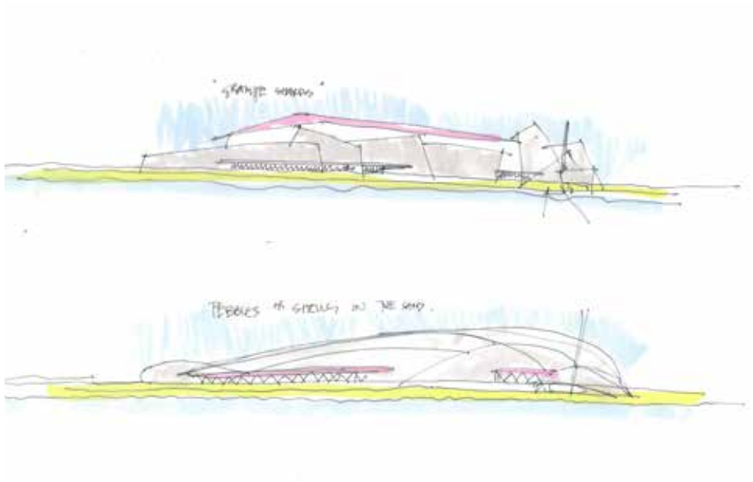
The design inspiration for the developments in this Character Area comes from a group of shells found on the Aberdeen coastline such as mussels. The shell-like forms lend themselves to roofing the large span spaces as well and adding a visual interest to the form of the vertical cladding.

The proposed sport and leisure development will be designed as one singular development with interconnected elements, whilst still allowing for independent operation of separate uses within. This approach will also extend to the Beach Ballroom which, although will continue to stand as a separate structure, will operate together with the new sport and leisure facilities. The key interrelationships are as follows:

- Stadium - Ice Arena: Potential for shared concourse, food and beverage, toilets and a shared use of a hospitality lounge. Interconnection is essential.
- Stadium - Leisure: Spaces within the stadium could provide additional break out rooms for services offered by the Leisure operator, such as an indoor running track in the main concourse or classes in one or more of the hospitality function spaces. Likewise, the Gym and Health Spa could provide faculties for the Stadium staff to use. Interconnection is essential.
- Stadium - Beach Ballroom: The Ballroom and Stadium will both offer high quality function and food and beverage facilities. By seeing these as one group of interrelated hospitality, this offers an optimised match day and non-match day operation and revenue stream can be achieved. Close proximity is very important, but direct interconnection is not essential. It is critical that the mass of the stadium does not dominate the Ballroom so a gap between the Ballroom and Stadium helps prevent this. The creation of a landscape area between the Ballroom and Stadium/Leisure will also serve to link the two buildings whilst forming an external buffer space for the different building users.

It is recognised that the Beach Ballroom is a Category B- listed building and has significant historical and emotional importance in the city. The stadium, sport and leisure developments will balance their heights, massing, and form so as not to overpower the Ballroom and to ensure its setting is not detrimentally affected.

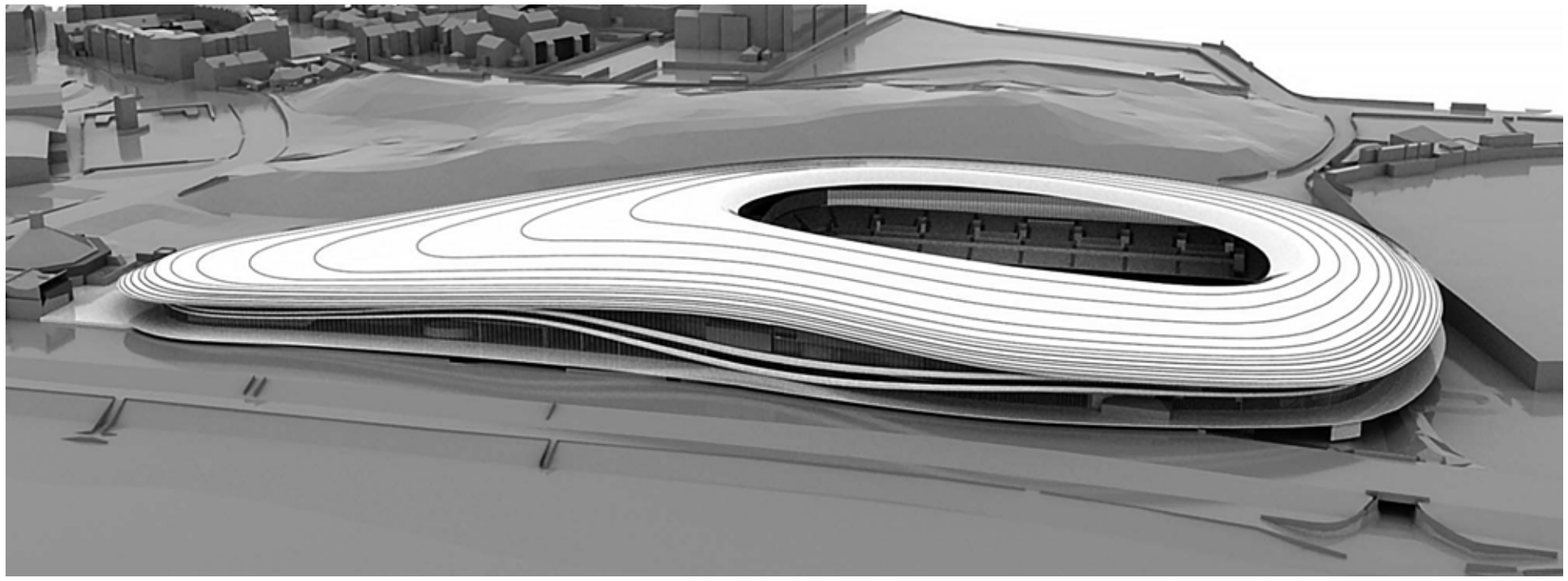
The intent for the massing of the new development is twofold: firstly, to align the seaward side of the new development with the front façade of the Beach Ballroom forming a notional building line to create much needed active frontage to the Esplanade; and secondly, respecting the scale of the Beach Ballroom to step up the massing of the forms from the lower height and narrower footprint of the leisure facilities up to the higher roof and wider footprint of the stadium.



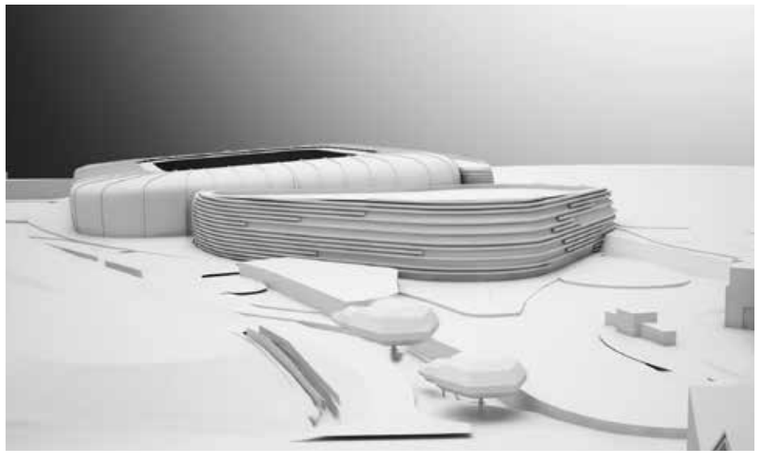
Early Concept Sketches



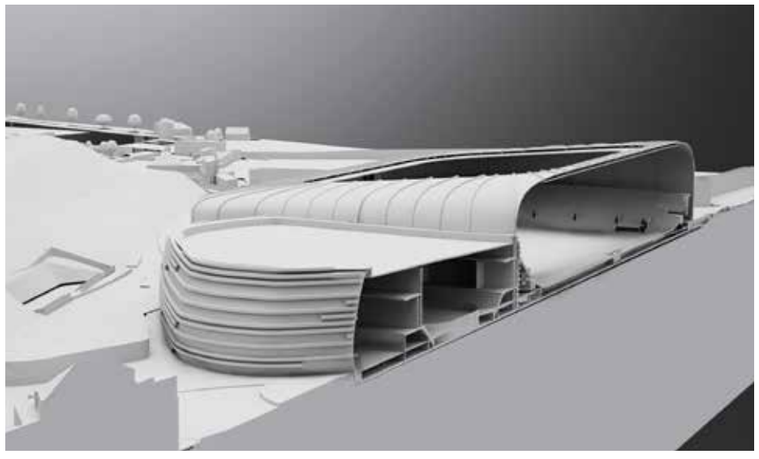
Mussle Form Concept CGIs



Developed Mussle Form Concept CGIs



Developed Concept South East Aerial View



Developed Concept North West aerial - Sectional View

6.12.1 POTENTIAL STADIUM & LEISURE CONCEPT

Materials / Operations

The Harsh coastal environment means that high quality yet robust materials and detailing will be essential. The scheme must look to choose metal elements and fixings that don't easily corrode in the salty damp air. Any painting of steelwork equally needs to be marine grade and considered on the longevity. Precast concrete or GRC could be considered due to it's ability to be designed to a high quality and, with the inclusion of a surface treatment, withstand the harsh climate. Overall the choice of materials that will weather well in this location avoiding regular cleaning or painting with be important.

Although glazing will be an essential part of the project for the amazing views out over the sea, this should be optimised at higher levels due the need to regularly clean and should include easy access strategy. Glazing at street level will be readily easy to access on a day-to-day basis so will be more liberally distributed. Glazing at street level will contribute to active frontages.

The split level of the site allows the servicing to the development to be located at the lower less prominent area behind the Esplanade. It is also the ambition to have one main goods access and marshalling yard for the whole sport and leisure development. Goods in and waste out can all be manged at the single point. Horizontal circulation and vertical goods lifts will then allow for distribution throughout the complex.

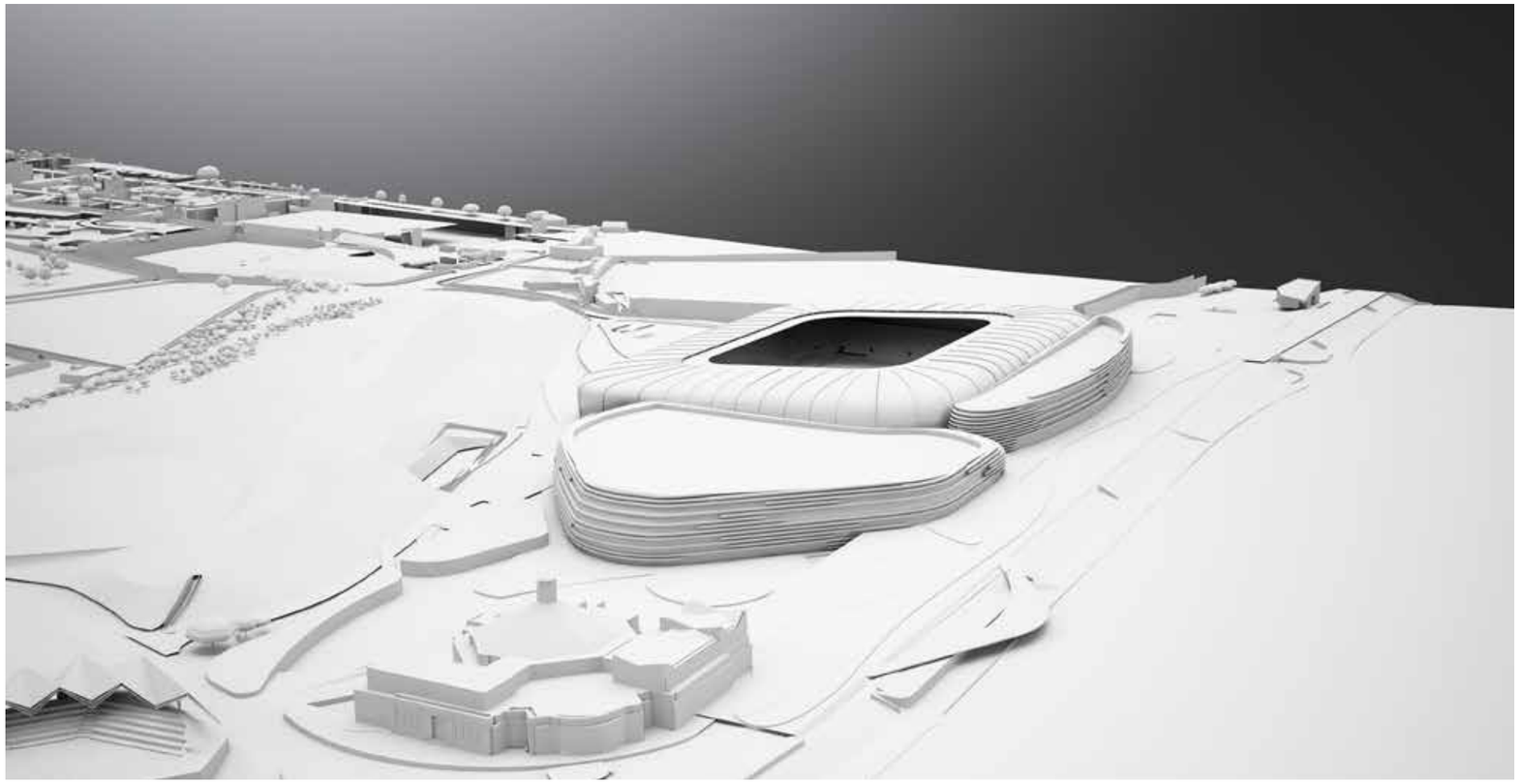
A Central Production Unit (CPU) kitchen is also to be considered which could serve the food and beverage outlets in the leisure and stadium as well as the local finishing kitchens adjacent to hospitality areas.

The external façade of the building will need to be fully accessible by means of mobile access platforms by means of a perimeter hard landscaped surface. The roofscape should be fully accessible where regular maintenance is required. It is recommended to build all parapets to a minimum 1.1m height rather than adding handrails or man safes. The latter should be kept to relatively inaccessible areas such as the stadium roof of the seating areas.

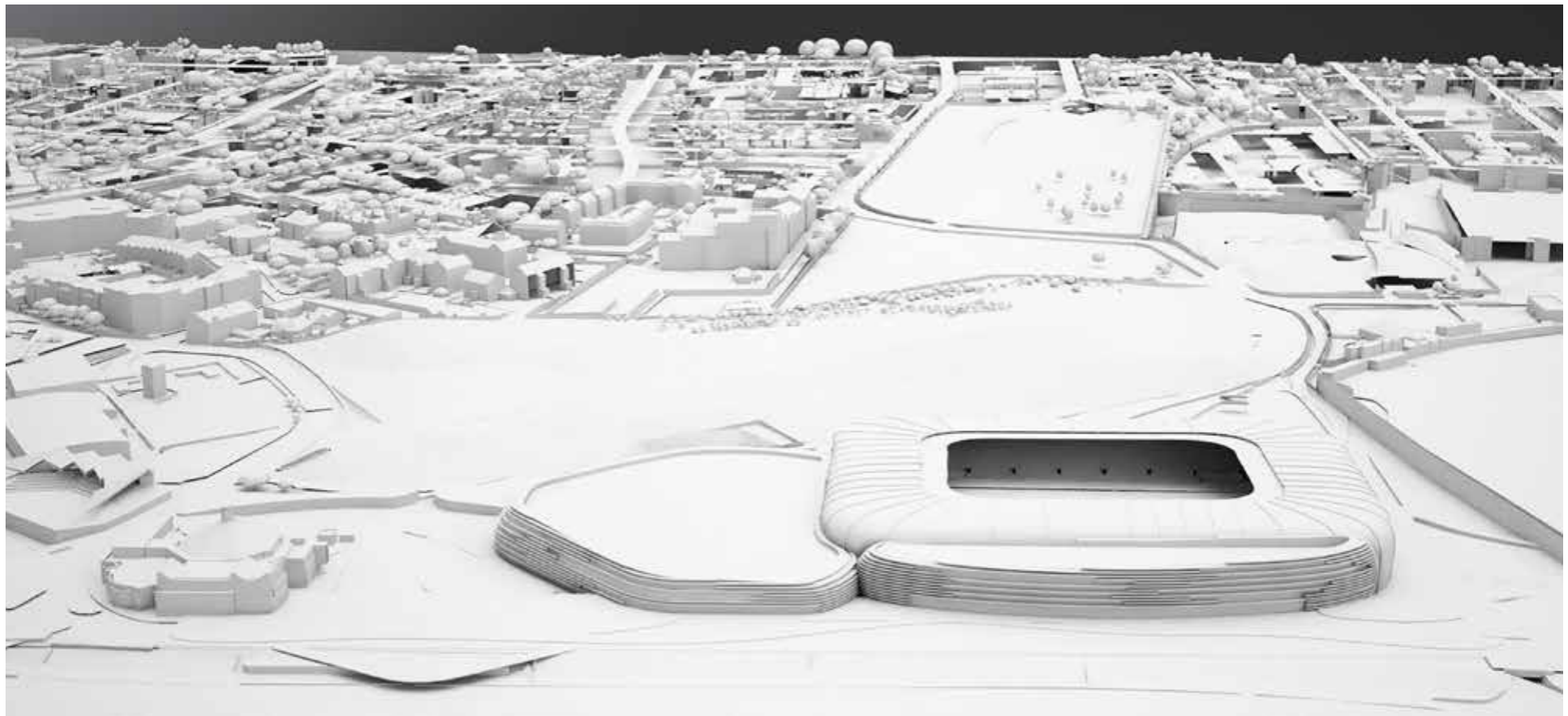
All internal plant areas should have stair access and additionally lift access to at least the level below abut ideally to the same level.

All lighting and AV systems over the large span areas, where it will be difficult to always access from mobile platforms from below, will require access gantries to provide safe regular access. Exterior lighting to the new developments will also be considered.

As noted in Section 6.3 active travel, public transport and existing parking opportunities surrounding the site will be optimised rather than the creation any large new dedicated car parking areas for these facilities. Additional well-located accessible parking spaces will be provided.



Conceptual South West Aerial View



Conceptual South East Aerial View

6.12.1.1 POTENTIAL STADIUM & LEISURE - ASPIRATION

The below images provide visual inspiration for the Potential Stadium & Leisure character area and are indicative only.



Public Realm Tied to Potential Stadium (Photo courtesy of Marg von Gerkan and Partners)



Potential Stadium Internal (Photo courtesy of Everton FC)



Potential Stadium as Landmark (Photo courtesy of Mies Architects)



Potential Stadium Internal (Photo courtesy of FC Ausburg)



Potential Stadium Surrounding Public Realm (Photo courtesy of First Row Sports)



Potential Stadium Internal (Photo courtesy of UK News Group)



Potential Stadium Facade (Photo courtesy of White Arkitekter)

6.13 BEACH VILLAGE CHARACTER AREA

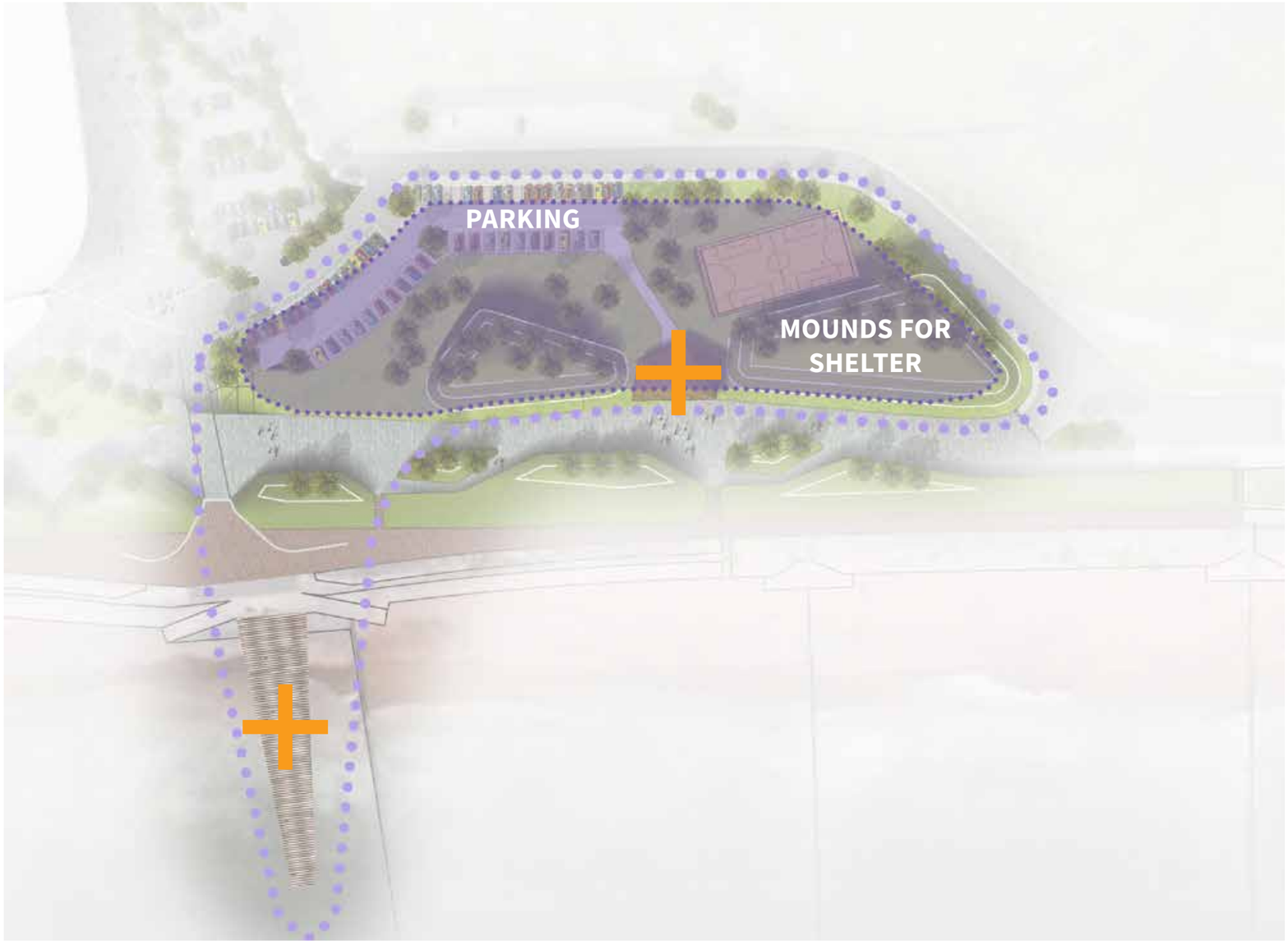
The potential Beach Village is envisaged as an area which can form a centre for a variety of Beachfront activities, such as surfing, wild swimming, sailing, and kayaking, by providing facilities for hire, changing, general welfare and include areas for parking.

6.13.1 BEACH VILLAGE CONCEPT

A potential Beach Pavilion building would offer a flexible layout that can used to support these different Beachfront activities.

An associated Slipway to assist in facilitating a wide range of uses within the Beach Village, would be accessible via the existing underpass route which would be maintained and enhanced, giving direct access to the Beach. The slipway proposal will require to be assessed in relation to its impact on the natural coastal processes and beach development.

The Beach Village could also serve as an extension of the potential Stadium and Leisure proposals to allow an expanded offer of activities to be developed.



Concept Plan - Beach Village

POTENTIAL ARCHITECTURAL INTERVENTIONS

6.13.2 BEACH PAVILION

The Beach Pavilion building is located to the north of the Beachfront area in a position which provides an ideal location to improve accessibility to the beach in order to assist in promoting a growth in activities along the beach.

The Beach Pavilion offers a flexible layout that can be used for a variety of different Beachfront activities. The building provides active frontage to the Beach Esplanade which could potentially house a Surf Pavilion, Sports Clubhouse, and other complementary uses such as retail, Beach Café or Juice Bar. Changing/Toilet Facilities, First Aid provision and equipment storage areas would also be accommodated.

The building will be in close proximity to suggested accessible parking and will be fully accessible with ramped access integrated into the landscape design. The proposed associated Slipway will be accessible via the existing underpass route which we be maintained and enhanced, giving direct access to the Beach. The Pavilion could form part of a wider Beach Village or potentially be utilised for future extreme sports facilities, linking into the new Stadium and Leisure complex.

In line with proposals for other lightweight structures located within the Masterplan vicinity, locally sourced larch timber cladding is proposed – a species native to Aberdeen. This will offer a durable, natural, and cost-effective cladding solution, with appropriate fixing/ weathering details to suit the coastal/marine environment. The building will be single storey and will have an angular roof form which coincides with the architectural language of the other architectural interventions.

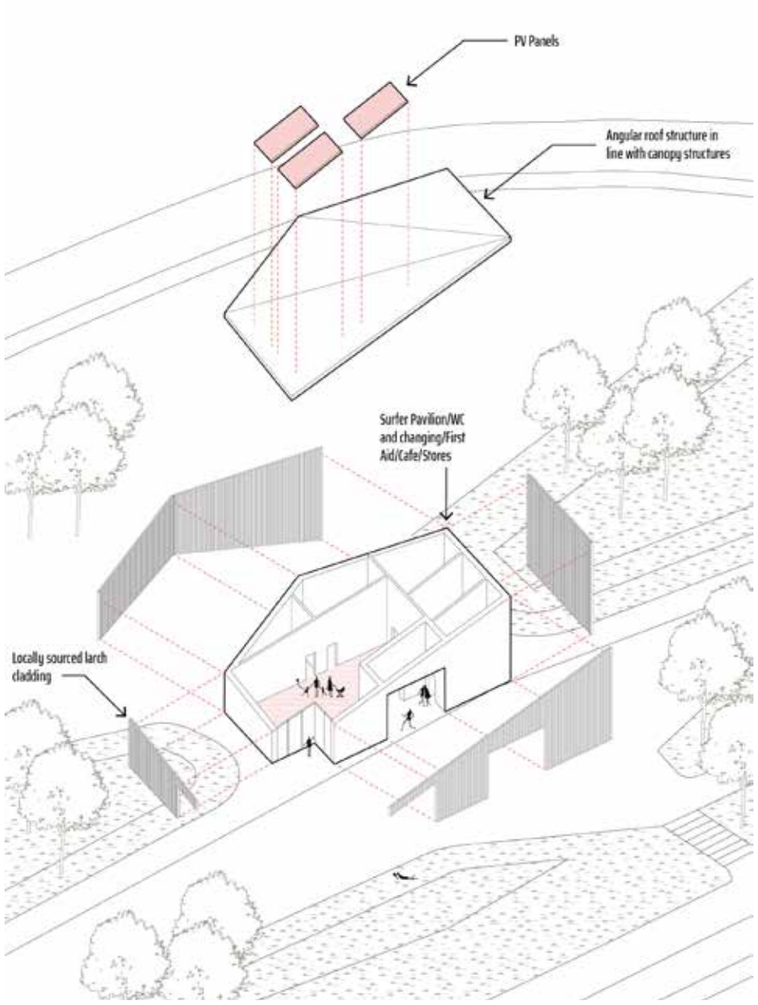
PV panels will also be explored on the angular roof form to generate solar power, in conjunction with other lightweight canopy structures offering solar collection through the concept masterplan area.



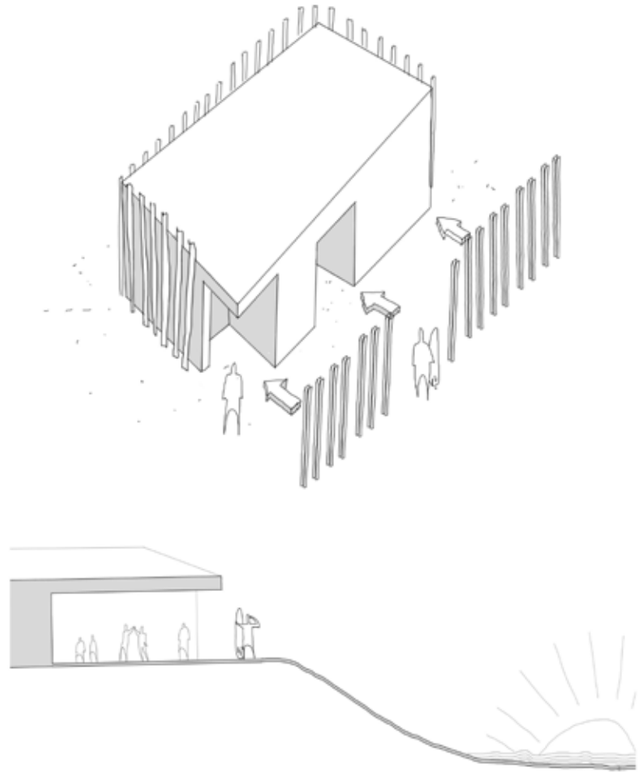
Key Plan



Concept 3D View



Concept Isometric View



Concept Diagram

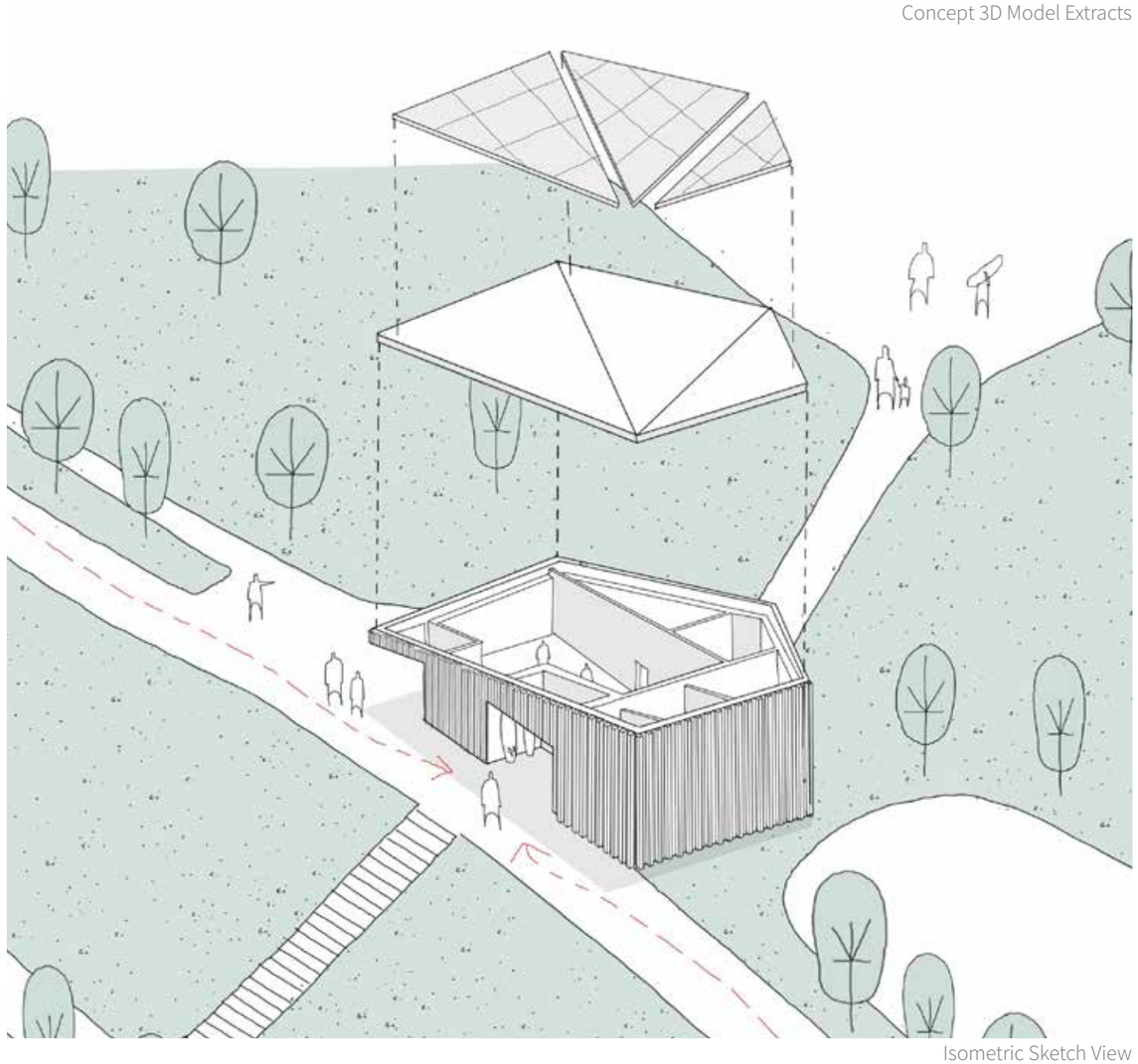
6.13.2.1 BEACH PAVILION

The below images provide visual inspiration for the Beach Pavilion Building and are indicative only.

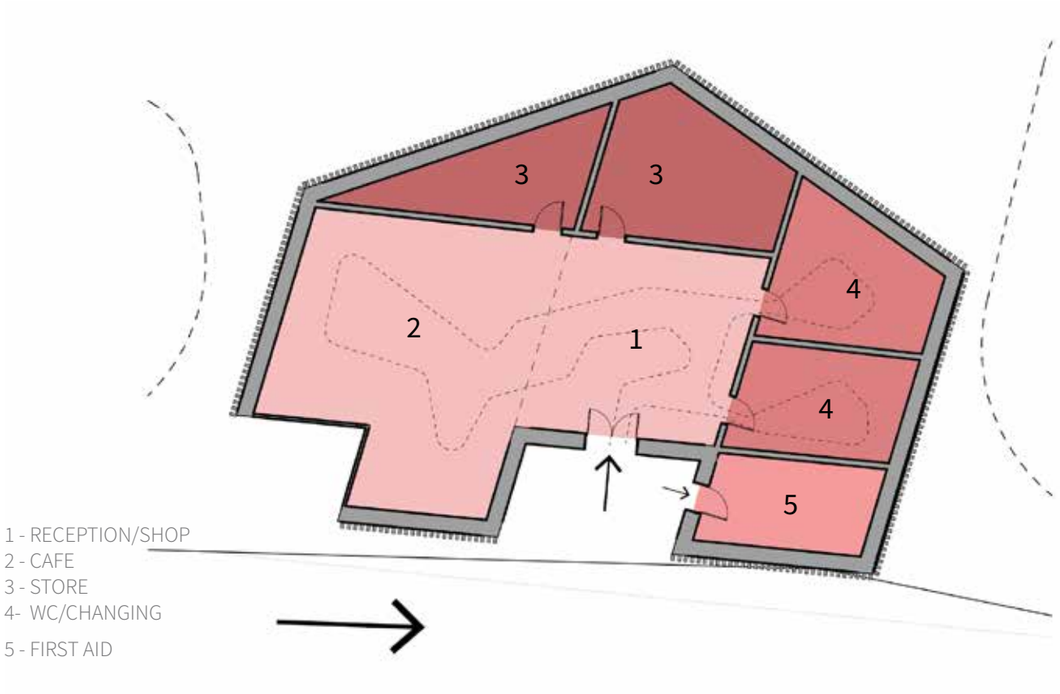




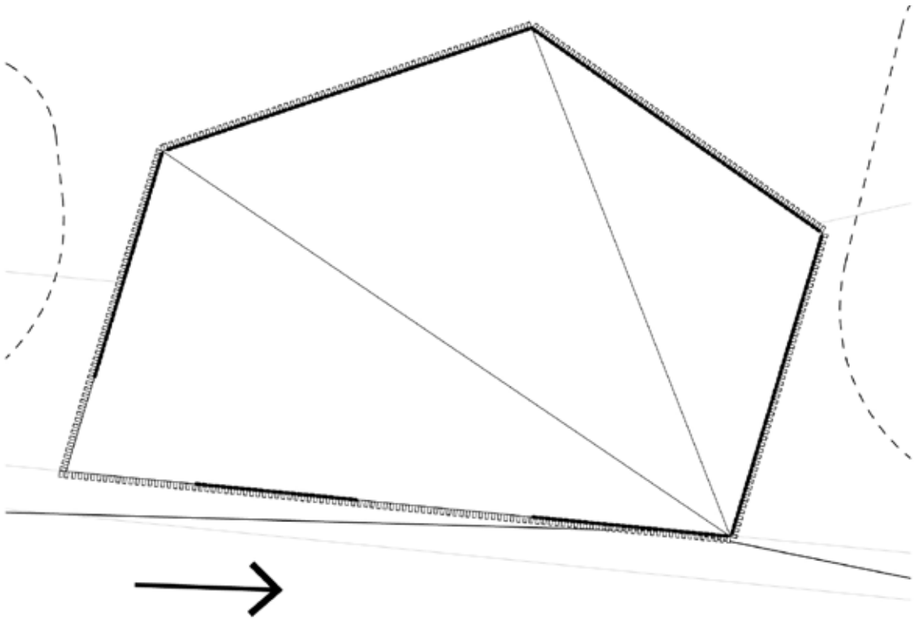
Concept 3D Model Extracts



Isometric Sketch View



Plan Diagram



Roof Diagram

6.13.3 SLIPWAY

Located in close proximity to the proposed Beach Pavilion, the associated Slipway will be accessible via the existing underpass route which will be maintained and enhanced, giving direct access to the Beach. The Slipway could form part of a wider Surf/Sports Village, potentially being utilised for future extreme sports facilities, linking into the new Stadium and Leisure complex.

In line with proposals for other structures within the wider Masterplan, locally sourced larch timber could be utilised, suitable for a marine environment.



Key Plan



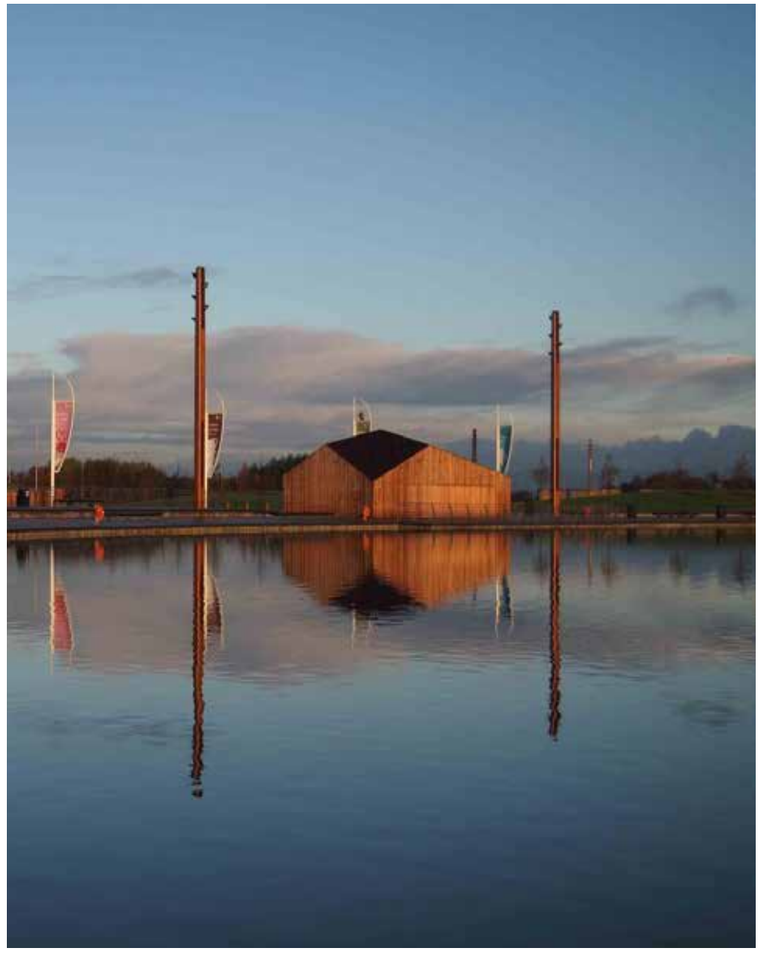
Materiality



Location Plan

6.13.4 BEACH VILLAGE - ASPIRATION

The below images provide visual inspiration for the Beach Village and are indicative only.



Potential Beach Pavilion (Photo courtesy of Ben Williams)



Beach Village Activities



Beachfront Seating (Photo courtesy of Photodune)



Landscape Design (Photo courtesy of Houzz)



Wild Swimming (Photo courtesy of Stylist)



Active Water Activities (Photo courtesy of Polkerris Beach)

PHASING & DELIVERY





7.0 PHASING & DELIVERY

7.0 PHASING & DELIVERY

The proposals documented within the Development Framework are still at an indicative stage however the adjacent phasing diagrams illustrate the desired direction of growth as currently envisaged. As advised in the Introduction, there are elements of the Development Framework proposals that can be progressed by the Council under their statutory 'permitted development' powers, mainly the public realm and urban park areas. That is because these are works which are for the maintenance, improvement and alteration of Council land for the existing purposes of function of that land, namely existing public parks and open recreational spaces. However, any buildings within these areas would likely still require planning and associated permissions. As such, it is anticipated that the public realm-related developments will the items to come forward first.

Phase 1 - Queens Links Park

Phase 2 - Broad Hill

Phase 3 - Beach Boulevard

Phase 4 - Beach Ballroom

Phase 5 - The Beach & Esplanade

Phase 6 - Potential Stadium and Leisure

Phase 7 - Beach Village

A key consideration of the developing phasing & delivery strategy will be attempting to mitigate any disruption to the Council's existing events schedule and the current on site or neighbouring facilities operation as much as possible.

This phasing is only indicative and there are likely to be elements of work, be that Character Area-specific or across a number of Character Areas, which will be carried out concurrently or to enable certain other works to be undertaken.



Proposed Beachfront Development Framework Proposals

7.0 PHASING & DELIVERY

Phase 1 - Queens Links Parks

Phase 1 of the Beachfront proposals would see the following elements developed:

- A large core play park area with diverse range of play and games opportunities.
- An external Amphitheatre with canopy located adjacent to the Beach Ballroom.
- A large events field capable of hosting events and day-to-day use.
- A gateway building located at entrance to Beachfront area giving sense of arrival.
- A hub building located at centre of site offering a place to engage and refresh.
- Canopy features offering shelter and seating across the site.
- Water features to bring drama and animation to spaces.



Phase 1 - Queens Links Park

Phase 2 - Broad Hill

Phase 2 of the Beachfront proposals would see the following elements developed:

- Additional tree planting and nature-based intervention.
- Improvements to the existing path network.
- Two or three opportunities explored for viewpoints/resting places.



Phase 2 - Broad Hill

7.0 PHASING & DELIVERY

Phase 3 - Beach Boulevard

Phase 3 of the Beachfront proposals would see the following elements developed:

- Reconfiguration of available space to increase the allocation for pedestrians, cycles, SUDS, planting and seating whilst maintaining vehicle and public transport access.
- Community gardens located at the bottom of Beach Boulevard where the streetscape widens.
- A potential reconfiguration of the Justice Street roundabout to improve pedestrian and cycle connectivity.



Phase 3 - Beach Boulevard

Phase 4 - Beach Ballroom

Phase 4 of the Beachfront proposals would see the following elements developed:

- Proposed renovation and potential extensions of the B-listed Beach Ballroom.
- A potential plaza space with water features forming a grand setting for the building.
- A potential sunken garden area to the rear of the ballroom which would provide a dedicated external space for use by the ballroom.



Phase 4 - Beach Ballroom

7.0 PHASING & DELIVERY

Phase 5 - The Beach & Esplanade

Phase 5 of the Beachfront proposals would see the following elements developed:

- Modifications to beach edge improving visual and physical connectivity between the park and the sea.
- New dune landforms created.
- Potential boardwalk/pier structure formed.



Phase 5 - The Beach & Esplanade

Phase 6 - Potential Stadium & Leisure

Phase 6 of the Beachfront proposals would see the following elements developed:

- Potential stadium and leisure facility developed.
- Associated landscaping works installed.



Phase 6 - Potential Stadium and Leisure

7.0 PHASING & DELIVERY

Phase 7 - Beach Village

Phase 7 of the Beachfront proposals would see the following elements developed:

- Formation of the Beach Village landscape and forms.
- Creation of Beach Pavilion building.
- Creation of potential new slipway.



Phase 7 - Beach Village

APPENDICES





A PROPOSED DRAINAGE

A.1 PROPOSED FOUL DRAINAGE

It is proposed to collect all wastewater and foul discharges from the development into a traditional gravity system that discharges to the publicly adopted combined sewerage network.

The proposed foul water sewerage system is to be designed, in accordance with the latest edition of Sewers for Scotland, to operate without surcharge and achieve self-cleansing. It is anticipated that the foul sewerage system will be prospectively adoptable from the disconnecting manhole on each plot to the connection to the Scottish Water network. It should therefore be noted that the detailed design of any pumping station will have to be in accordance with the latest edition of Sewers for Scotland.

A.2 PROPOSED SURFACE WATER DRAINAGE

A preliminary sewerage network has been developed using the masterplan developed by Keppie Architects and OPEN. It consists of a traditional gravity network to collect the storm water-run-off from the various development plots and convey it, via a new outfall, to the North Sea. It should be noted that the sewer connecting the site to the headwall would penetrate the existing sea wall. Consequently, it is anticipated that consultation with the Local Authority's Flood Control Officer will be required to finalise the construction details – including the number, location relative to the planned pier and non-return valve arrangement.

Although the need for a SUDS treatment train is not anticipated, given the low-risk land-uses proposed, the system is compatible with introduction of treatment devices.

It is anticipated that the surface water sewerage system will be prospectively adoptable from the disconnecting manhole on each plot to the connection to the receiving watercourse. The design of the proposed system must therefore take account of the latest edition of Sewers for Scotland and the SUDS Design Manual (CIRIA C753).

B PROPOSED UTILITIES & INFRASTRUCTURE

A high-level review of the utility services has been carried out to provide an outline strategy for the utility services to serve the site.

District Heating

Depending on the outcome of the energy strategy appraisal then an option would be to serve the Beach Ballroom, Leisure facility and stadium from the established Aberdeen City Council's Heat and Power network. A new energy centre would need to be located for the provision of with a Gas fired CHP, Green Hydrogen CHP, or a Hybrid between Gas/Hydrogen. The connection to the district heating system with a new energy centre would assist to provide resilience back into the established network, particular during period where energy demand at the Beachfront was not high.

The overall heat demand on the existing would increase and a detailed appraisal would be required to review the capacity for connection on the district heating network.

Provision of an Energy centre with a CHP unit would provide electricity for connection to meet some of the buildings, with the option to either export and surplus to the grid or used to produce hydrogen.

Electricity

At this stage it is too early to assess the electricity demand requirement for the buildings, however this would be developed as the design progresses, along with the energy strategy appraisal. New electricity connections will be required from the existing 11KV network to the energy centre and would be connected in parallel with the electricity produced by the CHP to serve the buildings. It is likely that the electricity distribution would be high voltage with local private substations provided to serve each of the buildings

Natural Gas

Depending on the outcome of the energy strategy appraisal then an option would be to serve the Beach Ballroom, Leisure facility and stadium from an energy centre powered via a natural gas CHP that had the potential to be converted to a hydrogen fuel source in the future. The overall heat demand on the existing connection is unlikely to be suitable for the new energy centre load and a detailed appraisals would be required to review the capacity of the gas network to determine the connection point. It is worth noting that the main disadvantage of this option initially would be the heat and power is still derived from a fossil fuel.

Public Street Lighting

Public street lighting shall be developed as the design progresses, however consideration at this stage should be given to the where the electricity is to be derived from and an option would be to provide power from the Combined Heat and Power Unit within the energy centre. Depending on the final energy strategy then this could be provided from green electricity.

Telecommunications

Digital Connection would be key to the functionality of the leisure and stadium facilities, and it is vital the connectivity of the buildings exceed the current availability and is future proofed. Details and proposal would need to be appraised and discussed further with the providers; however, consideration would be given to serve the buildings with multiple providers from diverse routes to provide added resilience to the facilities. Connections are available locally to Openreach, City Fibre and or CSP networks.

Consideration should also be given to provide the facilities with a Wired Score Digital accreditation

Water

At this stage it is too early to assess the water demand for the Beach Ballroom, Leisure, and Stadium facilities. It is reasonable to assume that the service provided to the existing would meet most of the demand and a new connection is likely to be local, however a Predevelopment/ Water impact assessment would need to be carried out to determine infrastructure upgrades and identify the likely connection point on to the existing Scottish Water Network.

Waste Water

The requirements of the foul and surface water drainage shall be carried out by the Civils and Structural Engineer.

C NET ZERO & SUSTAINABILITY

Energy Strategy

The energy strategy for the proposals still requires to be fully developed but is likely to include one Energy Centre located at the Potential Leisure Centre to serve the entire development. Architectural interventions are proposed to adopt some Passivhaus style construction principles such as super insulated building envelopes, high performance glazing and mechanical ventilation with heat recovery. They will also likely feature the use of smart controls, an off-site sourced 'green electricity' supply and some on-site renewable technologies including Photovoltaic Panels with associated battery storage. Distribution of heating & cooling is likely to be via an Ambient Loop system with water-to-water heat pumps connected to terminal units throughout. For added resilience back up heating & power could be sourced from the existing Aberdeen Heat & Power District Heating System which it is anticipated will switch to a green hydrogen fuel source in the future.

Net Zero Carbon Aspirations

The project gives a platform to incorporate new & innovative technologies and systems, to provide a net zero carbon, electricity, heating, and cooling solution to serve the load demands of the development. Additionally, there is scope for a solution which aligns with Aberdeen City Council's hydrogen strategy, to generate demand and interest in hydrogen as a power source in order to achieve their climate goals and to capitalise on the unique skills-base of the region. Following a Net Zero workshop with the design team and ACC we understand the project is seeking to achieve Net Zero Carbon in Operation status.

Futureproofing

The energy centre solution will need to meet the requirements of Aberdeen City Council Climate Change Plan 2021-25: Towards a Net Zero and Climate Resilient Council. The Plan sets out the approach, pathway, and actions towards net zero and climate resilient Council assets and operations, by 2045. As such, energy-efficient designs will be incorporated alongside renewable and low carbon energy sources, with consideration provided on how further decarbonisation could be achieved in the future.

Resilience

Given the scale and importance of the facilities planned within the development, the energy demands will be significant and critical to function. Consideration should therefore be given to added robustness and security of energy supplies so the energy centre solution should incorporate a degree of redundancy and back-up. This integrates smoothly with renewables-powered electrolysis or CHP (Combined Heat and Power) units adapted to support hydrogen, either partially or as the sole fuel source.

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DEVELOPMENT FRAMEWORK EXECUTIVE SUMMARY MAY 2022 REV P01

DRAFT

ABERDEEN CITY COUNCIL ABERDEEN BEACHFRONT

ABERDEEN
CITY COUNCIL

KEPPIE

INTRODUCTION

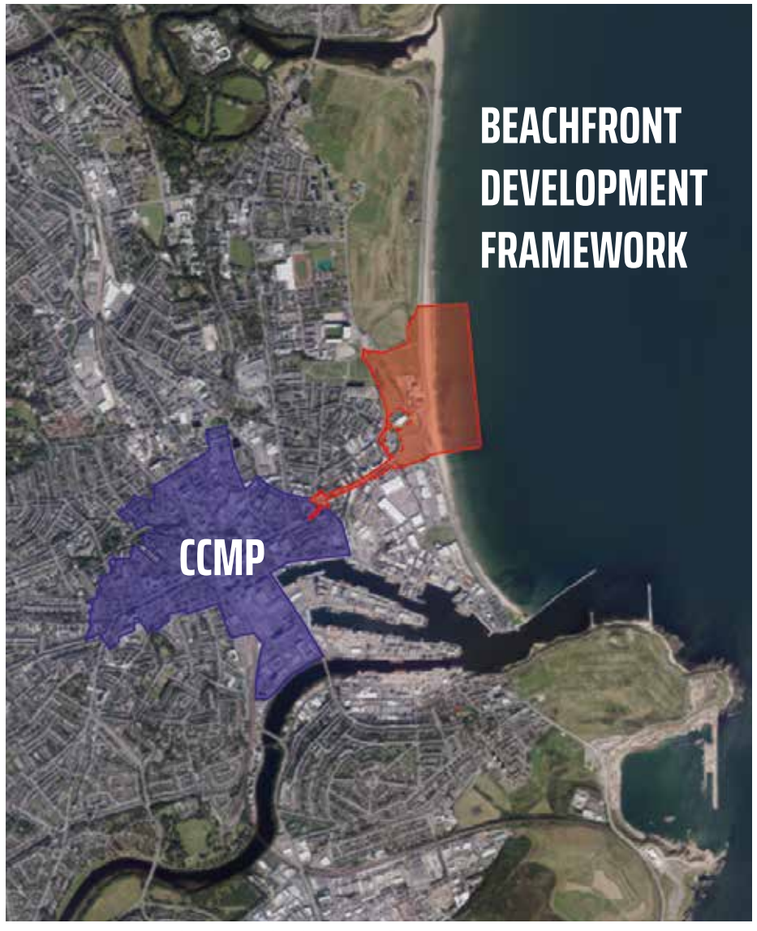




1.0 INTRODUCTION

Please refer to 'Aberdeen Beachfront Development Framework - May 2022' for detailed documentation of Development Framework proposals.

The impact of the Coronavirus pandemic highlighted just how important accessible and good quality public space is to people's physical and mental health. During this time, the citizens of Aberdeen rediscovered and fell back in love with the city's outdoor spaces and in particular the Beachfront area, understanding it's importance as a key public space for the city and wider area. The principle of the Development Framework is to set a vision and key design principles for a world class sport, leisure and tourism destination which would revitalise the Beachfront area and reconnect it to the city centre.



Location Plan with Aberdeen Beachfront Development Framework Area

Beachfront Development Framework Boundary

City Centre Masterplan (CCMP) Boundary



Concept Visualisation of Urban Park

OBJECTIVES OF THE DEVELOPMENT FRAMEWORK

- Provides an overall vision for the area whilst also allowing for flexibility and differing approaches;
- Establishes a clear and coherent spatial structure which can accommodate change in the long term as detailed proposals emerge;
- Describes character areas and areas of potential intervention;
- Sets out strategic transport proposals in terms of access and connectivity; and
- Illustrates the general directions and phasing of development within the area.

VISION

The Beachfront offers a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen. At the heart of the proposals is the redevelopment of the iconic Beach Ballroom – the 'jewel in the crown' of the Beachfront redevelopment. An enhanced public realm setting for the re-imagined Ballroom, integrated with a potential new Stadium and Leisure complex, will create a dynamic new Urban Park which connects back into the City Centre. This people-focused environment will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.

THE SITE





2.0 THE SITE

Aberdeen is a city with a close bond to the sea, and the beachfront area has served the people of Aberdeen and beyond as a key leisure and recreation space for decades. Although still popular today, it was once a thriving tourist destination in the early 1900s, drawing visitors from across the country. Picture postcards from that era term Aberdeen 'The Silver City by the Sea' and describe the beachfront itself as 'The Finest Beach and Most Beautiful Holiday Resort in Britain'. The beachfront also housed several well utilised leisure facilities and recreational activities, such as a bathing station, tennis courts, lawn bowls, in addition to the Beach Ballroom which serves as the last remnant of this thriving time.

The Ballroom is to be considered as a primary focal point in the new beachfront development, due to its central position but also because of its cultural significance. The venue is category B-listed and recognised for it's Art Deco styling and it's octagonal ballroom with set-back pan tiled pyramidal roof which is crowned by an arcaded lantern.

The Aberdeen Beachfront Development Framework Area is located to the north-east of the city centre connected by the primary route of Beach Boulevard which links the Beachfront to Justice Street and on to the Castlegate. The site is bounded to the east by the North Sea; to the south is Codona's amusement park and a mixture of commercial, hospitality and retail uses; to the west of the site there are existing hotel and leisure units with a mix of residential typologies beyond; and to the north is the Kings Links Golf Course. The area of the proposed red line boundary is approximately 30 hectares.



Development Framework Area



Aberdeen Beach Historic Postcard



The Dance Hall (Ballroom) and Promenade

VISION & DESIGN PRINCIPLES





3.0 VISION & DESIGN PRINCIPLES

DETAILED VISION

A Dynamic Waterfront

The current area is lacking in the character and distinctiveness which would be expected of such a unique location. The proposals will seek to create a dynamic waterfront destination which the city can be proud of, and which will reconnect the city with the beach. The main route from the city via Beach Boulevard will be renewed with a focus on public transport, pedestrians, and cyclists. The Beachfront itself will be activated through potential dedicated play and events spaces, improved accessibility, a potential stadium, and leisure facility as well as supporting facilities such as changing accommodation / beach huts and a potential landmark pier structure, all connected by an enhanced green infrastructure network.

Beach Ballroom

The importance of the re-imagined Beach Ballroom is key to the proposals, with a desire to return this architecturally and culturally significant building to its former glory when it was known as the 'People's Ballroom'. Any renovation proposals will recognise the buildings heritage and historic significance whilst equipping it for the future as a modern events venue. This, coupled with an improved public realm, will make this a key focal point of the redevelopment of the area.

Connecting the Beach and the City

Currently the beach suffers from a lack of connection with the city centre, with the key route from the city being one which is car dominated and unattractive. With the potential renewal of Beach Boulevard and works to the major roundabout to the southwest end of this route, the proposals will reconnect the city and beachfront through an attractive pedestrian and cycle focussed public realm. Proposed pedestrian and cycle routes will also seek to connect into the wider travel network to ensure viable and sustainable connections between the beach and the city are created.

High Quality Public Realm

The site as it exists is car dominated and suffers from a lack of good quality public space. The Beachfront proposals will invest the area with a well-considered and high-quality public realm scheme which prioritises pedestrians and cyclists. The public realm approach will allow for public spaces to flow and reconnect the beach with the wider beachfront area ensuring that the design is accessible and inclusive.



Aspirational CGI Image of Potential Development

Developed Infrastructure

Proposed infrastructure, including traffic management would be introduced that reduces the impact of the existing road network to promote alternative forms of travel, including cycling, whilst improving public realm. Furthermore, infrastructural works which would be co-ordinated with potential flood/sea defence works planned for the area would ensure the longevity of the Beachfront.

Potential New Stadium and Leisure Facilities

A potential new stadium and leisure facility could form part of the Beachfront Development Framework. Noted as a preferred option within this document, these world class facilities would become another key element to the revitalisation of the area. The potential stadium would provide a new home to Aberdeen FC and would share common facilities with a potential new state of the art leisure centre which would replace the existing Beach Leisure Centre and Linx Ice Arena.

ROPE WORKS DESIGN PRINCIPLES

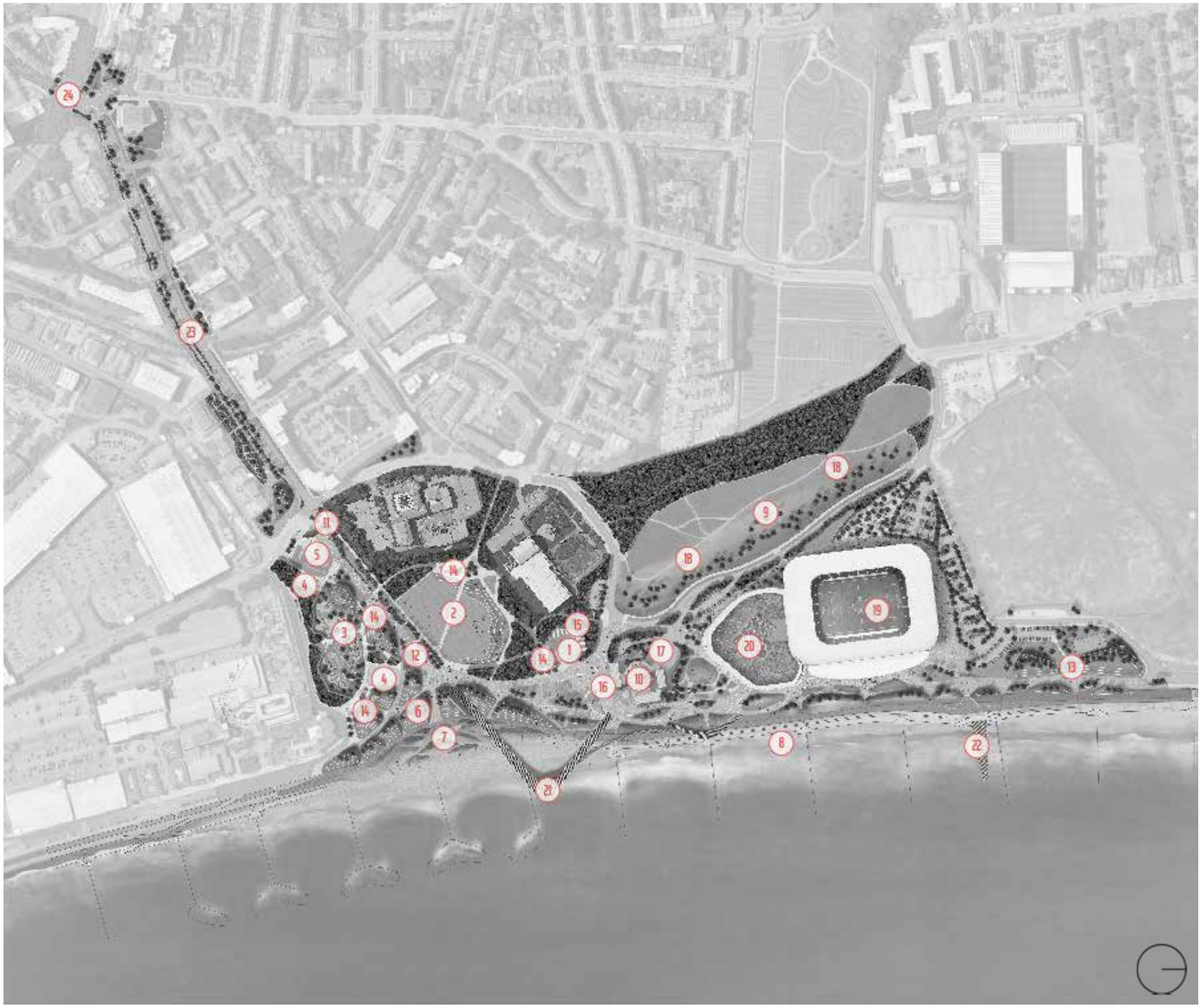
The concept masterplan is centred around the re-imagining of the iconic Beach Ballroom, integrated with state-of-the-art Sport and Leisure facilities within an Urban Parkland setting, creating a transformational and vibrant new Beachfront destination for the City of Aberdeen.

The main features of the Rope Works conceptual masterplan are outlined below:

- An organic network of pedestrian-focussed desire routes and meandering pathways.
- An outdoor gathering area for large scale events (such as fireworks)
- Potential water features
- Relocated & upgraded play park
- Potential canopy features with opportunities for PV panels for solar power.
- A potential Reflection pool to create a grand setting for the re-imagined Beach Ballroom.
- Potential integrated Stadium, Leisure & outdoor sports facilities.
- Upgraded Esplanade with active frontage along the beach
- High quality hard/soft landscape opportunities.
- Natural landforms to offer protection from the elements, with proposed dune formations providing shelter from north easterly winds.
- Integration with Broad Hill and links to existing footpaths.

The main features of the Rope Works conceptual Masterplan are outlined below:

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)
10. The 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
17. Secret Garden
18. Broadhill (Structures)
19. New Stadium
20. New Leisure Facility
21. Boardwalk
22. New Slipway
23. Beach Boulevard
24. Justice Street Roundabout



Key Features of Rope Works Masterplan

THE DEVELOPMENT FRAMEWORK





4.0 THE DEVELOPMENT FRAMEWORK

INTRODUCTION & PURPOSE

The Beachfront Development is a landscape led approach to setting a framework and structure for a re-organisation of the beach area, allowing existing and new buildings, structures, infrastructure, and spaces to come together within a new framework. When complete, this area will be a unique and world leading leisure destination and as such it's important strategic location, with relation to the emerging development of a city centre masterplan (CCMP), must be considered and a long-term vision for the area created.

The image opposite sets out an aspiration, allowing more detailed proposals to be tested and come forward in the future. The following pages set out the key principles of the development framework structure which in turn will be further explored later in the document.

As identified earlier in Section 6.0, the proposed reconfiguration of the Development Framework area has resulted in a reorganisation of the open space provision within the masterplan area, reflecting the new priority of uses both in terms of open space and built. This has resulted in the definition of a new series of distinct character areas across the Development Framework area which reflect a variety of anticipated approaches and identities. These will be progressed and refined at subsequent masterplan phases. The following character areas have been established:

1. Beach Ballroom
2. Events Park + Field } Queens Links Urban Park
3. Core Play Park
4. Esplanade and Beach
5. Beach Boulevard
6. Broad Hill
7. Potential Stadium and Leisure
8. Beach Village

Each character area is set out in the following sub sections, in order to describe the key attributes of each in terms of design principles and approaches giving definition to the spaces whilst retaining flexibility to allow for the brief of each area to evolve with any future refinement or adaptation of the Development Framework document.
Through this refinement of the character areas, it is important to acknowledge that the overall Development Framework area has an overriding aim of being cohesive and a joined-up piece of urban and landscape design delivering an identifiable and exciting new place of the city of Aberdeen and the wider region.



Development Framework Plan

BEACH BALLROOM CHARACTER AREA

The Beach Ballroom is to be considered as a primary focal point in the new Development Framework proposals, due to its central position and its cultural significance.

BEACH BALLROOM CONCEPT

The proposals for the ballroom aim to identify opportunities for development; from interventions such as upgrades to internal fitouts to high level re-imaginings of current and proposed revenue generating spaces, both inside and out.

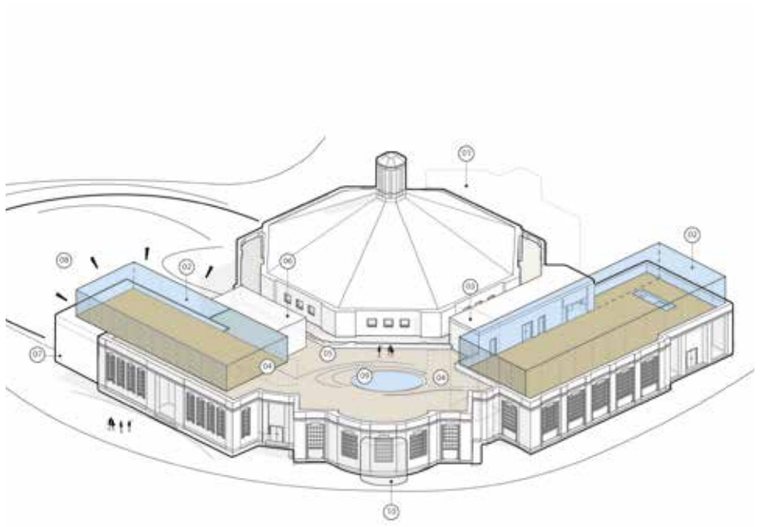
The proposed renovation and extension of the B-listed Beach Ballroom will seek to respect the heritage and memories defined by this iconic space to ensure to can continue to contribute to the lives of those who visit it. Those historic aspects of the interior and exterior of the building will be retained and revitalised through an extensive programme of renovation. As part of this renovation, an interior design strategy which promotes the buildings Art Deco heritage will bring a sense of grandeur back to the property. Potential new extensions to the building will be considerate and of an appropriate scale and style to compliment the Ballroom.

In addition to the renovation and reworking of the ballroom, there is the potential to create improved public spaces in the immediate vicinity, for example:

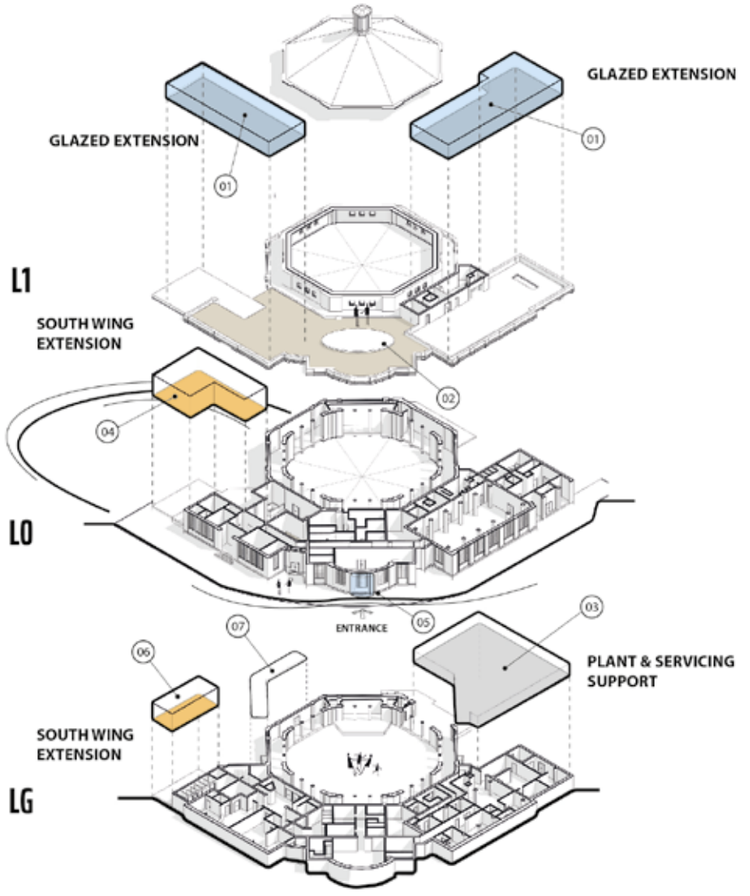
- a potential plaza space with water features forming a grand setting for the building and ensuring the buildings prominence on the main pedestrianised route through the site from Beach Boulevard to Esplanade.
- a potential sunken garden area to the rear of the ballroom which would provide a dedicated external space for use by the ballroom and serve to link the wider public space between the ballroom and a potential leisure facility adjacent.



Aspirational CGI Image of Ballroom Vision



Re-imagined Ballroom Concept



Concept Axonometric - Beach Ballroom



Concept Plan - Ballroom, External Plaza, Secret Garden



Ballroom External Aspirational Image



Ballroom Internal Aspirational Image



Ballroom Extensions Aspirational Image

QUEENS LINKS URBAN PARK CHARACTER AREA

The heart of the open space provision within the Development Framework is focussed on the urban park, a central landscape space, approximately 5.5ha, designed to accommodate multiple uses. The Urban Park is composed of two main character areas, the Core Play, Park and the Events Park + Field, joined by the Pedestrian Spine (former Beach Boulevard east).

QUEENS LINKS PARK URBAN CONCEPT

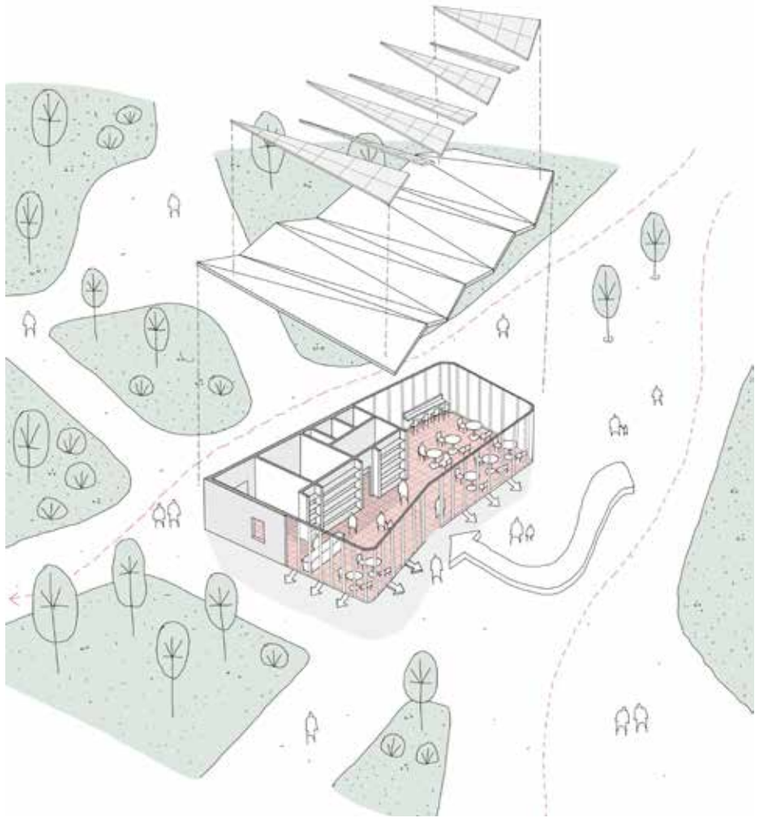
A public park must be accessible for everyone, such is the egalitarian existence of true public spaces. The richness of the park will come in its form and uses. Play and games are an obvious part of this mix and creating the physical environment for this to flourish is key. The whole park should be seen as incorporating elements of play opportunity, with areas that are more focused and defined along with the more natural and incidental play integrated throughout the park. Potential insertions within the urban park space include:

- An external Amphitheatre with canopy located adjacent to the Beach Ballroom.
- A large events field capable of hosting events and day-to-day use.
- A gateway building located at entrance to Beachfront area giving sense of arrival.
- A hub building located at centre of site offering a place to engage and refresh.
- Canopy features offering shelter and seating across the site.
- Water features to bring drama and animation to spaces.

There are many other uses to be considered, and careful analysis of what is best is important as flexibility will be key in the evolution of a public park along with its functionality and flexibility to cater for yet unforeseen city uses.



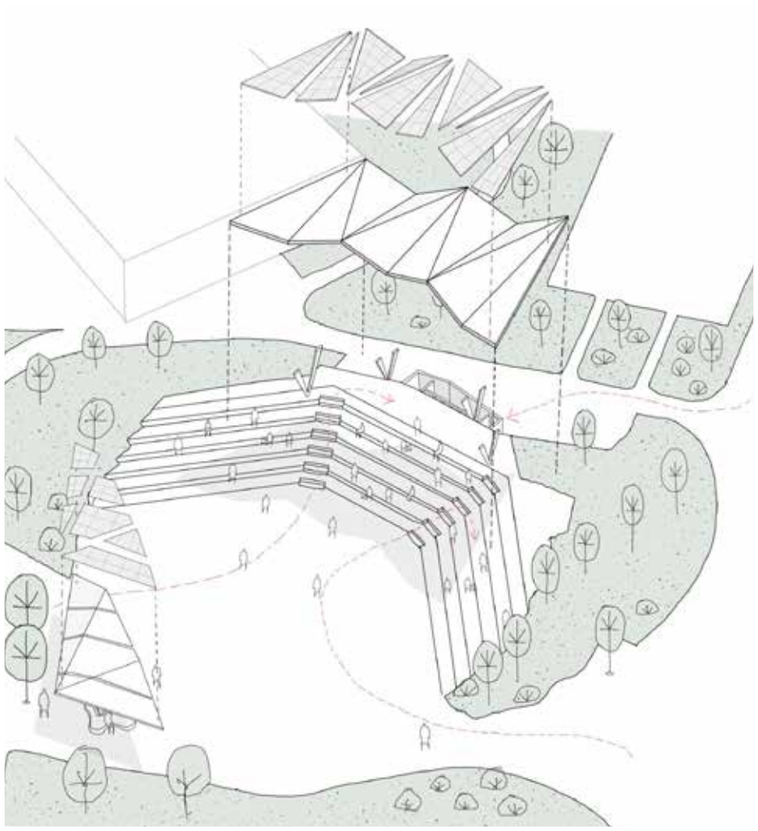
Concept Plan - Play Park



Hub building Sketch Concept



Concept Plan - Urban Park



Amphitheatre Sketch Concept



Concept Plan - Events Park & Field

BEACH & ESPLANADE CHARACTER AREA

A key aspiration of the Development Framework is the removal of vehicles (except maintenance/ emergency/ permitted vehicles) along a section of the Esplanade between Codona's and Accommodation Road. This would seek to create a people-focussed environment and would allow the park to connect directly with the beach and to improve the association between the two.

BEACH & ESPLANADE CONCEPT

The intention at the beachfront is to modify the beach edge, pulling this back into the site and creating better visual and physical connectivity between the park and the sea. Behind this modified edge, dune landforms will help provide shelter to the park and will frame views out to sea. The modification of the landform in this area, due to the removal of the road, will play a key role in heightening the relationship between the beach, the park, and the city. It is important that the humanising of this interface is a priority, while maintaining the necessary coastal defences by investigating more natural flood defence systems which can afford to utilise a greater area therefore introducing a distinctive and unique environment. One of the aims will be making access down to the beach easier and convenient enhancing the perception of access to the sand and beach environment.

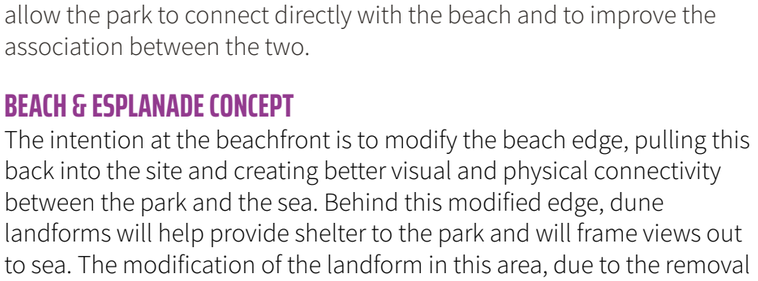
A potential Boardwalk/Pier structure could allow for the creation of an enhanced beach frontage with opportunities for views towards the sea and back to the city. The Boardwalk would become a focal point on the area's periphery, forming a new key public space and creating a threshold between Beach Boulevard, the Esplanade, and the North Sea. The form of the Boardwalk would align with the Rope Works Concept to create an organic and intuitive journey, linking the key elements within the Urban Park to the new activate frontage of the Esplanade.



Potential Boardwalk Pier Structure (Photo courtesy of Wilkinson Eyre)



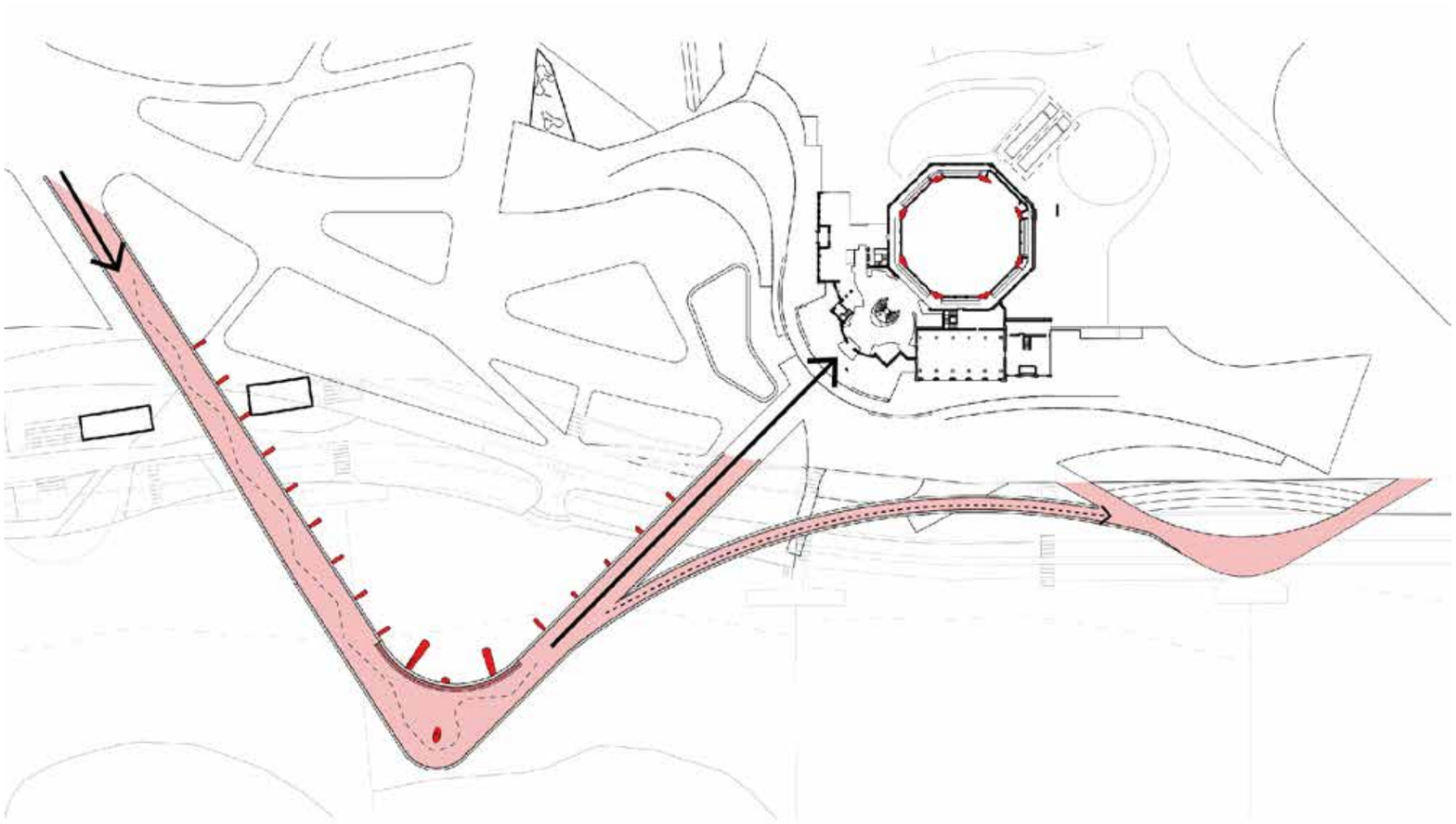
3D Sketch Concept



Concept Plan - Esplanade North - Existing esplanade and sea wall are enhanced with planting and landform



Concept Plan - Esplanade South - Reshaped Beach and Sea Wall



Plan Diagram

BEACH BOULEVARD CHARACTER AREA

The Beach Boulevard main character area runs from Links Road to the roundabout on the A956/Commerce Street and will be reconfigured to provide the main active travel between the beach and the city centre, prioritising pedestrian, and cycle movement, while incorporating vehicles.

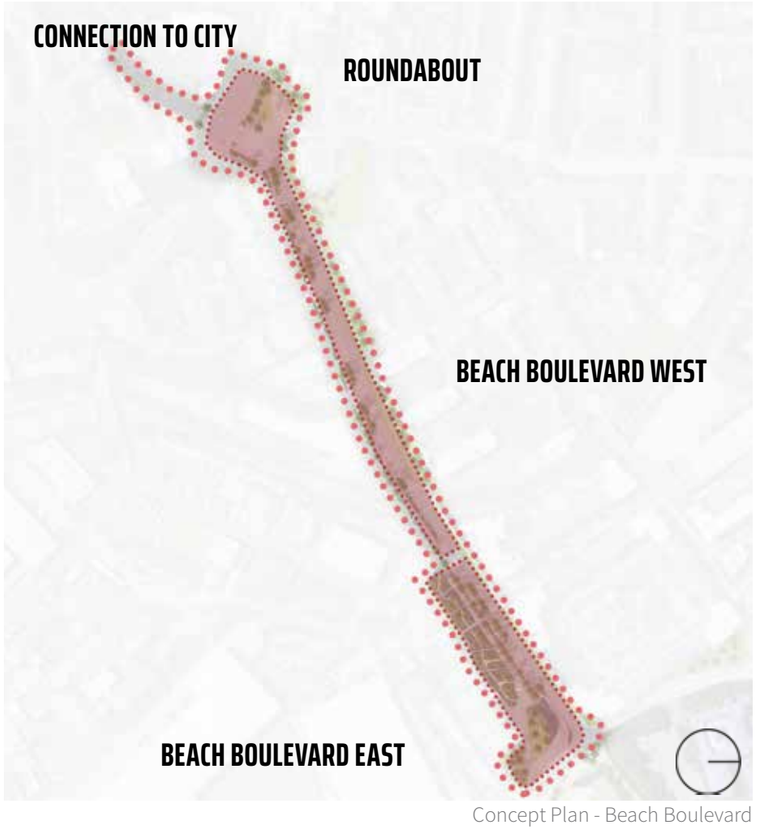
BEACH BOULEVARD CONCEPT

This section of Beach Boulevard is approximately 500m long and is approximately 27.5m wide. Roughly 67% of this is currently dedicated to vehicles therefore reconfiguration is a key aim within the Development Framework to allow the redistribution of available space to increase the allocation for pedestrians, cycles, SUDS, planting, and seating whilst maintaining vehicle and public transport access. The reallocation of space along Beach Boulevard would improve both the ease and the quality of the journey between the city centre and the beach area, making it more attractive to pedestrians and cyclists and would provide environmental improvements through increased planting and improved water and air quality.

Traffic surveys and detailed layouts are required to develop and test these proposals further in relation to their possible impacts on the wider network.



Proposed Streetscape works to Beach Boulevard



Concept Plan - Beach Boulevard



Potential Justice Street Roundabout Reconfiguration



Potential Community Garden Space at east end of Beach Boulevard



Aspirational Beach Boulevard CGI

BROAD HILL CHARACTER AREA

Broad Hill is approximately 5ha of green natural space, and one of the most distinctive landscape features within the Development Framework area and indeed along this stretch of coastline. A network of formal and informal paths criss-crosses this natural character area, illustrating that it is a popular spot in the coastal area, with a viewpoint at its summit. Recent tree planting (pine trees) on the leeward side (west), has been partially successful in adding further character and shelter to this area and offering a buffer to the Trinity Cemetery.

BROAD HILL CONCEPT

The conceptual approach to Broad Hill is one that looks to conserve the natural form and condition of this environment. This could be described as a lighter touch nature-based intervention approach. It is likely that Broad Hill is already the most biodiverse part of the Development Framework area, however the aim will be to further look for ecological enhancements through additional tree planting especially along the leeward side of the hill, expanding the pine woodland, grassland management and providing a nature led stabilisation program for the steeper eroding east slopes. This enhancement of the ecological resource will offer a key biodiverse catalyst and generator for the rest of the Development Framework area and the creation of wider green networks.

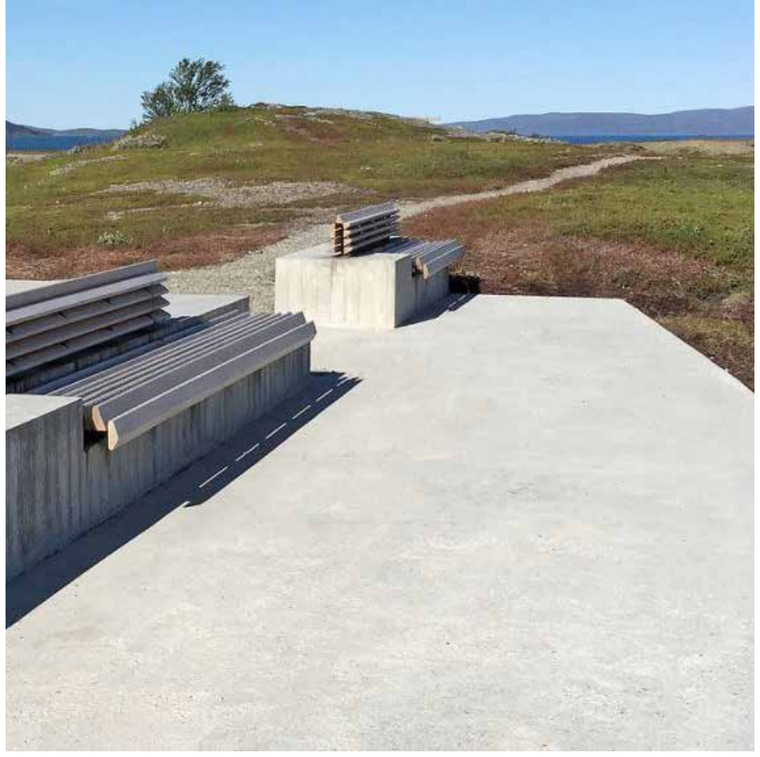
Other interventions on Broad Hill will look to be light touch, with improvements to the existing path network that criss-crosses the hill at present, with 2 or 3 opportunities explored for viewpoints/resting places possibly sculptural inform but with minimal impact on the land. These interventions will maximise the expansive views available to the sea and city, as well as commanding views of the new beachfront park, leisure, and stadium, offering opportunities for wayfinding and educational interpretation.



Concept Plan - Beach Boulevard



Precedent Imagery



Materiality



Canopy Shelter Concept



Wildflower planting



Tree planting

POTENTIAL STADIUM & LEISURE CHARACTER AREA

Aberdeen City Council will require the Beachfront developments to become a new destination in their own right, be of exceptional architectural quality and have the 'wow factor'.

POTENTIAL STADIUM & LEISURE CONCEPT

The proposals will also embrace the principles of active design that promote activity, health, and stronger communities through the way we design and build our towns and cities.

There are three key functions to be provided within the Stadium and Leisure Character Area:

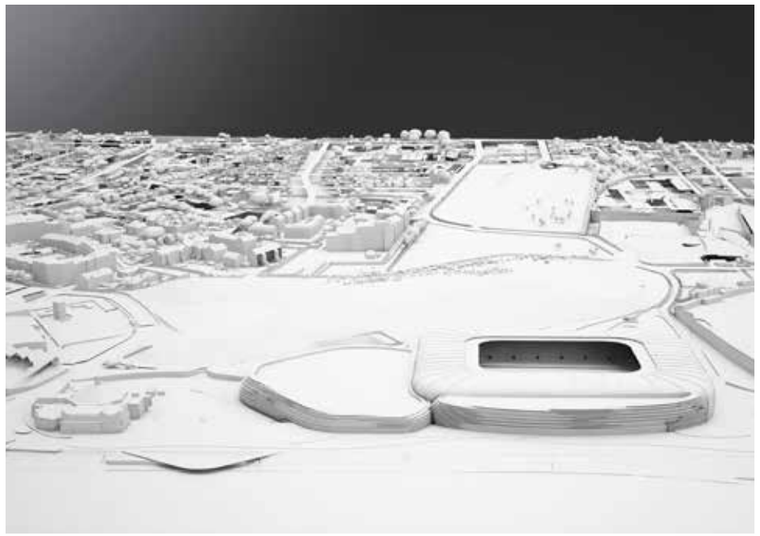
- Leisure facility
- Ice Arena
- Stadium

The aims and objectives of the potential stadium and sport and leisure facility are to place sport, physical activity, health, and wellbeing at the very heart of the community in Aberdeen. Each facility would help activate the city, increase opportunities for people to participate in physical activity and sport, invest in the City's infrastructure of people and places and be inclusive to provide the opportunity to become and stay active, as well as helping to improve physical and mental wellbeing.

The potential new facilities would offer the opportunity to participate in sport, leisure, recreation, and community activities within a comfortable, modern, and safe environment. The potential leisure facility would be open to casual visitors to the beach area who simply wish to enjoy the seafront and observe rather that participate in the wide range of activities. The facility would be an attraction in its own right and act as a hub for visiting other parts of the beach area.



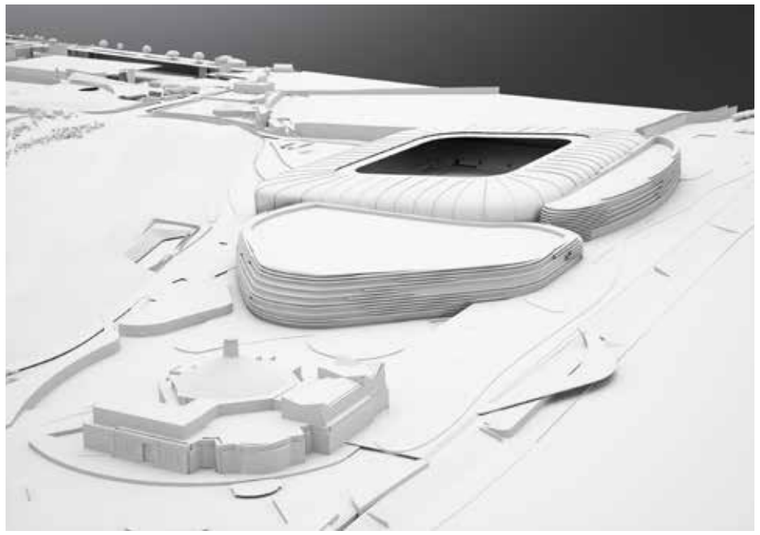
Concept Plan - Potential Stadium & Leisure



Conceptual South East aerial view



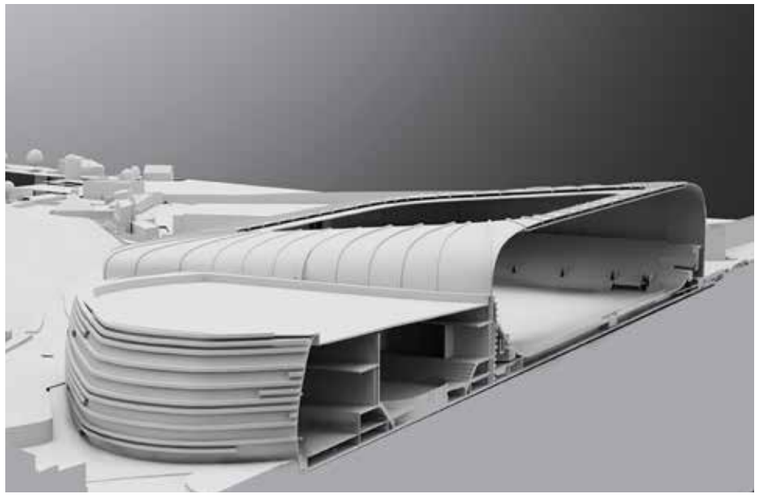
Potential Stadium Internal (Photo courtesy of UK News Group)



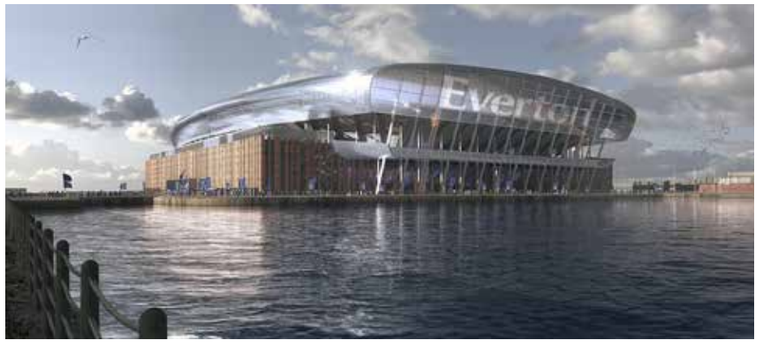
Conceptual South West Aerial View



Potential Stadium Facade (Photo courtesy of White Arkitekter)



Conceptual South East aerial - sectional viwe



Potential Stadium as Landmark (Photo courtesy of Mies Architects)

BEACH VILLAGE CHARACTER AREA

The potential Beach Village is envisaged as an area which can form a centre for a variety of beachfront activities, such as surfing, wild swimming, sailing, and kayaking, by providing facilities for hire, changing, general welfare and include areas for parking.

BEACH VILLAGE CONCEPT

A potential Beach Pavilion building would offer a flexible layout that can used to support these different beachfront activities. The building could also potentially house a Surf Pavilion, Sports Clubhouse, and other complementary uses such as retail, Beach Café or Juice Bar. Changing/ Toilet Facilities would also be accommodated alongside First Aid provision and equipment storage areas. Suggested accessible parking would be located in close proximity to the building and would be fully accessible with ramped access integrated into the landscape design.

An associated Slipway to assist in facilitating a wide range of uses within the Beach Village, would be accessible via the existing underpass route which would be maintained and enhanced, giving direct access to the Beach. The slipway proposal will require to be assessed in relation to its impact on the natural coastal processes and beach development.

The Beach Village could also serve as an extension of the potential Stadium and Leisure proposals to allow an expanded offer of activities to be developed.



Beach Village Plan



Beach Pavilion Precedent (Photo courtesy of Ben Williams)



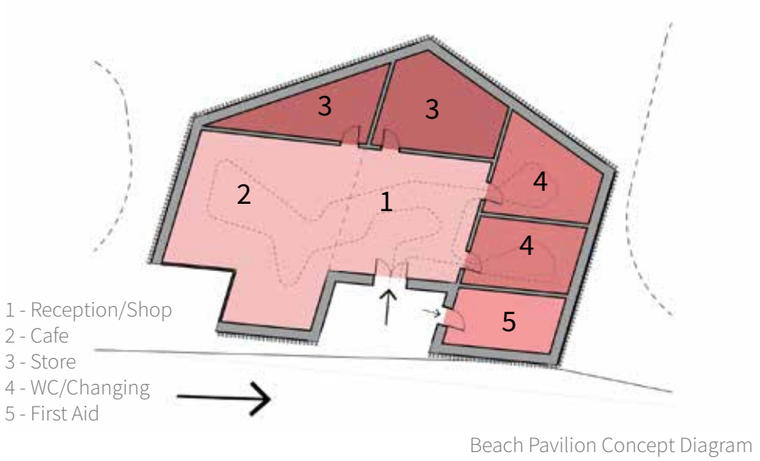
Slipway Materiality



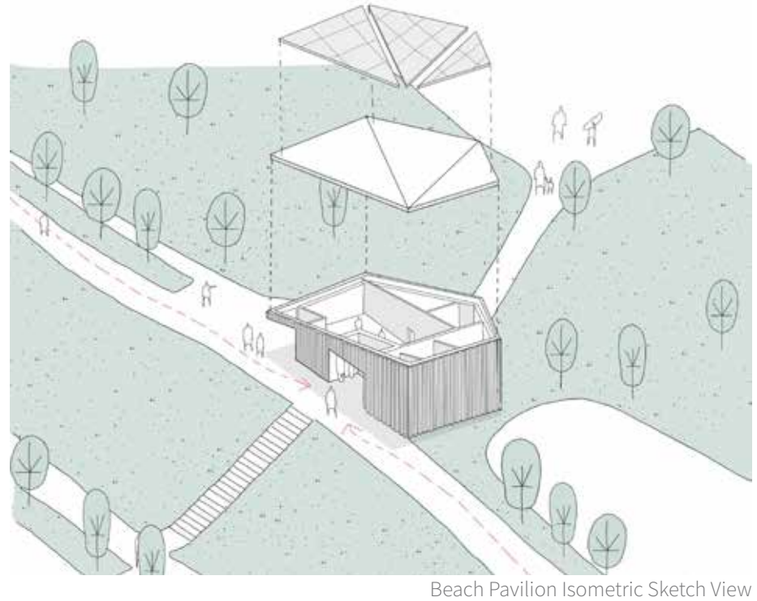
Beach Pavilion Concept 3D Model Extracts



Concept Plan - Beach Village



Beach Pavilion Concept Diagram



Beach Pavilion Isometric Sketch View

PHASING & DELIVERY





5.0 PHASING & DELIVERY

The proposals documented within the Development Framework are still at an indicative stage however the adjacent phasing diagrams illustrate the desired direction of growth as currently envisaged. As advised in the Introduction, there are elements of the Development Framework proposals that can be progressed by the Council under their statutory 'permitted development' powers, mainly the public realm and urban park areas. That is because these are works which are for the maintenance, improvement and alteration of Council land for the existing purposes of function of that land, namely existing public parks and open recreational spaces. However, any buildings within these areas would likely still require planning and associated permissions. As such, it is anticipated that the public realm-related developments will the items to come forward first.

- Phase 1 - Queens Links Urban Park
- Phase 2 - Broad Hill
- Phase 3 - Beach Boulevard
- Phase 4 - Beach Ballroom
- Phase 5 - The Beach & Esplanade
- Phase 6 - Potential Stadium and Leisure
- Phase 7 - Beach Village

This phasing is only indicative and there are likely to be elements of work, be that Character Area-specific or across a number of Character Areas, which will be carried out concurrently or to enable certain other works to be undertaken.



Phase 1 - Queens Links Urban Park



Phase 2 - Broad Hill



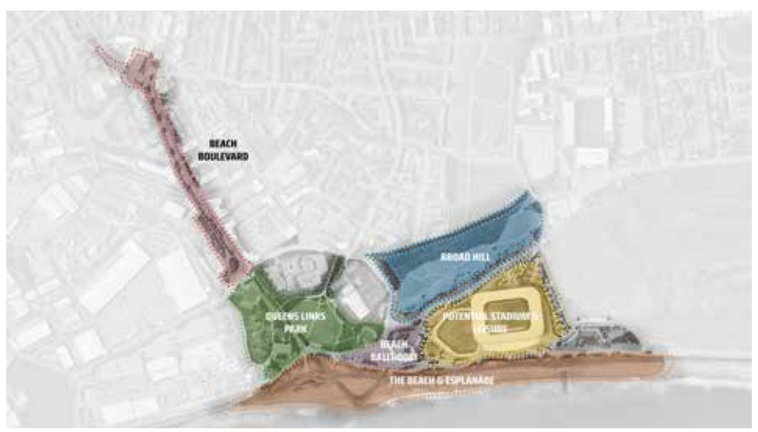
Phase 3 - Beach Boulevard



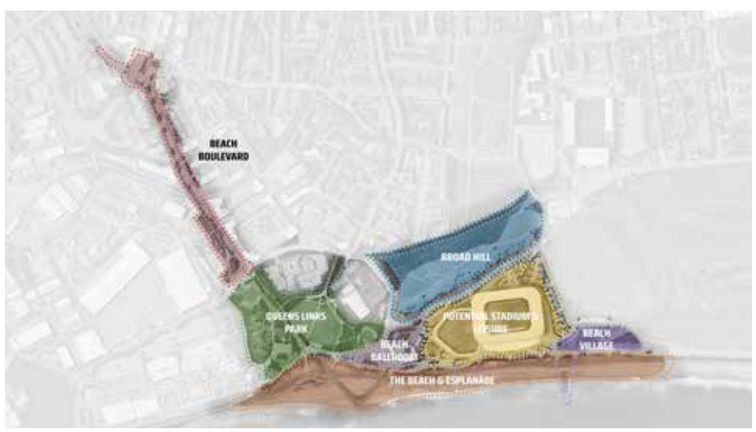
Phase 4 - Beach Ballroom



Phase 5 - The Beach & Esplanade



Phase 6 - Potential Stadium & Leisure



Phase 7 - Beach Village

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KEPPIEDESIGN.CO.UK 01412040066

Aberdeen City Council Beachfront Development Framework
Strategic Environmental Assessment (Scoping Report)



May 2022

0BAberdeen City Council Beachfront Development Framework
Strategic Environmental Assessment (Scoping Report)

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Reviewer:	Dr Campbell Fleming
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1 INTRODUCTION

1.1 Background

Work has begun on a review of the Beachfront Development Framework. The main purpose of the Beachfront Development Framework is to provide certainty through the provision of a spatial framework for decision making and to manage the development and use of land in the long-term public interest. The purpose of the Strategic Environmental Assessment (SEA) will be to provide an assessment of any significant environmental effects resulting from the Framework.

1.2 Purpose of this Report

The purpose of this Strategic Environmental Assessment (SEA) Scoping Report is to set out sufficient information on the Beachfront Development Framework to enable the Consultation Authorities to form a view on the scope/ level of detail and consultation period that will be appropriate for the Environmental Report. This report has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005.

This scoping report is therefore provided for consultation and is circulated to the Consultation Authorities designated for SEA (NatureScot, Scottish Environment Protection Agency and Historic Environment Scotland (for Scottish Ministers)).

Responses will be used to help shape the scope of the Beachfront Development Framework and the assessment of its potential effects on the environment.

Please return consultation responses to:

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1.3 Structure of the Scoping Report

This report sets out the proposed approach to the SEA. The report is structured as follows;

Section 2 presents an overview of the Development Framework, setting out the key facts about the plan and characteristics of the area.

Section 3 sets out the context for the development framework including a review of the strategic context of the plan, an outline of the environmental baseline and analysis of relevant problems and opportunities in the Aberdeen Beachfront area.

Section 4 sets out the proposed SEA objectives.

Section 5 addresses the environmental assessment, reviewing alternatives to the framework, setting out the findings of the scoping appraisal and presenting the proposed appraisal framework for the environmental assessment which will be reported in the Environmental Report.

Section 6 presents commentary on the next steps for the SEA.

2 KEY FACTS ABOUT BEACHFRONT DEVELOPMENT FRAMEWORK

2.1 Key Facts

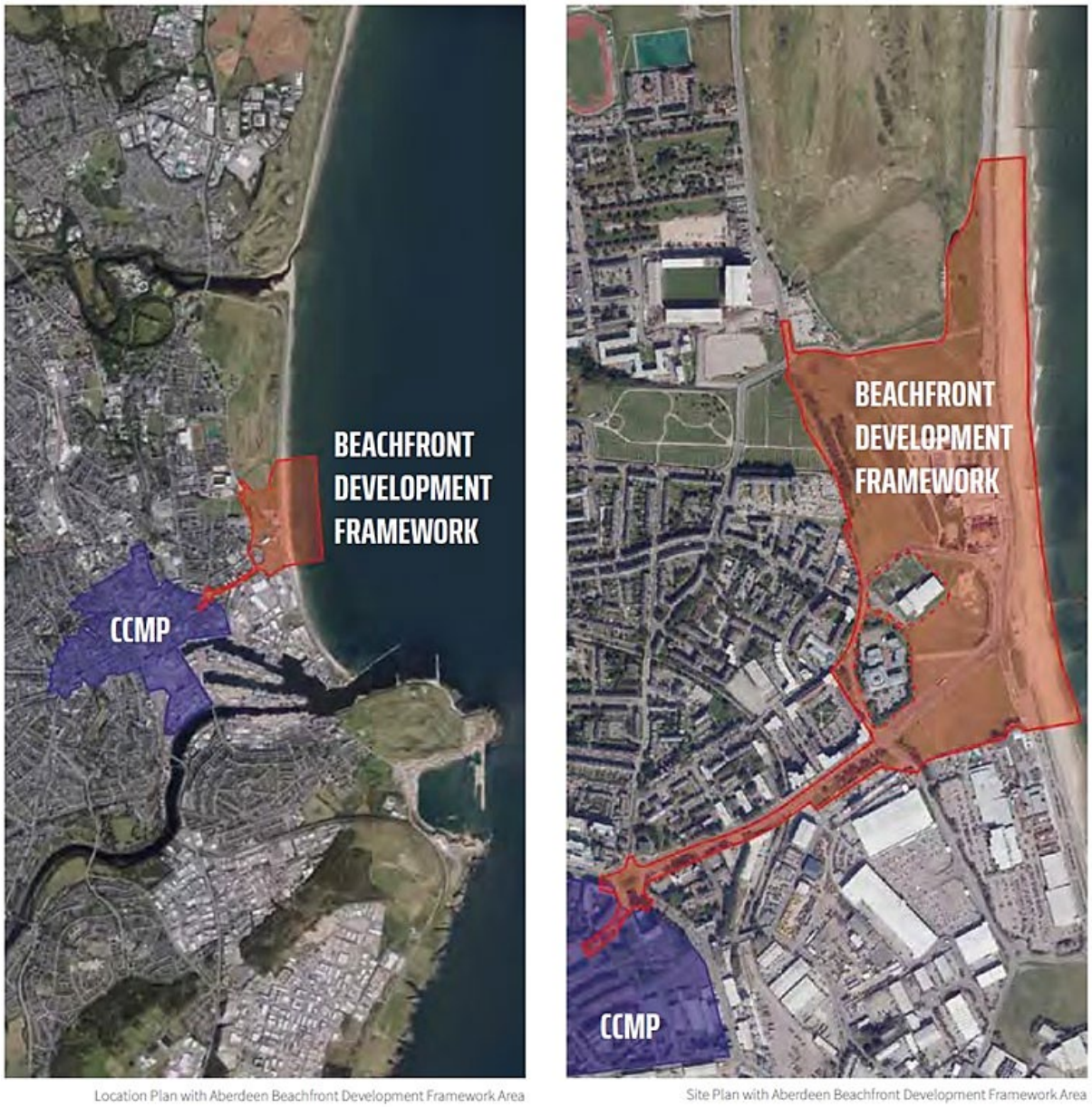
The key facts relating to the Beachfront Development Framework are set out below, based upon the draft Framework prepared by Keppie Design:

Table 2-1: Key Facts relating to the Beachfront Development Framework

Name of Responsible Authority	Aberdeen City Council
Title of the of the PPS	Beachfront Development Framework
What Prompted the PPS	Planning & etc. (Scotland) Act 2006
Subject	Land Use (Sister Document to the City Centre Masterplan (CCMP))
Period Covered by the PPS	Annual review of progress and delivery
Frequency of Updates	The development framework sets out the aspirations for planning applications which will be submitted to Aberdeen City Council. It is not anticipated that the framework will be updated.
Area covered by the PPS	The Beachfront Development Framework Area is located to the north-east of the city centre connected by the primary route of Beach Boulevard which links the Beachfront to Justice Street and on to Castlegate. The site is bounded to the east by the North Sea; to the south is Codona's amusement park and a mixture of commercial, hospitality and retail uses; to the west of the site there are existing hotel and leisure units with a mix of residential typologies beyond; and to the north is the Kings Links Golf Course. The area of the proposed site is approximately 50 hectares. The site is currently occupied by existing entertainment and leisure facilities, namely Aberdeen Beach Ballroom, Linx Ice Arena, and the Beach Leisure Centre; public space, Queens Links including Queens Links Play Park and Crescent Cricket Club's Cricket Pitch; existing landscape features such as the beach and Broad Hill; and a series of existing vehicular routes including Beach Boulevard, Esplanade and Links Road. There are a number of separate uses bordering the Development Framework area which will require consideration as part of the proposals: to the west of the area are two sites owned by Aberdeen City Council but on long term leases to a hotel operator and extreme sports venue; to the north is a site under separate ownership which is operating as golf driving range; to the south is an amusement park owned and operated by Codona's. There are a series of small-scale structures and pavilions situated across the Development Framework area which will also need to be considered as part of the proposals. The Development Framework area figures prominently within the current leisure and public space provision of Aberdeen City (Figures 2-1 and 2-2).
Purpose of PPS	The Development Framework (a sister document to the City Centre Masterplan (CCMP)) is one of the tools under the 'masterplanning' umbrella and will set out a two-dimensional framework of development principles and parameters for

	the way in which the wider site is to be developed in the future. It is proposed that, following the approval of the Development Framework by the Council, detailed planning applications for the constituent parts of the Beachfront proposals would be submitted. As such, the Development Framework will also include a visual assessment of the indicative three-dimensional forms of proposed development from several viewpoints. It is important to stress that the final approved Development Framework will set out principles and parameters to be followed and will not be 'set in stone' or represent a final design solution for the Beach or any of the constituent developments, which may require ongoing detailed design development in advance of any detailed planning applications in the future.

Figure 2-1: Beachfront Development Framework Boundary

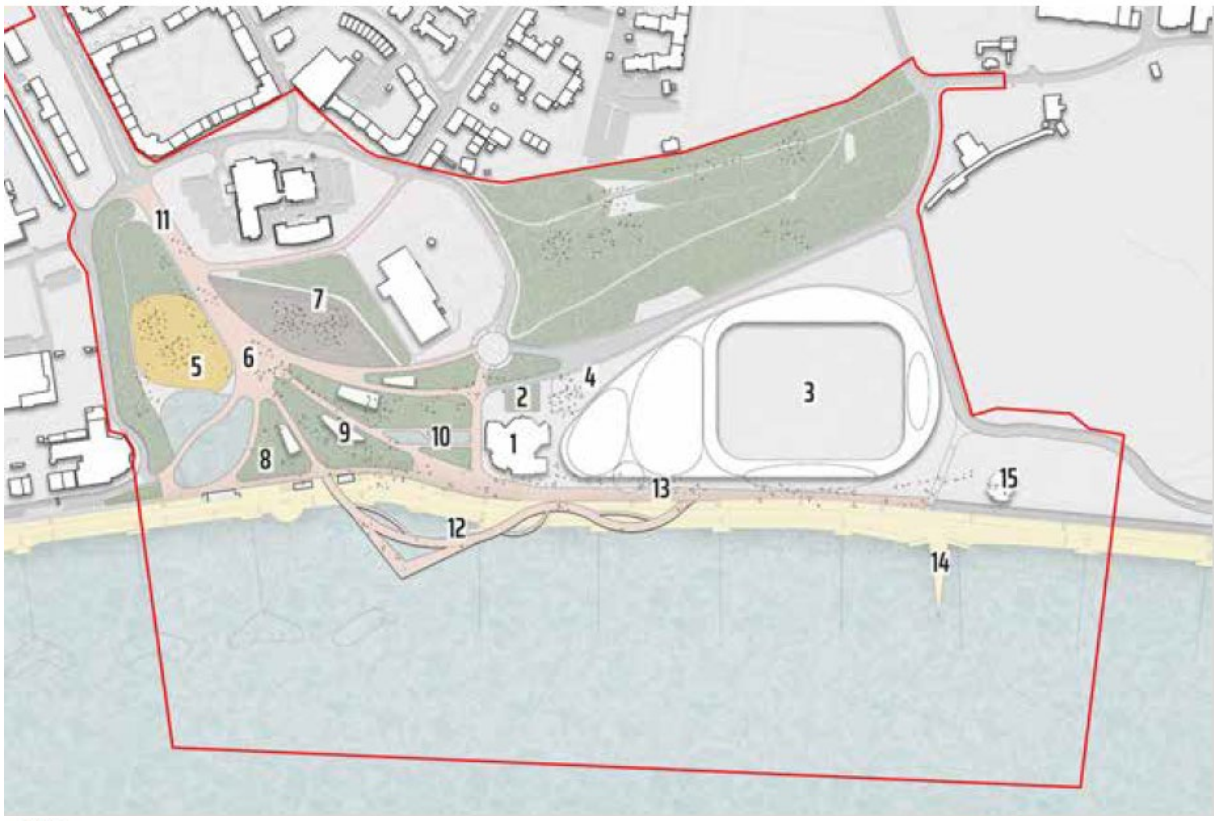


Location Plan with Aberdeen Beachfront Development Framework Area

Site Plan with Aberdeen Beachfront Development Framework Area

Figure 2-2 provides a visual representation the proposed component parts of the Beachfront Development Framework.

Figure 2-2: Component Parts of the Beachfront Development Framework



KEY:
1. BEACH BALLROOM
2. HIDDEN GARDEN
3. POTENTIAL STADIUM & LEISURE
4. PUBLIC PLAZA
5. URBAN PARK
6. PUBLIC SPACE
7. AMPHITHEATRE
8. MOUNDING
9. PAVILION
10. WATER FEATURE
11. PEDESTRIANISED BOULEVARD
12. PIER
13. ESPLANADE
14. SLIPWAY
15. SURF PAVILION

2.2 Beachfront Development Framework Aims

Key aims of the initial Beachfront project Brief as identified with Aberdeen City Council include:

- The importance of the re-imagined Beach Ballroom, including a desire to return it to its former glory when it was known as the 'People's Ballroom'. This needs to recognise the buildings heritage and historic significance whilst equipping it for the future as a modern events venue;
- The potential to share/link facilities associated with the potential new Stadium and Leisure facilities to support joint funding with the potential Stadium Anchor tenant and realise economies of scale;
- A desire for a dynamic waterfront making the most of the beach and considering support facilities such as changing accommodation/beach huts and a potential pier structure;
- Excellent, high quality public realm;

- Leisure activities that are inclusive and accessible to all income groups that may visit the Beachfront;
- Access and Connectivity between the Beachfront and the City Centre;
- Infrastructure, including traffic management that reduces the impact of the existing road network to promote alternative forms of travel, including cycling, whilst improving public realm; and
- Co-ordination with potential flood/sea defence works planned for the area.

2.3 Beachfront Development Framework Options and Consultation

Given the scale and importance of the site, a number of options were developed to test out initial thoughts for the concept masterplanning approach for the Beachfront. This testing process has been crucial in allowing the development of a preferred Development Framework approach, along with alternative options, which is viable, deliverable and which will maximise the potential of the area. This iterative process was undertaken by the design team alongside Aberdeen City Council to ensure the benefits and drawbacks of the potential design solutions were understood and the most appropriate proposal agreed by consensus.

The concept masterplan work and the development optioneering that has been undertaken to date for the Beachfront has moved at a significant pace since the initial reporting to the City Growth and Resources Committee. This work to date, and the masterplan concepts and indicative development options that have subsequently emerged for consideration, have been directly influenced by the significant public engagement exercise undertaken between June- July 2021 on “The Future of Aberdeen City Centre and the Beach”, to which there were 7,697 responses, the largest response that the Council has received to any such consultation (Beachfront Projects Feasibility Report (25.06.21)). A number of further engagement and consultation approaches have already been undertaken with the local community and key stakeholders. This consultation has been key in shaping the Development Framework proposals so far:

- A series of stakeholder engagements have taken place with those associated with the core Beachfront facilities – Beach Ballroom, Beach Leisure Centre and Stadium;
- Discussions also took place with a range of organisations that use and/or have an interest in the Beachfront, including the Chamber of Commerce, the Cricket Club, and the Surf Club;
- Workshop sessions were also held with key stakeholders associated with the Beachfront facilities forming the basis of this review – The ballroom management, Sport Aberdeen, and Aberdeen Football Club. During these sessions’ outputs from the Option Appraisal exercise were presented and confirmed as an agreed recommendation;
- An extensive consultation and engagement was undertaken with children and young people. The exercises included the following:
    - Workshops with P6 Primary School children followed by a presentation of their ideas to members of the design team.
    - A ‘creative postcard exercise’ undertaken with secondary school students.
    - Consultation through a QR code and online survey;
- Further consultation has also taken place with local bus operators, with taxi and cycle groups also approached;
- Several technical workshops have been undertaken with ACC technical teams in order for the Development Framework proposals to respond to their queries and feedback
- Attended stakeholder meetings with Accessible City Transport Users Partnership (ACTUP) and Disability Equity Partnership (DEP), including User Journey Mapping, undertaken with members of DEP; and
- HES, SEPA, Scottish Water, and NatureScot were also consulted as part of the initial consultation and engagement process.

2.4 Phasing

The proposals documented within the Beachfront Development Framework are still at an indicative stage however the adjacent phasing diagrams illustrate the desired direction of growth as envisaged at this stage of the process.

Phase 1 - Urban Park & Broad Hill

Phase 2 - Esplanade

Phase 3 - Beach Ballroom

Phase 4 - Potential Stadium and Leisure

Phase 5 - Beach Village

Phase 6 - Beach Boulevard

A key consideration of the developing phasing & delivery strategy will be attempting to mitigate any disruption to ACC's existing events schedule and the current on site/neighbouring facilities operation as much as possible.

This phasing is only indicative and there are likely to be elements of work, be that character area specific or across a number of character areas simultaneously, which will be carried out concurrently or to enable certain other works to be undertaken.

3 CONTEXT OF THE BEACHFRONT DEVELOPMENT FRAMEWORK

3.1 The Beachfront Development Framework

The Beachfront Development Framework seeks to set forth an overall design approach and key design principles which form a coherent strategy for Aberdeen Beachfront (Refer to Appendix A). When complete, this area will be a unique and world leading leisure destination and as such it's important strategic location must be considered and a long-term vision for the area created.

The Framework has been developed in accordance with the guidance contained within Aberdeen City Council's 'Masterplanning Process' document in order to ensure an appropriate process of consultation and feedback is developed and is incorporated as the document evolves. Key to the process has been the creation of a clear organisational principle, The Rope Works, based on a clear vision for the development of the area.

Due to the nature of masterplanning and the scale of the proposals, the detail of the individual elements of the design will inevitably evolve over time, however by establishing a clear structure these changes can be accommodated whilst retaining an overall clarity and coherence to the place. The Framework provides the basis for more detailed proposals to come forward in the future.

The Beachfront Development Framework:

- Provides an overall vision for the area whilst also allowing for flexibility and differing approaches;
- Establishes a clear and coherent spatial structure which can accommodate change in the long term as detailed proposals emerge;
- Describes character areas and areas of potential intervention;
- Sets out strategic transport proposals in terms of access and connectivity; and
- Illustrates the general directions and phasing of development within the area.

3.2 The Framework Vision

The Beachfront proposals offer a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen. At the heart of the proposals is the redevelopment of the iconic Beach Ballroom – the 'jewel in the crown' of the Beachfront redevelopment. The framework also promotion an enhanced public realm setting for the re-imagined Ballroom, integrated with a potential new Stadium and Leisure complex, will create a dynamic new Urban Park character area which connects back into the City Centre. This people-focussed environment will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.

3.3 Relationship with other Plans, Programmes and Strategies

The Environmental Assessment (Scotland) Act 2005 requires that the Environmental Report includes an outline of the Beachfront Development Framework relationships with other relevant Plans, Programmes and Strategies (PPS) and how environmental protection objectives have been taken into account in the PPS preparation. This section covers these issues and describes the policy context within which the PPS operates, and the constraints and targets that this context imposes on the PPS. Table 4.1 summarises how the Beachfront Development Framework affects, and is affected by, other relevant PPS

and environmental protection objectives. Appendix B provides a more detailed analysis of each relevant PPS and the implications for the Beachfront Development Framework.

The Beachfront area which is identified within the Beachfront Development Framework contains a number of relevant planning policies which have shaped the approach to the site. A summary of the policy context is outlined below:

3.4 Local Outcome Improvement Plan 2016-2026 (LOIP) (Including Locality Plans)

The LOIP sets out Community Planning Aberdeen's plan for ensuring that, regardless of their background or circumstance, everyone in Aberdeen has access to the same opportunities. The ten-year plan is led by Community Planning Aberdeen in partnership with local people, communities, and other relevant organisations.

A supporting document 'Aberdeen City – Central: Locality Plan 2021-2026' links to the LOIP and identifies work which is already happening, building on positive partnerships and identifies priority neighbourhoods including Tillydrone, Seaton and Woodside. The three key themes which are covered by the LOIP are: Economy, People and Place. The proposals within the Development Framework will seek to contribute to the improvement of the 'Economy' through increasing employment opportunities; providing a public focussed space which will aid in creating areas which have a positive impact on 'People's' health and well-being, in particular for children and young people, contributing to Aberdeen's goal of gaining UNICEF Child Friendly Status; and creating a net zero development with active travel at its core which will create a key sense of 'Place' to the Beachfront.

3.5 Net Zero and Sustainability Policies

The Aberdeen City Council Climate Change Plan 2012-25: Towards a Net Zero and Climate Resilient Council sets out the approach, pathway, and actions towards net zero and climate resilient Council assets and operations, by 2045. Energy-efficient design proposals will be required to be incorporated within any design proposals and concept masterplan alongside renewable and low carbon energy sources, with consideration necessary to understand how further decarbonisation could be achieved in the future. Any future development will require to be cognisant of and heed the recommendations of the suite of Aberdeen City Council guidance.

Key Guidance

- ACC A Climate-positive City at the Heart of the Global Energy Transition: A Vision & Prospectus for Aberdeen – April 2020
- Aberdeen Adapts: Aberdeen's Climate Adaptation Framework
- ACC Climate Change Plan 2021-2025: Towards a Net Zero and Climate Resilient Council
- ACC Energy and Climate Plan 'Routemap' -
- ACC Powering Aberdeen: Aberdeen's Sustainable Energy Action Plan – October 2016
- ACC Strategic Infrastructure Plan – Energy Transition – April 2020

The *Net Zero Aberdeen Routemap - towards becoming a net zero emissions city by 2045* outlines how the city will adapt to changing climate conditions in the coming decades, focusing on six key theme strategies: mobility; buildings and heat; the circular economy; energy supply; the natural environment; and community empowerment.

Key Guidance should also reference a number of recently approved documents

- Net Zero Aberdeen Routemap and 6 supporting/ enabling strategies
  - Mobility Strategy
  - Buildings & Heat Strategy
  - Circular Economy Strategy
  - Energy Supply Strategy
  - Natural Environment Strategy
  - Empowerment Strategy

Aberdeen Adapts was refreshed in 2022 and is included in Appendix 2 of the Net Zero Aberdeen Routemap

3.6 City Centre Masterplan (CCMP) Context

Aberdeen City Council have made a commitment to update the Aberdeen City Centre Masterplan (CCMP) (2015) to align with the Aberdeen economic policy panel report (November 2020) and other recent key strategic commitments. These strategies focus on the desire to develop a holistic Aberdeen City Vision to support economic recovery and growth (post Covid) and to support the continuing diversification from oil and gas-based industries to green infrastructure, emerging technologies and renewables alongside optimising the remaining off-shore opportunities.

Investment in skills, health and wellbeing and quality of life through the utilisation of “place based” strategies will also support the development of “Aberdeen the place” – a vibrant city where people choose to live, work, do business and invest.

Masterplans that cover such an ambitious scope and with long-term programmes are by necessity dynamic, responding to evolution of demand, priorities, market conditions and trends. This has been particularly evident during 2020/21 with changes to how people interact and use the City Centre and surrounding areas during the Covid-19 pandemic.

The Beachfront Development Framework document will sit as a ‘sister’ document to the updated CCMP document. The Beachfront proposals will align and complement the wider CCMP strategy.

3.7 Local Development Plan (LDP)

The Aberdeen Local Development Plan was adopted by Aberdeen City Council on the 20th January 2017. It was confirmed with Aberdeen City Council Planning officers that the emerging Proposed LDP policy position in relation to the site remains largely unchanged, and therefore, going forward the proposals should be considered against the Adopted LDP. The Adopted 2017 LDP identifies land at the Beachfront for Beach and Leisure use (Policy NC9 – Beach and Leisure). Within the defined Beach and Leisure area identified within the adopted LDP it is noted that proposals will be permitted provided they:

- Contribute to the range and quality of the existing uses, facilities and activities of the wider beach area;
- Are of an appropriate scale;
- Do not have an unduly adverse effect on the character of the area, or cause negative visual or environmental impacts or affect the amenities of nearby residents; and
- Do not result in the significant generation of car borne journeys, nor additional pressure for car parking.

The following Key policies are likely relevant to the principle of development, with other policies of the plan to be taken into consideration at the detailed design stages. Provided below is some initial

commentary on the key policies as discussed with Council Planning officers (see Appended meeting note), plus a note of further policies which will need to be considered at future detailed design stages.

Key Policies

- Policy NC9 – Beach and Leisure
- Policy NE1 - Green Space Network
- Policy NE3 - Urban Green Space
- Policy NE7 - Coastal Planning

Policies to be Considered Further

- Policy NE4 - Open Space Provision in New Development
- Policy NE6 - Flooding, Drainage and Water Quality
- Policy NE9 - Access and Informal Recreation
- Policy D4 - Historic Environment
- Policy I1 - Infrastructure Delivery and Planning Obligations
- Policy T2 - Managing the Transport Impact of Development
- Policy T3 - Sustainable and Active Travel
- Policy T5 – Noise

Table 3-1 summarises how the Beachfront Development Framework affects, and is affected by, other relevant PPS and environmental protection objectives. Appendix A shows a more detailed analysis of each relevant PPS and its implications for the Framework.

Table 3-1: Name of Plan, Programme, Strategy or Environmental Protection Strategy

International Level	
Nature Conservation	
	The Habitats Directive 92/43/EEC
	The Birds Directive 2009/147/EC
Water	
	Water Framework Directive 2000/60/EC
	Nitrate Directive 91/43/EC
Waste	
	The Landfill Directive 99/31/EC
	The Waste Framework Directive 2008/98/EC
Climate Change	
	International UN Agreements - Kyoto Protocol (2005)
	UN Climate Change Conference of the Parties (COP26) (Glasgow)
National Level	
Overarching Planning Policy	
	Planning (Scotland) Act 2019
	National Planning Framework for Scotland 3 (NPF3) (2014)
	Scottish Planning Policy 2014
Cross- Sectoral	
	Transport (Scotland) Act 2019
	National Transport Strategy 2 (2020)
	Strategic Transport Projects Review (2009)
	The Government's Economic Strategy (2007)
	Choosing Our Future: Scotland's Sustainable Development Strategy (2005)
	Natural Resource Productivity (2009)
	Getting the best from our land: A land use strategy for Scotland 2016-2021

	Building a Better Scotland Infrastructure Investment Plan: Investing in the Future of Scotland (2005)
Air and Climate Change	
	Environment Act 1995
	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
	UK Air Quality Strategy for England, Scotland, Wales and Northern Ireland - Volume 1 (2011)
	Climate Ready Scotland: climate change adaptation programme (SCCAP2) 2019-2024
	Update to the Climate Change Plan 2018 – 2032
	Scottish Climate Change Adaptation Programme (SCCAP) Progress Report 2018
	Climate Change Plan: Third Report on Proposals and Policies 2018-2032 (RPP3)
	Scottish Climate Change Delivery Plan (2009)
	Clean Air Scotland – The Road to a Healthier Future (2015)
	A Low Carbon Economic Strategy for Scotland (2010)
	Scottish Energy Strategy 2017
	Planning Advice Note 84 Reducing Carbon Emissions in New Development (2008)
Heritage, Design and Regeneration	
	The Planning (Listed Buildings and Conservation Areas) Act 1997
	Ancient Monuments and Archaeological Areas Act 1979
	Historic Environment Policy for Scotland (HEPS 2019)
	Planning Advice Note (PAN) 2/2011: Planning and Archaeology
	Our Place in Time: The Historic Environment Strategy for Scotland (2014)
	Creating Places - A policy statement on architecture and place for Scotland (2013)
	Designing Streets: A Policy Statement for Scotland (2010)
	People and Place: Regeneration Policy Statement (2006)
	Green Infrastructure: Design and Placemaking (2011)
Soil and Landscape	
	The Scottish Soil Framework (2009)
	Scottish Landscape Forum: Scotland's Living Landscape (2007)
Population and Health	
	All Our Futures: Planning for a Scotland with an Ageing Population (2007)
	Reaching Higher- Building on the Success of Sport 21 (2007) (Scotland's Sport Strategy)
	Let's Make Scotland More Active: A Strategy for Physical Activity (2003)
	Let's Make Scotland More Active: A Strategy for Physical Activity (2003)
	Let's Get Scotland Walking – The National Strategy
	Cycling Action Plan for Scotland 2017-2020
	A Long-Term Vision for Active Travel in Scotland 203
	Equality Act 2010
	Disability Discrimination Acts 1995 and 2005
	Community Empowerment Act 2015
Natural Conservation	
	Wildlife and Countryside Act 1981 (as amended)
	The Nature Conservation (Scotland) Act 2004
	Scotland's Biodiversity Strategy- It's in your hands (2004)
	2020 Challenge for Scotland's Biodiversity - A Strategy for the conservation and enhancement of biodiversity in Scotland (2013)

	The Conservation (Natural Habitats etc.) Regulations 1994 (as amended)
	The Conservation (Natural Habitats) Amendment (Scotland) Regulations 2007
Water	
	Water Environment (Controlled Activities) (Scotland) Regulations 2011, as amended
	Water Environment and Water Services (Scotland) Act 2003
	Flood Risk Management (Scotland) Act 2009
	The river basin management plan for the Scotland river basin district: 2015–2027 (2015)
	Scottish Water Strategic Asset and Capacity Development Plan (2012)
	SEPA Groundwater Protection Policy for Scotland v3: Environmental Policy 19 (SEPA)
	Action Programme for Nitrate Vulnerable Zones (Scotland) Regulations 2008)
Waste	
	Scotland's Zero Waste Plan (2010)
	Waste (Scotland) Regulations 2012
	SEPA Guidelines for Thermal Treatment of Municipal Waste
Marine and Coastal	
	SEAS The Opportunity: A Strategy for the Long Term Sustainability of Scotland's Coasts and Seas (2005)
	Marine (Scotland) Act 2010
	UK Marine Policy Statement
	Our Seas- a Shared Resource. High Level Marine Objectives (2009)
Cross- Sector Guidance	
	PAN 60: Planning for Natural Heritage
	PAN 61: Planning and Sustainable Urban Drainage Systems
	Planning and Waste Management Advice (2015)
	PAN 65: Planning and Open Space
	PAN 75: Transport and Planning
	PAN 76: New Residential Streets
	PAN 77: Designing Safer Places
	PAN 78: Inclusive Design
Regional Level	
Overarching Planning Policy	
	Aberdeen City and Shire Strategic Development Plan 2020
Cross- Sectoral	
	Regional Economic Strategy – Securing the Future of the North East 2015
	Regional Economic Strategy: Action Plan (2018-2025)
	The Economic Action Plan for Aberdeen City and Shire to 2025
	NESTRANS Regional Transport Strategy Refresh (2013)
	Aberdeen Rapid Transit
	Destination Aberdeen & Aberdeenshire Tourism Strategy (2018-2023)
Nature Conservation	
	North East of Scotland Biodiversity Partnership - Action Plan 2014 - 2017
	River Dee Catchment Management Plan (2007)
	Forestry and Woodlands Strategy 2017
Local Level	
	Aberdeen Local Development Plan 2017

	Aberdeen City Council Supplementary Guidance
	Aberdeen City Local Transport Strategy 2016 - 2021
	Aberdeen City Air Quality Action Plan
	Net Zero Aberdeen Routemap - towards becoming a net zero emissions city by 2045
	Aberdeen Socio-Economic Rescue Plan 2020/21
	ACC Open Space Strategy 2011-2016
	Local Outcome Improvement Plan 2016-26
	Aberdeen Nature Conservation Strategy
	Open Space Audit and Strategy 2011-2016
	Aberdeen City Air Quality Action Plan
	Aberdeen City Core Paths Plan
	Ellon to Garthdee Study
	Bridge of Don to City Centre Active Travel Study
	Aberdeen Rapid Transit
	Healthy Cities Agenda
	Landscape Character Assessment of Aberdeen
	Contaminated Land Strategy
	Aberdeen City Waste Strategy 2014-25
	Powering Aberdeen – Aberdeen Sustainable Energy Action Plan 2016

3.8 Relevant aspects of the current state of the environment

The Environmental Assessment (Scotland) Act 2005 Schedule 3 requires that the Environmental Report includes a description of the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the PPS, and "the environmental characteristics of areas likely to be significantly affected". This section aims to describe the environmental context within which the PPS operates and the constraints and targets that this context imposes on the PPS.

3.9 Environmental Baseline

The Environmental Assessment (Scotland) Act 2005 Schedule 3 requires that the Environmental Report includes a description of the relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be significantly affected. An Environmental Appraisal report providing baseline environmental information for this Scoping Report.is in Appendix C

Likely evolution of the environment without the Beachfront Development Framework

Without the implementation of the Beachfront Development Framework, the following scenarios could occur:

- Without sufficient strategic overview e.g., for habitat mapping and networking, there is potential for habitat degradation and the loss of associated ecosystem services;
- There could be a lack of coordinated planning for development within the framework area and associated infrastructure. This could limit the chances for the Council to contribute to climate objectives and projects through mitigation methods;
- There are cultural heritage assets (Aberdeen Ballroom) and core paths which host a variety of biodiversity and habitats. If the Beachfront Development Framework is not adopted, this could have a detrimental effect on local flora and fauna due to a lack of maintenance, planned protection and active enhancement of the sites, including woodlands;

- Fragmentation of the access network and failure to review gaps in connectivity will not deliver best value for Active Travel;
- It could depreciate the value of the sites across the area, resulting in reduced access and uptake by locals and tourists to visit;
- It could result in the lack of quantity and quality recreational sites, the authority would not meet the criteria for sufficient provision;
- The future direction of open space/recreational planning and management may not be coordinated with other Services in the Council and external agencies and stakeholder groups.
- Resources will potentially be allocated on an ad-hoc basis, without a structured framework of priorities and actions;
- Without community consultation as part of the development of the framework, there might be less engagement with the plans throughout the lifetime of the strategy; and
- The framework will aim to be aspirational in creating accessible and inclusive open spaces, recreational provision and green network for Aberdeen Council. Without the development of the framework, this may not be achieved.

These scenarios could lead to adverse environmental impacts that could be avoided, or reduced, by the implementation of the Framework.

Baseline Environmental Data

The early stages of SEA, such as describing the baseline, identifying environmental problems/issues and analysing the links and relationships between other strategic actions, should be carried out concurrently and they should inform each other throughout the process. This approach has been adopted within this Scoping Report.

In order to measure the significant environmental effects of the Beachfront Development Framework the current state of the environment must be known. Sufficient information to provide the current state of the environment, or an Environmental Baseline, utilising GIS mapping where possible will be gathered to show the geographical location and scale of key environmental designations and assets. The potential effects (including, cumulative, secondary and synergistic effects) of the information contained within the Plans and their alternatives will be measured against this baseline.

The environmental baseline provides a ‘snapshot’ of Aberdeen Beachfront’s urban and natural environments and allows appropriate draft Objectives and Indicators

The Environmental Report will identify the current environmental issues that impact on Aberdeen Beachfront, utilising the information that has been identified through an analysis of the baseline environmental data to determine the potential environmental implications. When undertaking the assessment of the Framework, Aberdeen Council will be capable of predicting whether the identified environmental issues will worsen, stabilise or improve through the implementation of the Framework.

3.10 Environmental characteristics of the framework area

Fundamental to the environmental assessment, and as specified by the SEA Directive, data is required in order to establish the relevant baseline conditions. Data will principally be sourced from publicly available sources and Aberdeen City Council. Such data provides the basis upon which the potential impacts of the development can be predicted. The section below presents preliminary information on the baseline environmental conditions for the proposed development framework area and opportunities. The preliminary appraisal of the development has been undertaken to identify the potential for significant environmental effects. Significant impacts will be reported further in the Environmental Report and mitigation measures set out accordingly.

3.10.1 Population

On 30th June 2020, the population of Aberdeen City was 229,060[1] over an area of 186 km^2 (18,600 ha). This results in a population density of 12.3 people per hectare.

There was an increase of 0.2% from 228,670 in 2019. Aberdeen City had the 8th highest population in 2020, out of all 32 council areas in Scotland.[2]

Between 1998 and 2020, the population of Aberdeen City has increased by 6.2%. This is the 16th highest percentage change out of the 32 council areas in Scotland. Over the same period, Scotland's population rose by 7.7% (Table 3.2).

Table 3-2: Total population, Aberdeen City, 1998-2020

Year	Population	% change from 1998	Scotland % change from 1998
1998	215,650	0.0	0.0
1999	214,630	-0.5	-0.1
2000	213,340	-1.1	-0.3
2001	211,910	-1.7	-0.3
2002	210,680	-2.3	-0.2
2003	209,280	-3.0	-0.2
2004	207,820	-3.6	0.1
2005	208,690	-3.2	0.7
2006	209,630	-2.8	1.1
2007	212,470	-1.5	1.8
2008	214,020	-0.8	2.5
2009	217,020	0.6	3.0
2010	219,730	1.9	3.6
2011	222,460	3.2	4.4
2012	224,910	4.3	4.7
2013	227,070	5.3	4.9
2014	228,920	6.2	5.3
2015	230,350	6.8	5.8
2016	229,840	6.6	6.5
2017	228,800	6.1	6.8
2018	227,560	5.5	7.1
2019	228,670	6.0	7.6
2020	229,060	6.2	7.7

In 2020, there were more females (50.2%) than males (49.8%) living in Aberdeen City. There were also more females (51.2%) than males (48.8%) living in Scotland overall.

Between 2018 and 2028, the population of Aberdeen City is projected to increase from 227,560 to 230,170. This is an increase of 1.1%, which compares to a projected increase of 1.8% for Scotland as a whole.

[1] https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/mid-2020
[2] https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/aberdeen-city-council-profile.html#:~:text=Population%20Estimates,-Last%20updated%3A%20June&text=On%2030%20June%202020%2C%20the,of%20Scotland%20increased%20by%200.0%25.&text=Aberdeen%20City%20had%20the%208th,32%20council%20areas%20in%20Scotland.

Over the next 10 years, the population of Aberdeen City is projected to increase by 0.1% due to natural change (more births than deaths). Total net migration (net migration within Scotland, from overseas and from the rest of the UK) is projected to result in a population increase of 1.0% over the same period.

Between 2018 and 2028, the 0 to 15 age group is projected to see the largest percentage decrease (-3.2%) and the 75 and over age group is projected to see the largest percentage increase (+16.1%). In terms of size, however, 25 to 44 is projected to remain the largest age group.

The development framework proposals will provide long term significant benefits for the area that will arise through the provision of high quality amenities. The development principle is to develop a world class sport, leisure and tourism destination which would revitalise the Beachfront area and reconnect it to the city centre. Other benefits include the provision of employment and community facilities, integrated transport links, environmental improvements and contributions to the regeneration of related areas. This will ensure the key elements of a sustainable community are looked at holistically.

Migrant Population

In 2019-20, Aberdeen City had the 12th highest level of net migration out of the 32 council areas in Scotland, with a net total of 500 people. This is a decrease of 310 from 810 people in 2018-19[3].

Net migration is the difference between in-migration (those coming into an area) and out-migration (those leaving an area). Positive net migration means in-migration is higher than out-migration. Negative net migration means out-migration is higher than in-migration.

In Aberdeen City, the net migration rate decreased from 3.5 people per 1,000 population in 2018-19 to 2.2 in 2019-20. In comparison, the rate in Scotland overall decreased from 5.5 to 3.1 people per 1,000 population.

In 2019-20, Aberdeen City was the council area with the 17th highest net migration rate, out of all 32 council areas in Scotland. Between 2018-19 and 2019-20, 24 councils saw a decrease in net migration rates per 1,000 population and 8 councils saw an increase.

In the period 2019-20, net migration in Aberdeen City was higher for females (322) than for males (180). The age group with the highest level of total net migration was 15 to 19 (1,034). In contrast, the age group with the lowest level of net migration was 30 to 34 (-310).

3.10.2 Ageing Population

In terms of overall size, the 25 to 44 age group was the largest in 2020, with a population of 75,582. In contrast, the 75 and over age group was the smallest, with a population of 16,241. In 2020, more females than males lived in Aberdeen City in 4 out of 6 age groups.

Between 1998 and 2020, the 16 to 24 age group saw the largest percentage decrease (-16.5%). The 45 to 64 age group saw the largest percentage increase (+16.4%).

Between 2018 and 2028, the 0 to 15 age group is projected to see the largest percentage decrease (-3.2%) and the 75 and over age group is projected to see the largest percentage increase (+16.1%). In

[3] https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/aberdeen-city-council-profile.html#migration (Accessed 15/05/2022)

terms of size, however, 25 to 44 is projected to remain the largest age group (Figure 3-1 and Table 3-3).[4]

Figure 3-1: Aberdeen City: Birth by Age Group by Year 2018 and 2028

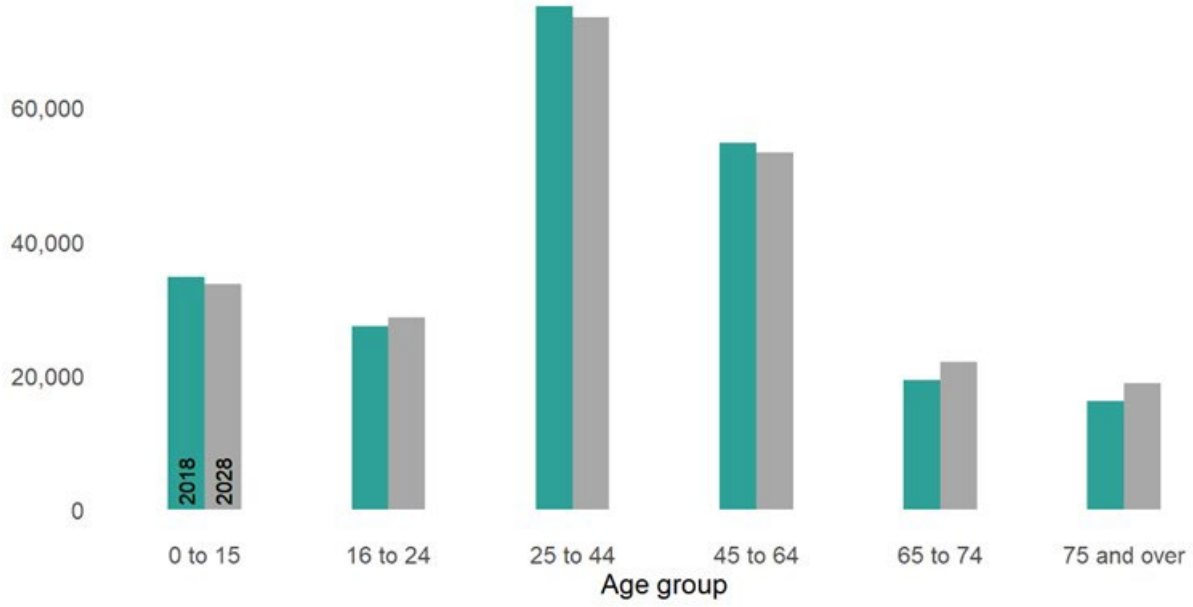


Table 3-3: Projected population change by age group, Aberdeen City, 2018 and 2028

Age group	2018	2028	% change	Scotland % change
All people	227,560	230,170	1.1	1.8
0 to 15	34,833	33,702	-3.2	-6.0
16 to 24	27,357	28,713	5.0	-0.9
25 to 44	75,101	73,500	-2.1	3.1
45 to 64	54,737	53,329	-2.6	-5.5
65 to 74	19,297	22,077	14.4	14.4
75 and over	16,235	18,849	16.1	25.4

In Aberdeen City, life expectancy at birth was higher for females (81.3 years) than for males (76.9 years) in 2018-20.[5]

In Aberdeen City, life expectancy at birth is higher than at Scotland level for both females and males.

Over the period between 2001-03 and 2018-20, female life expectancy at birth in Aberdeen City has risen by 1.6%. This is the 2nd lowest percentage change out of all 32 council areas in Scotland and this is lower than the percentage change for Scotland overall (+2.7%).

Over the period between 2001-03 and 2018-20, male life expectancy at birth in Aberdeen City has risen by 3.8%. This is the joint 20th highest percentage change out of all 32 council areas in Scotland and this is lower than the percentage change for Scotland overall (+4.5%).

In Aberdeen City, life expectancy at age 65-69 was higher for females (20.0 years) than for males (17.3 years) in 2018-20. Male life expectancy at age 65-69 has increased more rapidly than female life expectancy at age 65-69 between 2001-03 and 2018-20.

[4] https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/aberdeen-city-council-profile.html#table_pop_proj_age (Accessed 15/05/2022)
[5] https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/aberdeen-city-council-profile.html#life_expectancy (Accessed 15/05/2022)

In Aberdeen City, female life expectancy at age 65-69 is higher than at Scotland level and male life expectancy at age 65-69 is lower than at Scotland level.

Over the period between 2001-03 and 2018-20, female life expectancy at age 65-69 in Aberdeen City has risen by 6.6%. This is the 29th highest percentage change out of all 32 council areas in Scotland and this is lower than the percentage change for Scotland overall (+9.2%).

Over the period between 2001-03 and 2018-20, male life expectancy at age 65-69 in Aberdeen City has risen by 11.3%. This is the 2nd lowest percentage change out of all 32 council areas in Scotland and this is lower than the percentage change for Scotland overall (+16.3%).

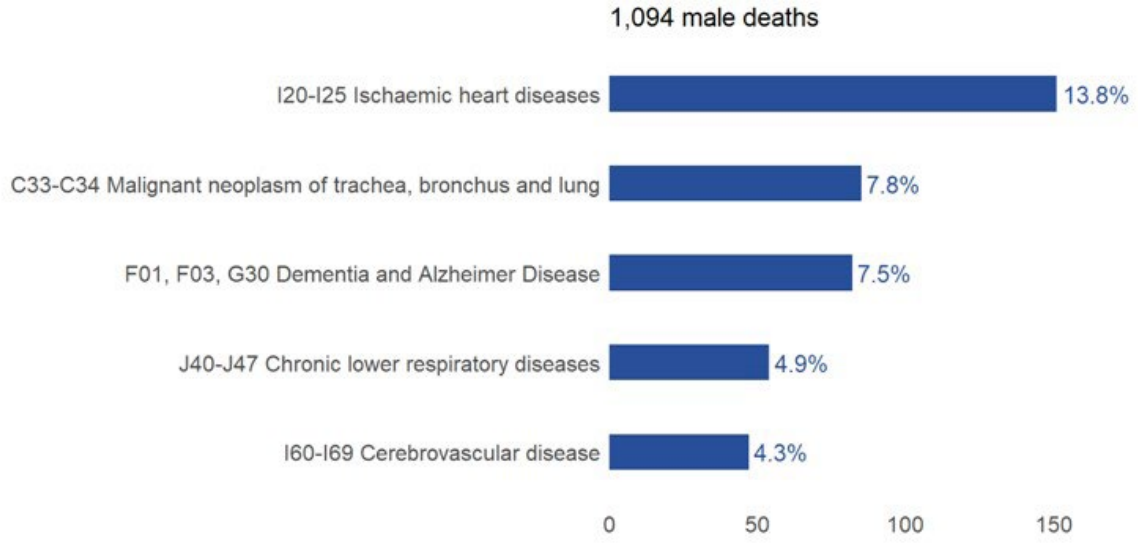
Health

In Aberdeen City, the standardised death rate increased from 10.8 per 1,000 population in 2019 to 11.0 in 2020. In comparison, the rate in Scotland overall increased from 10.6 to 12.0.

In 2020, Aberdeen City was the council area with the 27th highest standardised death rate. Between 2019 and 2020, 2 councils saw a decrease in standardised death rate and 30 councils saw an increase.

In Aberdeen City, the leading cause of death for males in 2020 was ischaemic heart diseases (13.8% of all male deaths), followed by lung cancer (7.8%). In Scotland overall, the leading cause of death for males was also ischaemic heart diseases (14.1%), followed by dementia and Alzheimer's disease (7.7%) (Figure 3-2).[6]

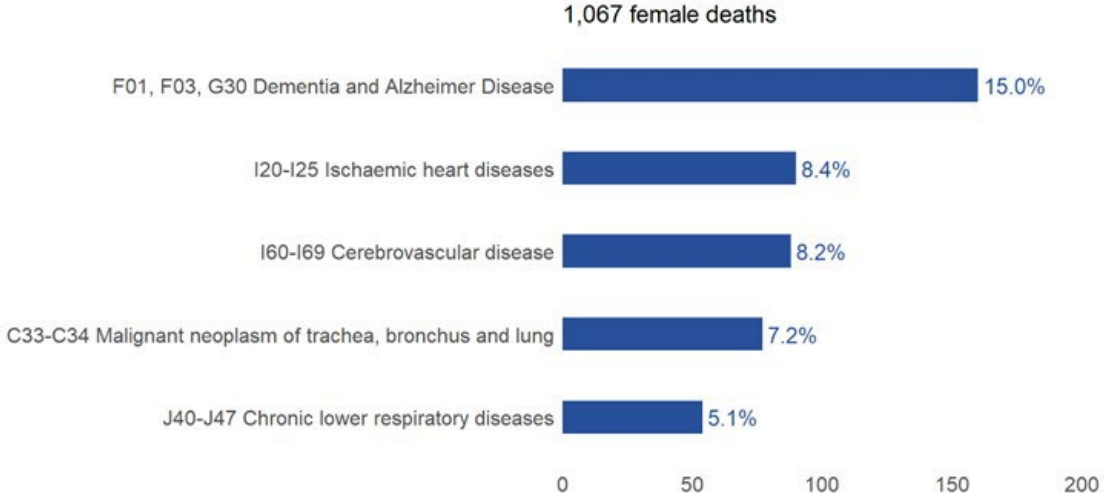
Figure 3-2: Aberdeen City: Male Leading Causes of Death. 2020



In Aberdeen City, the leading cause of death for females in 2020 was dementia and Alzheimer's disease (15.0% of all female deaths), followed by ischaemic heart diseases (8.4%). In Scotland overall, the leading cause of death for females was also dementia and Alzheimer's disease (14.2%), followed by ischaemic heart diseases (8.6%) (Figure 3-3).

[6] https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/aberdeen-city-council-profile.html#deaths (Accessed15/05/2022)

Figure 3-3: Aberdeen City: Female Leading Causes of Death. 2020



Scotland has seen increasing levels of obesity over the past ten years and currently one in four adults (25%) in Aberdeen City are obese.[7] Clinical obesity increases the risk of ill-health and premature death, and is therefore an important driver of life expectancy.

3.10.3 Biodiversity, Flora & Fauna

The development framework area is of intrinsic low ecological and nature conservation value. Loss of the land within area for development framework are will not be significant. The development framework proposal will have a positive impact by providing new green networks, particularly SUDs which will benefit biodiversity. The Environmental Report will detail these measures further.

Special Protection Area

SPAs are areas which have been identified as being of national and international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

The Ythan Estuary, Sands of Forvie and Meikle Loch Special Protection Area (SPA) is located 100m to the east of the site. It supports bird populations including Sandwich tern (*Sterna sandvicensis*), common tern (*Sterna hirundo*), little tern (*Sterna albifrons*), pink-footed geese (*Anser brachyrhynchus*), eider (*Somateria mollissima*) and provides a foraging zone for these species. It is ecologically connected to the site via the North Sea.

Special Area of Conservation

Special Areas of Conservation (SACs) are strictly protected high-quality conservation sites that will make a significant contribution to conserving the habitats and species.

The River Dee Special Area of Conservation (SAC) is located 1.5km south of the site. It contains populations of Otter (*Lutra lutra*), Freshwater pearl mussels (*Margaritifera margaritifera*) and Atlantic Salmon (*Salmo salar*). It is ecologically connected to the site via the North Sea to the east and the green residential garden habitats to the south and west of the site.

[7] Source: Scottish Health Survey, local authority results 2014-17 inclusive, published 2017 https://www.gov.scot/publications/scottish-health-survey-results-local-areas-2014-2015-2016-2017/ (Accessed 15/05/2022)

Other Natura 2000 Sites

Due to the projection of the boardwalk and slipway into the marine environment there may be effects on mobile species and other more distant sites may require to be included, including:

- Moray Firth SAC;
- Fowlsheugh SPA;
- Montrose Basin SPA;
- Isle of May SAC; and
- Berwickshire and North Northumberland Coast SAC.

National Nature Reserves

National Nature Reserves (NNR) to protect sensitive features and provide suitable areas for research, managing habitats, rare species and significant geology. No NNRs will be effected by the Beachfront Development Framework.

Local Nature Reserves

The Donmouth Local Nature Reserve 2km north of the site supports waterfowl and seal populations. It is connected to the site via the parkland and green residential garden habitats to the north of the site and the North Sea to the east.

The Aberdeen - Inverness - Kittybrewster Railway Line, a Local Nature Conservation Site, crosses under the beach boulevard in the west of the site. It helps provides a green corridor through the city as it contains grassland, tall ruderal, scrubs and woodland. It is ecologically connected to the site via the green residential garden habitats found to the west of the site.

Ancient Woodland

No areas of ancient woodland are present within the site or within close proximity. The nearest ancient woodland to the site is the long-established (of plantation origin) woodland at Seaton Park 2km northwest of the site. It is ecologically connected to the site by the parkland and green residential garden habitats present to the north and west of the site.

UK Habitat Classification (UKHAB) Survey

A Preliminary Ecological Appraisal (PEA) was carried out by EnviroCentre Limited in April 2022 which included a desk study, UK Habitat Classification and Protected and Notable Species Survey. The PEA will be used to inform the SEA Environmental Report.

The UKHab is a flexible hierarchical system for rapidly recording and classifying habitat and was used to identify ecologically sensitive features/habitats, to inform relevant species surveys and, aid in the recommendation of mitigation and enhancement measures in connection with a proposed development.

Initial findings of the UKHab Survey indicates the site comprises the following habitats:

g3c –	Other neutral grassland;
g4 –	Modified grassland;
h3 -	dense scrub;
u1b –	Developed land; Sealed surface;
u1b5 –	Buildings;
u1e -	Built linear features;
s3a –	coastal sand dunes;

t2 – littoral sediment; and
w1g6 - Line of trees

No groundwater Dependent Terrestrial Ecosystems (GWDTE's) were identified during the April ecology survey.

Faunal Interest

Faunal interest within the development framework area is limited to the presence of badger and bat roost potential. The potential impact on these species will be reported in the SEA Environmental Report and mitigation measures included as required. The development framework includes landscaping proposals for woodland planting to provide screening and ecological enhancement. These measures will have beneficial impacts and will assist in increasing biodiversity interest of the area in the long term.

The badger sett and foraging area needs to be protected and disturbance kept to a minimum.

Carefully designed planting should be considered for both badgers and bats to create natural screens and buffer zones to minimise disturbance, whilst providing a green network corridor

Confirmed roost sites should be identified along with important commuting lines and foraging areas. Any lighting should avoid bat roosts and commuting lines. Transport and active travel links should be sited well away from areas used by bats to avoid any conflict with lighting.

Carefully designed planting should be considered for both badgers and bats to create natural screens and buffer zones to minimise disturbance, whilst providing a green network corridor.

3.10.4 Soil

The Scotland's Soil Website indicates that the majority of the development framework area incorporates immature soils with the dominant soil group being regosols formed of windblown sand[8]. The western portion of the Beachfront Development Framework area does not have an identified classification. The soil is identified as mineral soil with no peatland vegetation.

With respect to land capability considerations the majority of the development framework area is identified as having an agricultural capability of 4.1 (*Land capable of producing a narrow range of crops, primarily grassland with short arable breaks of forage crops and cereal*) with a small area of 5.1 (*land capable of use as improved grassland. Few problems with pasture establishment and maintenance and potential high yield.)* The remainder is classified as Urban.

The whole of the Beachfront Development Framework area is not identified as having significant capability with respect to forestry.

The majority of the development framework area is identified as having an average topsoil organic content concentration of 2.1% and is noted to range from extremely vulnerable to very vulnerable with respect to risk from subsoil compaction and a moderate risk of topsoil compaction.

The development framework area is identified as Class H2 with respect to potential risk from leaching of contaminants impacting ground or surface water (deep, permeable, coarse textured soils with little ability to retain potential pollutants)

[8] https://soils.environment.gov.scot/

3.10.5 Water

As noted in Goodson Associates Report "*AECC City Vision - Aberdeen Beach Regeneration, Drainage Strategy Plan (2022)*" the site forms part of the catchment of the River Don/North Sea confluence.

For the purposes of this section, geology and hydrogeology are included due to their interactions.

From the available Ordnance Survey data the following geographical features have been identified as important to the existing and proposed drainage of the site:

1. The development area occupies a gently sloping, slightly dished, plateau adjacent to the shoreline that sits at approximately 5m Above Ordnance Datum (AOD).
2. A narrow, steep-sided, sand hill, known locally as Broad Hill, alters the fall along the western boundary. Rising to 28m AOD, the feature separates the site from the residential and commercial areas associated with Park Street.
3. A steep-sided berm running along the backshore elevates the Esplanade above the level of the site and the shoreline.

From the publicly available borehole data published by the British Geological Survey and the Geological Survey of Scotland map series, the following sequence of strata is anticipated:

1. Topsoil – Ranging in thickness from 0.15m to 0.40m.
2. Made ground –Typically silty sand, ash and gravel, with fragments of burnt shale. Where encountered depths vary from 1.5m to 4.1m.
3. Sand and Gravel – Dense, becoming very dense, fine to coarse sand and fine to coarse angular to subrounded gravel.
4. Bedrock – conglomerate and sandstone bedrock.

The Hydrogeological Map of Scotland shows that the quaternary sands and gravels that underlie the site are locally important aquifers, the yields are significant and can range from 10l/s to 15l/s in exceptional circumstances, although it should be noted that the site is denoted as an area where the chloride ion concentration within the groundwater exceeds 100mg/l.

Because of the coastal location and the permeable sub-soils it is anticipated that groundwater will likely be shallow and affected by the tidal system.

Given the topography of the site and the prevailing ground conditions, it is likely that run-off from the undeveloped parts of the development site drain to the natural water environment through groundwater percolation.

An intrusive site investigation will be required to confirm the findings of the preliminary desk study and inform the development of the detailed drainage management plan.

The developments adjacent to the western and southern boundaries are generally served by a combined sewerage system that feeds into the trunk sewer that flows through the site – although, some of the more modern developments have separate systems internally.

A combined sewer overflow, discharging to the River Dee at adjacent to the Abercromby Jetty, provides relief to the combined sewerage network during periods of intense rainfall.

The development framework surface water management strategy will be based on the principles of Sustainable Urban Drainage Systems (SUDs) and green infrastructure to incorporate best management practices for the treatment of surface water. The design of the SUDs scheme and green infrastructure will be developed closely with the environmental engineers and landscape architects to ensure that, as

well as creating an efficient and sustainable drainage system, the landscape quality and opportunity for habitat enhancements in the area form an integral part of the Beachfront Development Framework.

Flood Risk

SEPA flood risk maps were reviewed to ascertain whether the site was located in an area at risk from flooding. [9]

Rivers

With reference to SEPA flood maps, there is no specific likelihood of river flooding identified for this area.

Surface Water

The SEPA flood maps show that parts of the site have a probability of surface water flooding of between 0.1% and 10%.

It is anticipated that this will be alleviated by:

1. Designing the proposed drainage system to cope with the range of rainfall events prescribed by the ACC supplementary planning guidance, which will reduce overland flow.
2. Designing the drainage system to cope with overland flow from the surrounding higher ground.

Coastal

SEPA flood maps indicates each year the esplanade has a 10% chance coastal flooding. The SEPA flood map shows coastal flooding limited to the east of the road corridor.

Water Quality

The Don Estuary to Souter Head (Aberdeen) is a coastal water body (ID: 200105), in the Scotland river basin district. It is 50.2 square kilometres in area. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on navigation and from an increased risk of subsidence or flooding.

With reference to the SEPA Water Classification Hub, the coastal waters from the Don Estuary to Souter Head has been classified under the Water Framework Directive (WFD) scheme as having good ecological potential, and good water quality (Table 3-4).[10]

Table 3-4: Water Classification

Parameter	2020	2019	2018	2017	2016
Overall status	Good ecological potential	Good ecological potential	Good ecological potential	Good ecological potential	Good ecological potential
Pre-HMWB status	Poor	Poor	Poor	Poor	Poor
Overall ecology	Poor	Poor	Poor	Poor	Poor
Biological elements	Good	Good	Good	Good	Good
Invertebrate animals	Good	Good	Good	Good	Good
Imposex assessment	Good	Good	Good	Good	Good
Benthic invertebrates	High	High	High	High	High
Phytoplankton	High	High	High	High	High

[9] https://map.sepa.org.uk/floodmaps/FloodRisk/Risk
[10] https://www.sepa.org.uk/data-visualisation/water-classification-hub/ (Accessed 12/05/2022)

Hydromorphology	Poor	Poor	Poor	Poor	Poor
Morphology	Poor	Poor	Poor	Poor	Poor
Water quality	Good	Good	Good	Good	Good

Groundwater

The Beachfront Development Framework is within "Aberdeen groundwater" (ID: 150491) which covers approximately 37.8 square kilometres in area which is classifies as being Good.[11]

Bathing Water

SEPA has undertaken an assessment of the bathing waters in Scotland. This assessment compares the water quality against the standards in the European Bathing Water Directive. The bathing water assessments relevant to Aberdeen City were either sufficient to Good (Table 3-5).[12]

Table 3-5: Aberdeen Bathing Waters

ID	Name	2018	2017	2016	2015
PAUKS761601	Aberdeen	Good	Sufficient	Good	Good

The SEA Environmental Report will include geomorphology and morphological erosion pressures.

3.10.6 Archaeology and Cultural Heritage

The development framework area has a complex pattern of overlapping use that reflects the establishment, development and growth of the adjacent burghs.

World Heritage Sites

A review of Pastmaps[13] and Scotland's Environment[14] identified there were no World Heritage Sites within the proximity of the area covered by the Beachfront Development Framework.

Scheduled Monuments

A review of Pastmaps and Scotland's Environment identified there were no Scheduled monuments within the proximity of the area covered by the Beachfront Development Framework.

Conservation Areas

There are eleven Conservation Areas in Aberdeen. Three are in proximity to the area covered by the Beachfront Development Framework including, Old Aberdeen/Balgownie Conservation, City Centre Conservation Area and Footdee Conservation area, All are located outwith the boundary of the area covered by the Beachfront Development Framework.

Garden & Designed Landscapes

There are no 'Garden & Designated Landscapes' within the proximity of the area covered by the Beachfront Development Framework.

[11] https://www.sepa.org.uk/data-visualisation/water-classification-hub/ (Accessed 16/05/2022)
[12] https://www.sepa.org.uk/data-visualisation/water-classification-hub/ (Accessed 15/05/2022)
[13] https://pastmap.org.uk (Accessed 21/01/2022)
[14] https://map.environment.gov.scot/sewebmap (Accessed 21/01/2022)

Battlefields

There are no battlefields within the proximity of the area covered by the Beachfront Development Framework.

Historic Marine Protected Areas

There are no 'Historic Marine Protected Areas' within the proximity of the area covered by the Beachfront Development Framework.

Protected Military Remains, Wrecks

There are no 'Protected Military Remains, Wrecks' within the proximity of the area covered by the Beachfront Development Framework

Listed Buildings

The Beach Ballroom is a Category B listed building located within the area covered by the Beachfront Development Framework.

The Beach Ballroom is an Art Deco large, single storey and raised basement, octagonal ballroom with set-back pantiled (vernacular) pyramidal roof crowned by arcaded lantern, and 3 projecting flat-roofed single storey wings with main entrance to south, bowed bay at south east and Northern Lights Suite below later Star Ballroom to the east. Prominently sited on the Esplanade overlooking Aberdeen Bay. Brick and stone construction with buff faience cladding; harled with raised margins to lesser elevations. Deep contrasting granite base course, mutuled eaves cornice and stepped blocking course raised into block pediment over Ionic columned door pieces; stylised Ionic capitalled dividing pilasters and architraved keystoned windows.

The Aberdeen Ballroom will be sympathetically renovated, as highlighted in the Beachfront Development Framework. Significant impacts on historic buildings from the development framework proposals will be reported further in the Environmental Report.

Other Points of Interest

The following items have also been identified as points of interest on the Aberdeen City Council HER map and Canmore:

- Boundary stones and battery gun remains on Broad Hill;
- Large proportion of Queens Links used as late 19th to early 20th century bottle dump and tip;
- Lighthouse / rocket house;
- Remains of a tramway;
- Site of gunpowder magazine;
- Site of Aberdeen rope works;
- Queen's Links, Bathing Station; and
- WW2 heavy anti-aircraft gun battery.

3.10.7 Landscape

There will be a permanent change to the landform in the area as a result of the Beachfront Development Framework proposals set out in Section 2. The longer term landscape impacts will be determined by the nature, scale and extent of development submitted as part of future planning applications. Applications will be supported by an environmental impact assessment.

This is an area of small scale commercial development and recreational open space where the quality of the scenery ranges from the western edge classed as having low scenic quality, through to medium, medium high and high quality in the east.

The beach is an important asset for the City of Aberdeen and is a popular location with both local residents and tourists as a recreational attraction for activities such as surfing, swimming, running, walking and cycling (amongst others).

Groynes and blockwork revetments were installed perpendicular to the shoreline of the coast, to reduce longshore drift to limit sediment movement and trapping sediments thus protecting the beach from coastal erosion. The shoreline has hard engineered bank protection which varies in type and scale.

Built development in the form of new buildings and infrastructure may cause change to the existing landscape character and quality.

A key aspect of the Beachfront Development Framework will be the provision of green networks which will strengthen the linkages to the surrounding area. These will complement existing landscape features and provide connections between new areas of formal / informal open space. This will have a positive impact by providing quality path networks and habitats and in turn meet the objective of sustainable places.

The Beachfront Development Framework and Environmental Report will set out measures to improve the quality / quantity of publicly accessible open spaces and protect and enhance biodiversity in the area.

There will be an overall impact on visual amenity which will range from disturbance of an already changing urban environment, enhancement of existing habitats and creation of open spaces within the Beachfront Development Framework area. The Environmental Report will set out the measures to mitigate adverse visual impacts.

3.10.8 Air

In order to inform the Scoping Report, the 2017 Air Quality Annual Progress Report (APR) for Aberdeen City Council (the most up-to-date report available) was reviewed. The main pollutants of concern associated with road traffic emissions are NO_2 and PM_{10}

Aberdeen City Council has declared three Air Quality Management Areas (AQMA) (Table 3-6).

Table 3-6: Aberdeen City Council AQMA

AQMA	Description	Pollutants
Aberdeen City Centre AQMA	Market St, Union St, King St between Castle St and Roslin Terrace, Virginia St, Commerce St, Guild St, Bridge St, Holburn St between Great Southern Road and Union St, Victoria Rd, Torry between Queen Elizabeth II bridge and Crombie Rd and West North Street King St to 100m north of junction with Littlejohn St.	Nitrogen dioxide NO_2, Particulate Matter PM_{10}
Anderson Drive AQMA	All of Anderson Drive from the Bridge of Dee including Haudigan roundabout, part of Gt Northern Road from 815 GNR to Auchmill Road, part of Auchmill Rd from GNR to the junction with Howes Road.	NO_2, PM_{10}
Wellington Road AQMA	From the Queen Elizabeth II Bridge to Balnagask Road.	NO_2, PM_{10}

The closest AQMA to the boundary of the Beachfront Development Framework is the Aberdeen City Centre AQMA.

Nitrogen Dioxide (NO_2)

The NO_2 levels at the continuous monitor at Union Street continues to exceed the annual mean air quality objective of 40 µg/m^3 . However, the level of 43 µg/m^3 is the lowest recorded in the last 5 years. Diffusion tubes located along Union Street and the top end of Holburn Street also suggest exceedances of the objective throughout this area of the city centre AQMA. Levels recorded in these locations are generally lower than the previous 5 years and it appears the downward trend of levels towards the objective continues.

The continuous monitor at Market Street located within the city centre AQMA, recorded its lowest level since 2012 and is below the annual mean objective. However, diffusion tubes DT9, DT10 and DT16 located in the Market Street area recorded levels above the objective suggesting exceedances of the annual mean continues at more congested or enclosed areas. Levels at these sites are the lowest since 2012 and there is downward trend towards objective levels.

Particulate Matter (PM_{10})

There were no exceedances of the annual mean or 24 hour mean objective at any of the continuous monitoring sites in 2016. Measured concentrations are the lowest recorded since 2012 and there is a downward trend in concentrations at measurement locations across the city. The fitting and advancement of diesel particulate filters fitted to diesel vehicles may be a contributary factor in reducing emissions. Reasonably mild winter weather in the last few years may also have contributed to the downward trend due to less likelihood of congestion that can occur during episodes of bad weather.

Due to the nature of the aims of the proposed Beachfront Development Framework, there is potential to decrease traffic volumes on the road network. The Beachfront Development Framework aims to encourage infrastructure, including traffic management that reduces the impact of the existing road network to promote alternative forms of travel, including walking and cycling, whilst improving public realm.

Air quality levels will be assessed and reported in an Environmental Impact Assessment. Report (EIAR) The EIA aim to ensure future development within the Beachfront Development Framework area does not cause deterioration of air quality within Aberdeen's three Air Quality Management Areas, most notable the City Centre AQMA to the north.

Air quality impacts associated with the Beachfront Development Framework proposals will be reported further in the SEA Environmental Report.

3.10.9 Noise

There are no Candidate . Management Areas (closest being, 8- Littlejohn Street, Mealmarket Street, King Street) or Candidate Quiet Areas (closest being 4 - Seaton Playing Field), within the proposed development boundary

The Beachfront Development Framework proposals have the potential to change the noise levels compared to the existing situation due to changes in traffic flow on existing roads. Detailed noise assessments of the effects the Beachfront Development Framework proposals will be undertaken during the detailed design. Mitigation measures to minimise the effects of possible increases in noise will be provided, for example, environmental barriers, such as earth mounding or acoustic fencing.

3.10.10 Climatic Factors

Climate change has taken a prominent position within policy and legislation at a national level, with the Climate Change (Scotland) Act 2009 creating a long-term framework for ensuring reduction in Scottish greenhouse gas emissions of 80% by 2050.

CO_2 emissions data for Aberdeen is set out in Figure 3-4, with the change in CO2 emissions from 2005 to 2019 indicated by sector in Table 3-7.

Figure 3-4: UK Government, Local Authority CO2 emissions 2005-2019 national statistics

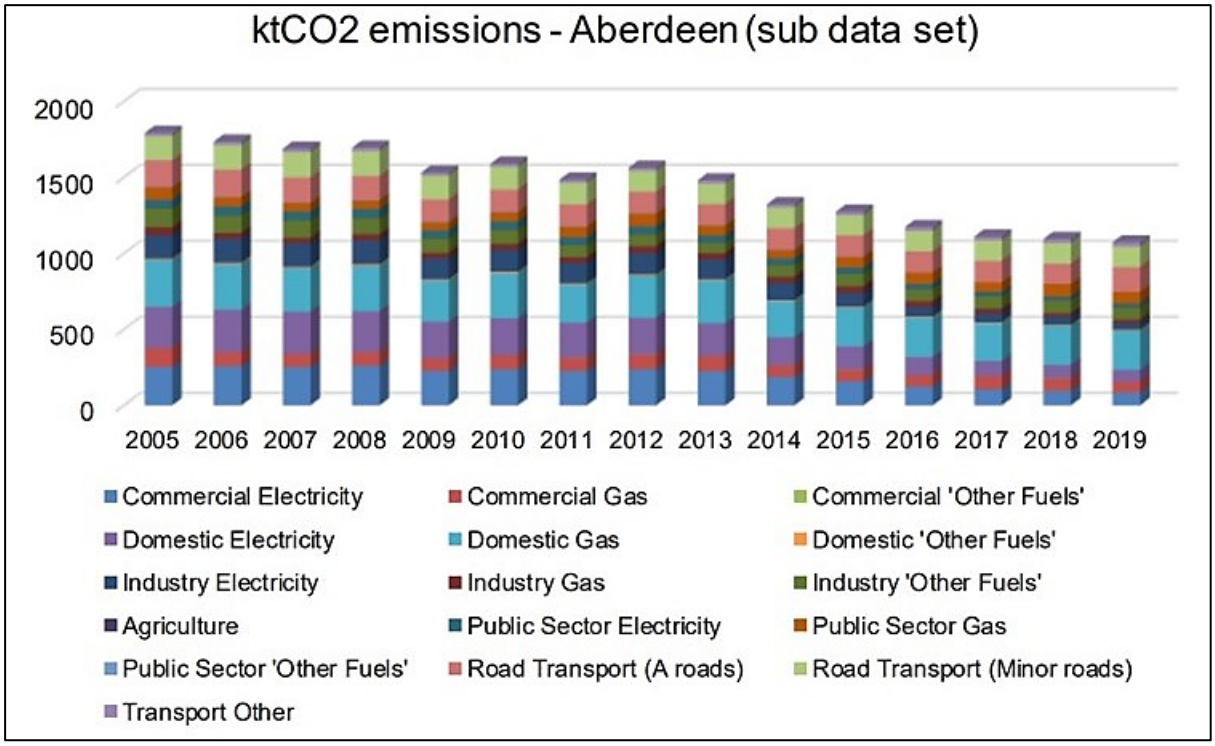


Table 3-7: CO2 emission estimates for the City of Aberdeen, all measures in ktCO2

Sector	Breakdown	2005 Baseline	2019 Measure	%Change
Industrial	Electricity	154.15	42.84	-72%
	Gas	52.19	24.14	-54%
	Other Fuels	125.2	81.75	-35%
	Agriculture	3.32	3.23	-3%
	Total	**334.87**	**151.96**	**-54.6**
Commercial	Electricity	252.59	84.34	-67%
	Gas	124.13	70.58	-43%
	Other Fuels	0.81	0.62	-23
	Total	**377.54**	**155.54**	**-58.8%**

Opportunities for renewable energy provision and low/zero carbon technologies will be explored during the implementation of the Beachfront Development Framework. This may include small scale renewables/micro generation and the identification of sites for local energy generation.

Further opportunities will be explored and overall, where possible the development will be future proofed to meet the requirements of Aberdeen City Council Climate Change Plan 2021-25: Towards a Net Zero and Climate Resilient Council and the Net Zero Aberdeen Routemap (2022) which outlines the city wide approach to net zero..

It should be noted that key buildings in the wider area are connected to District Heating networks. The Aberdeen Heat & Power website[15] indicates that the use of thermal storage within the network also allowed this increase in capacity, enabling the connection of buildings (among others) including:

- Aberdeen Beach Leisure Centre;
- Aberdeen Health Village;
- Beach Ballroom;
- Hanover School;
- Hanover Community Centre; and
- Constitution Court sheltered housing complex.

The area has good access to bus, walking and cycling routes and will provide an excellent opportunity for the provision of new infrastructure. The enhancements will benefit the wider area. Viewed in the context of conventional appraisal techniques and when compared to many other UK cities, Aberdeen Beachfront is not physically distant from the city centre or the key transport corridors that serve it. Contemporary journey planning software shows the Beach Ballroom, a prominent feature of the Beachfront area, to be 1.7km from the junction of Union Street and Union Terrace Gardens – a location that may be judged to represent Aberdeen city centre. At typical walking speed, a distance of 1.7km equates to a journey time of 24 minutes, matching the journey time on foot from Aberdeen railway and bus stations at Union Square. A wider accessibility appraisal shows that the Beachfront is located within 700m of the King Street corridor, equating to a journey time on foot of approximately 15 minutes.

3.10.11 Material Assets

The land on which the site is situated is a material asset. It has been zoned for development through the appropriate Development Plan process and as such the use of this material asset in a manner compatible with the zoning designation and the Beachfront Development Framework, is entirely appropriate.

Other material assets in terms of water services, electricity, and other utilities are locally and the proposed developments within the Beachfront Development Framework can readily connect to same.

The construction and operation of the proposed development elements will utilise material assets (access road and construction materials) but given the scale of the development this will be considered at the project level.

Significant progress has been made in recent years with regard to waste management in Aberdeen. The Zero Waste Plan and the European Council Landfill Directive establish a framework for reforming the waste management system in Scotland and sets targets for improving the sustainability of waste management up until the year 2025. In 2013 Aberdeen recycled 37% of waste. By 2020 this figure had risen to 45.6%.

In addition, Aberdeen City Council area also generates 192,155 tonnes of business waste.[16] This is selected businesses waste in Scotland, including factories, utility and transport companies, shops, offices, hotels, restaurants, schools and hospitals. As there is no statutory duty for businesses to report to SEPA on the waste they generate, SEPA derives the information from statutory waste data received from operators of licensed and permitted waste management sites, and from operators of activities exempt from full waste management licensing.

An initial Environmental Appraisal covering the topics above is included in Appendix C

[15] https://www.aberdeenheatandpower.co.uk/
[16] https://www.sepa.org.uk/environment/waste/waste-data/waste-data-reporting/business-waste-data/

Environmental problems

The main environmental considerations are outlined in Table 3-8 below. These issues will be reviewed in more detail during the SEA and discussed in the Environmental Report.

Table 3-8: Data Sources for Providing Baseline Environmental Assessment

SEA Topic	Environmental Issue	How the Framework contributes to tackling the problem?	Relevant Data
Population & Human Health	• Access to social and community facilities and the amenity of the area will have an impact of general wellbeing. The Beachfront Development Framework can influence the relationship between facilities, amenity and the general vitality of communities. • The form and location of new development within the Beachfront Development Framework area can contribute to social integration and improved wellbeing opportunities for the whole community.	Promoting access to employment, supporting accessibility and health Improvement. Framework aims to identify open space to improve health through increased physical activity, reduce pollution by encouraging walking and cycling as an alternative to the car. Positive effects on mental health and wellbeing.	National Records of Scotland (NRS). Scottish Public Health Observatory (ScotPHO). Health and Wellbeing Profiles (life expectancy and mortality by cause). Access to outdoors / open space Sport and recreation participation Physical activity levels Scottish Index of Multiple Deprivation. Core paths Aberdeen City Council LDP.
Biodiversity	• Potential impact on nature conservation designations. • Potential impacts on protected species and priority habitats. • Potential loss of green linkages and wildlife corridors. • Pressure on Protected Species from new development through disturbance or loss of resting places and habitats.	Protection and enhancement of designated areas, and important habitats. Safeguard and enhance biodiversity.	NatureScot Sitelink. Regionally and locally designated sites. Scotland's Environment. Protected Species data. UK BAP & LBAP priority habitats and species. Scottish Ancient Woodland Inventory.
Soils & Geology	• Potential impact from loss of organic matter or compaction/ structural degradation within soil. • The potential impact related to soil sealing	The Beachfront Development Framework should ensure that SUDS and green infrastructure are delivered in new development.	Land Capability for Agriculture classifications. James Hutton Institute.

	associated with the proposed development design. • The potential for impact associated with existing soil contamination. • Consider the impacts of the proposals on soil erosion. • The potential for changes in soil biodiversity as a result of the development.		Scotland's Soils website Contaminated land. Geology of Britain viewer, Scotland's Environment.
Water	• Impact on existing water and wastewater infrastructure. • The surface water management strategy for the Beachfront Development Framework will be based on the principles of Sustainable Urban Drainage Systems (SUDs) and green infrastructure to incorporate best management practices for the treatment of surface water. • Geomorphology and morphological erosion pressures.	Protection and enhancement of water status and avoidance of flood risk areas and areas which would contribute to increased flood risk.	SEPA flood maps. SEPA Water Classification Hub. Scottish Water. Local water quality data. SEPA River Basin Management Plan Maps SEPA – RBMP Data.
Landscape	• The area may have a direct impact on the quality of the landscape/seascape. • Landscape character. • Design quality and layout. • Sites within the framework area will provide access to open space and recreation facilities and encourage walking and cycling through the provision of designated paths and will thus contribute to health promotion.	The Beachfront Development Framework should seek to ensure that development takes account of the important landscape characteristics within the Beachfront area.	Local Development Plan. Landscape Character Assessment. Designated landscape areas. Inventory and non-inventory Gardens and Designed landscapes.

Archaeology & Cultural Heritage	• Need to examine impacts of the proposals on cultural heritage sites and settings in adjacent areas. • The Beachfront Development Framework can contribute to the overall conservation of the cultural heritage through the protection of listed buildings and sites of historic or archaeological interest conservation areas	The Beachfront Development Framework should support the protection and enhancement of the cultural heritage resource, including through consideration of the locations and impacts on specific resources and the wider historic landscape.	Local Development Plan. Pastmap. Canmore. Scotland's Environment.
Air	• Compliance with national and international standards. • Road traffic movements.	One of the main sources of nitrogen dioxide emissions is road traffic; road traffic is also a contributor to NO_2 and PM_{10} emissions. Sustainable transport will be a key issue for the Beachfront Development Framework.	LAQM Annual Progress Report. Scottish Air Quality (website).
Noise	• The Beachfront Development Framework proposals could change the noise levels compared to the existing situation due to changes in traffic flow on existing roads, new recreations facilities and stadia.	The Beachfront Development Framework will encourage minimising noise levels.	https://noise.environment.gov.scot
Climatic Factors	• Climate change could have different impacts on the environment including water resources, flooding, biodiversity, population and health and wellbeing. • Long-term climate trends for Scotland indicate hotter/drier summers and milder/wetter during autumn & winter, in addition to sea level rises. Issues such as	The extent of the sites identified should seek to minimise contributions to the emissions of greenhouse gases and seek to avoid locations vulnerable to the effects of climate change.	Local temperature levels. UKCIP09 Climate Change Projections Indicative SEPA river and coastal flood maps. Flood defences. UKCP18 - https://www.metoffice.gov.uk/research/approach/collaboration/ukcp

	flooding and landslips are potential issues. • The Beachfront Development Framework has the potential to affect levels and form of transport use and levels of energy consumption in buildings. • The Beachfront Development Framework will include measures to enhance existing transport links and accessibility in the area through additional bus services, cycling and walking with associated infrastructure improvements. • Development will be laid out to allow direct and frequent connections throughout the area, to points of interest, neighbourhood centres and public transport. • Opportunities for renewable energy provision and low/zero carbon technologies will be explored.		
Material Assets	• Open space and recreational facilities. • Roads and pavements • Waste minimisation and management. • Drainage and wastewater capacity.	Waste disposal incurs significant transport implications. Support for increased levels of recycling and composting and waste minimisation. The Beachfront Development Framework will ensure that maximum use is made of existing infrastructure where practicable (roads, pavements, water treatment, drainage). Where this is at capacity sustainable system will be put in place.	Open Space Audit and Strategy 2011-2016 (amount / type of space). Core Paths. Walking and cycle routes. SEPA data. Transport and infrastructure data.

4 PROPOSED SEA OBJECTIVES

4.1 SEA Objectives

Through the undertaking of the scoping tasks listed above, some initial existing environmental problems and sensitive areas within the Aberdeen Beachfront boundary area have been identified and allows appropriate draft Objectives (Table 3-2) to be developed as assessment tools against which strategy, policies and proposals contained within the Beachfront Development Framework can be assessed.

A draft list of key SEA Receptors organised by SEA topic, and objectives identified as relevant to Aberdeen Beachfront are summarised and presented in Table 4-1. Comments are invited from the Consultation Authorities and interested stakeholders. These will be further refined in subsequent stages of the SEA process as and in discussion with Aberdeen City Council and other appropriate stakeholders. The key receptors and objectives will be considered throughout the SEA process and used to inform the development of the draft Aberdeen Beachfront Framework at key decision making stages.

Table 4-1: Key Environmental Receptors and SEA Objectives

SEA Topic	Objectives	Indicators
Biodiversity, flora and fauna	• Protect or conserve and, where possible, restore and enhance biodiversity and valued nature conservation habitats and species.	Condition of designated sites Loss of designated sites Habitat fragmentation LBAP species/habitats stable or increasing
Soil	• Safeguard soil quality and prevent any further degradation of soils. • Reduce the amount of Vacant and Derelict Land in the Aberdeen Beachfront boundary area.	SUDS are delivered in new development. Developments should avoid soil contamination. The waste hierarchy should be promoted.
Landscape	• Protect and enhance landscape character, local distinctiveness and promote access to the wider environment.	Impact on visually prominent areas Development adversely affecting the landscape/ townscape/ seascape setting.
Cultural heritage	• Protect, conserve and enhance the historic environment.	Number and condition of designated/non-designated sites
Water	• Prevent deterioration and enhance water quality. • Reduce risk of flooding. • Provide adequate drainage and sewerage.	Impact on Flooding Impact on water pollution. Impact on water bodies and the coast
Air	• Maintain and improve air quality and reduce emissions of key pollutants.	Air quality trends
Noise	• Minimise noise where necessary and maintain environmental noise quality where it is good and to reduce the	Minimise noise where necessary/ practicable and maintain environmental noise quality.

	number of people affected by noise in the longer term.	
Climatic factors	• Reduce emissions of greenhouse s in line with Scottish Government targets. • Promote sustainable transport. • Reduce risks from climate change problems in the Aberdeen City Council area include increased flood risk of coastal and fluvial sources. • Promote renewable energy sources.	Electricity generated from renewable energy sources. SUDS. Flood risk
Material assets	• Promote the sustainable use of community assets, natural resources and material assets. • Promote quality urban design. • Promote sustainable waste management and the circular economy.	Enhancing positive effects
Population and human health	• Improve human health and community wellbeing, while promoting a range of outdoor and recreational attractions. • Encourage physical activity. • Creation of community facilities.	Enhancing positive effects

5 SCOPE AND METHODOLOGY PROPOSED FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT

5.1 Introduction

There is potential for all of the SEA issues to be significantly affected by the review of the Beachfront Development Framework, so all will be scoped in to the SEA.

5.2 Scoping of Likely Significant Environmental Effects

It should be noted that none of the SEA issues have been scoped out of the assessment for the scoping report as it is too early in the Beachfront Development Framework making process to meaningfully scope SEA issues in or out (Table 5-1).

Table 5-1: SEA Topics for Scoping

SEA Topic		Scoped In	Scoped Out	Justification
Biodiversity, flora and fauna		✓		Development has the potential to affect habitats and species through loss of habitat and disturbance.
Soil		✓		Development will result in changes to soils and geology.
Landscape		✓		Proposed development has the potential for significant effects on landscape/ seascape quality and character.
Cultural heritage		✓		There are sites such as Aberdeen Ballroom, within the area which the proposals have the potential to affect.
Water		✓		Increased run-off from development areas may increase flood risk albeit SUDS/ green infrastructure measures are proposed.
Air		✓		New development may result in traffic at certain times of the day. These indirect effects may give rise to changes in local air quality and noise along affected routes.
Climatic factors		✓		Indirect effects on carbon emissions from increases buildings. The proposals offer an opportunity to build with very low carbon emissions through energy efficiency, insulation and microgeneration.
Material assets		✓		The proposals provide an opportunity for sustainable construction methods and materials to minimise waste. The Beachfront Development Framework will enhance recreational and open space provision.
Population and human health		✓		The Beachfront Development Framework incorporates open space, formal recreation and community facilities which offer potential benefits for the population.

5.3 Framework for Assessing the Beachfront Development Framework

The SEA Regulations require that the Environmental Report identifies, describes and evaluates the likely significant environmental effects of the Beachfront Development Framework. The Environmental Report will also include measures to avoid, reduce or mitigate any significant effects of the Beachfront Development Framework.

The Beachfront Development Frameworks objectives and proposals will be assessed against the SEA objectives to be agreed through the scoping process. Significant environmental effects of the plan will be predicted to determine whether the Beachfront Development Framework has negative, positive, uncertain or neutral effects. The proposed approach for the assessment is summarised in Table 5-2 below.

Table 5-2: Assessment sub-tasks and their purpose

Assessment Sub-Tasks	Purpose
1.Taking account of scoping responses	To refine the approach to the SEA and fill essential gaps identified in the environmental baseline.
2. Alternatives	To assist in the development and refinement of the alternatives for achieving the draft Beachfront Development Framework objectives.
3. Testing the draft Beachfront Development Framework objectives against the SEA objectives	To ensure that the overall objectives of the draft Beachfront Development Framework are in accordance with environmental principles and provides a framework for developing options.
4. Predicting and evaluating the effects of the draft Beachfront Development Framework, including alternatives	To predict and evaluate the effects of the draft Beachfront Development Framework and its alternatives and assist in the refinement of the draft Framework
5. Considering ways of mitigating adverse effects & proposing measures to monitor the environmental effects of draft Beachfront Development Framework implementation	To ensure all potential mitigation measures and measures for maximising beneficial effects are considered and, as a result, residual effects identified. To propose a monitoring framework to assess the environmental performance of the draft Beachfront Development Framework.

5.3.1 Taking account of scoping responses

The initial stage of the assessment process will involve taking on-board the responses from the scoping consultation which may involve:

- Refinement of the proposed approach to assessment outlined below
- Suggestions for essential data gaps to be filled in the environmental baseline
- Comments on the proposed approach to consultation on the Environmental Report

5.3.2 Draft SEA Objectives and Indicators

The draft SEA objectives, for each identified SEA topic is provided in Table 4-1. It is likely that these will be further refined in subsequent stages of the SEA process, as more detail is available on the significance of environmental effects.

The key goals, strategies and objectives of the plan will be based on current national Planning Regulations.

In addition to an environmental commentary, the likely significant environmental effects of the key options/ alternatives will be predicted and evaluated. This will be informed by the development of significance criteria and the results will be recorded in an assessment matrix. The purpose of this will be to inform decision-making over selection of options/ alternatives with regards to their potential environmental effects. Proposed criteria with which to assess the significance of predicted effects is shown below in Table 5-3.

Table 5-3: SEA significance criteria

Score	Description
Major positive effect (++)	An action very likely to lead to significant improvement, or a series of long term improvements, leading to large scale and permanent benefits to the SEA objective being appraised. A major effect is also likely to have cumulative and indirect beneficial effects and is also likely to have positive transboundary effects.
Positive effect (+)	An action likely to lead to moderate improvement in both short and long-term, leading to large scale temporary, or medium scale permanent benefits to the objective being assessed, Even when beneficial effects are felt to be temporary, they should not be easily reversable in the long-term (to detriment of the SEA Objective).
Neutral effect (0)	An action which is unlikely to have any beneficial or negative effects on the SEA objective being assessed in either the short or long-term. Neutral scoring should only be used when it is very unlikely that the effect will be neither positive, nor negative. A neutral score is not the same as uncertain where an appraiser is not sure if an effect is likely to be positive or negative, or 'mixed/. Where the appraiser feels that the effects are likely to be both positive and negative(see below for more details).
Negative effect (-)	An action is likely to moderate or loss in both shorth and long-term, leading to large scale temporary, or medium scale permanent negative effect on the objective. An action which may also have limited cumulative and indirect detrimental effects and/or limited degradation of conditions outside the specific strategy area. It is also likely that it will be possible to mitigate or reverse a minor negative effect through policy or project intervention.
Major negative effect (--)	A scheme/measure likely to lead to a significant or severe damage or loss, or series of long term negative effects, leading to large-scale and permanent negative effects on the SEA objective being assessed. A scheme/ measure which may also have significant cumulative and indirect detrimental effect and/or degrade conditions outside the specific scheme area, so will have negative transboundary effects. A scheme/measure which is likely to threaten environmental thresholds or capacities in areas already under threat. The detrimental effects of a scheme/measure which will be hard to reverse and are unlikely to be easily mitigated through policy or project intervention. Any damage or detrimental effect in or to environmentally sensitive areas, issues or landscapes which are recognised and/or protected locally, regionally, nationally or internationally.
Mixed effect (++/- +/-- etc.)	The effect is likely to be a combination of beneficial and detrimental effects, particularly where effects are considered on sub-issue, areas or criterion. For example, a scheme/measure mat enhance the viability of certain protected species or habitats (such as native woodland) but through this, damage existing (non-native) habitats which may themselves be important. Such mixed effects will be hard to predict, but could be significant in the long term, or when taken with others e.g., cumulative or synergistic which may have.
Uncertain effect (?)	The effect of an action is not known, or is too unpredictable to assign a conclusive score. The appraiser is not sure of the effect. This may be the case where an action covers a range of issues, or where the manner in which the action is implemented will have material impact on the effects it will have.

5.3.3 Predicting and evaluating the potential effects of the Beachfront Development Framework, including alternatives

The SEA Regulations require that the Environmental Report identifies, describes and evaluates the likely significant environmental effects of the Beachfront Development Framework. The Environmental Report will also include measures to avoid, reduce or mitigate any significant effects of the Beachfront Development Framework.

The Beachfront Development Framework's objectives and proposals will be assessed against the SEA objectives to be agreed through the scoping process. Significant environmental effects of the plan will be predicted to determine whether the Beachfront Development Framework has negative, positive, uncertain or neutral effects.

In addition, the effects will further be evaluated to determine damage or otherwise to the receptors in relation to reversibility or irreversibility of effects, risks, duration (permanent, temporary, long-term, short-term and medium term) and cumulative (direct, indirect, secondary and synergetic). Table 5.4 shows the assessment framework that will be used to assess effects of the Beachfront Development Framework. This will be reported in the Environmental Report.

Proposals will be assessed against the SEA Objectives, in accordance with guidance in planning advice note 1/2010.

To assist assessment against the objectives identified within Table 4-1, the following questions will be considered in relation to site proposals (Table 5-4 and Table 5-5).

Table 5-4: SEA Questions

Biodiversity, flora and fauna
Does the site impact on designated sites?
Does the site impact on priority habitats or species?
Does the site create habitat fragmentation?
Population and human health
Is the site connected to the local core path network?
How does the site relate to areas with high SIMD?
What is the relationship of the site with existing open space resources?
Water
Is the site at risk of flooding?
Are there water courses within the site or which would be affected by increased levels of pollution, or other pressures, from development within the site?
Are there water courses within the site or which would be affected by increased levels of flooding resulting from development of the site?
Are there opportunities to improve the status of water courses?
Will the Beachfront Development Framework increase geomorphology and morphological erosion pressures.
Soil
Does the site include areas of vacant or derelict land?
Is the site prime agricultural land?
Does the site include carbon rich soil?
Air Quality and Transport
Is the site easily accessible by the core path network, and provide access to settlements and services?
Does the site lie within an area where levels of air pollution are close to current limit values?

Would development on the site contribute to higher traffic flows along transport routes or at key junctions (potentially outwith the local authority area) where levels of air pollution are close to current limit values
Climatic Factors
Does the location of the development reduce the need to travel?
Is the site at risk of increased flooding or instability as a result of climate change?
Does the framework promote efficient use of energy?
Does the framework promote efficient use of water?
Does the framework increase resilience of people, material assets and natural environment
Cultural Heritage
Would development impact on the integrity of sites, monuments, buildings or areas designated for their cultural heritage value?
Would development impact on the setting of sites, monuments, buildings or areas designated for their cultural heritage value?
Would development within the site impact on archaeological remains?
Landscape
Does the site lie within an area designated for its landscape value?
Would development within the site impact on settlement setting and identity?
Would development within the site impact on key views to landscape features or from key transport routes
Material Assets
Is the site located close to existing transport, services, water and energy infrastructure?
Is the site located to make best use of shelter, solar gain and reduce the need to travel?
Does the site reduce waste generation and promote waste recovery, recycling and composting?

Table 5-5: Assessment matrix for plan, strategy and policy issues, and site assessment

Description / summary of option / element / action			
SEA theme	**Impact**	**Comments**	**Mitigation/ enhancement**
Biodiversity, flora and fauna			
Climatic factors			
Air			
Water			
Material assets			
Soil			
Cultural Heritage			
Landscape			
Population and human health			

Key	
++	**Major positive effect**
+	**Positive effect**
0	**Neutral effect**
-	**Negative effect**
--	**Major negative effect**
++/- +/-- etc.	**Mixed effect**
?	**Uncertain effect**
S	**Short term effect**
M	**Medium term effect**
L	**Long term effect**
Imp	**Effect will depend on how the Beachfront Development Framework is implemented**

In line with the requirements of the requirements for SEA, there are various different types of environmental effects that require consideration in SEA. Predicting and evaluating the potential effects of the draft Business Plan may include consideration of the following types of environmental effects:

- Short/ Medium/ Long-term
- Permanent/ Temporary
- Positive/ Negative
- Secondary/ Cumulative/ Synergistic
- Transboundary

5.4 Reporting

An Environmental Report will be produced for consultation with the Beachfront Development Framework. The Environmental Report will document the entire SEA process and will include the following:

- Non-technical summary;
- An introduction describing the purpose of the Environmental Report ;
- Background information on the draft Beachfront Development Framework and how it developed;
- A description of the approach taken to the SEA of the draft Beachfront Development Framework;
- A detailed summary of the findings of the SEA tasks described in the Scoping Stage (Relevant PPS, Environmental Protection Objectives, SEA Objectives, Key Environmental Problems and Sensitive Areas, etc.);
- A detailed summary of the environmental baseline specific to the Aberdeen Beachfront area including a consideration of how this would be likely to change in the absence of the draft Beachfront Development Framework;
- An assessment of the draft Beachfront Development Framework objectives, aims and actions and any reasonable alternatives to the proposed actions and types of projects;
- A description of any proposed mitigation and enhancement measures; and
- A description of the approach that will be taken to monitoring the effects of implementing the Beachfront Development Framework.

5.5 Mitigation and Monitoring

The Environmental Report will consider measures to prevent, reduce or offset any significant adverse effects as far as possible, before measures are considered to mitigate residual adverse effects. Mitigation measures could include changes to alternatives, changes to a specific proposal, inclusion of new provisions, technical measures to be applied, identifying issues to be addressed at a subsequent stage and proposals for changing other relevant plans, programmes or strategies.

Monitoring is an integral part of SEA and if there are any, significant environmental effects should be monitored to check the predictions made during the assessment. A monitoring framework will be developed with input from the Beachfront Development Framework stakeholders described above. The choice of indicators for monitoring will be informed by the baseline environment study and outcomes from the evaluation. Responsibility for monitoring will also be determined. The key monitoring tasks and their purpose are summarised below in Table 5-6.

Table 5-6: Monitoring tasks and their purpose

Monitoring Tasks	Purpose
1. Post Implementation Review	To measure the environmental performance of the draft Beachfront Development Framework in order to determine whether its effects are as anticipated, and thereby inform future revisions.
2. Learning on predictions	Ensure that the adverse effects identified inform future revisions of the Beachfront Development Framework.

6 NEXT STEPS

The next steps of the SEA will involve:

1. Taking into account the responses to this scoping report;
2. Refining baseline information;
3. Preparing the Environmental Report;
4. Consulting on the draft Environmental Report;
5. Taking account of consultation responses;
6. Updating the assessment where appropriate; and
7. Preparing the Post-Adoption Statement.

6.1 Proposed Consultation Timescales and Methods

Publication of the Environmental Report for public consultation is currently programmed for Late October 2022 and this will be followed by a proposed 6 week period for consultation on the Environmental Report. Following public consultation, the comments received from the SEA Consultation Authorities and other representatives from the public will be taken into account in the final drafting of the Beachfront Development Framework, which Aberdeen City Council anticipate being adopted by **tbc** together with the Post Adoption SEA Statement.

6.2 Anticipated Milestones

The key milestones in the development of the SEA are as follows:

- Submission of SEA Scoping Report to the SEA Gateway – end June 2022
  - The Consultation Authorities have **35 days** in which to respond.
- Consultation Authorities scoping response to this document Mid-August 2022
- Preparation of Environment Report – August 2022 to October 2022
- Publication of the Environmental Report – Mid October 2022
- Consultation on Environmental Report and Beachfront Development Framework ***– tbc***
- Amendments to the Beachfront Development Framework (and Environmental Report if required) ***– tbc***
- Submission of SEA Environmental Report to the SEA Gateway ***– tbc***
  - Typical consultation periods range from 6 to 12 weeks depending on the scale and nature of the plan being assessed.
- Adoption of the Beachfront Development Framework and publication of the Post Adoption SEA Statement – Early January 2023

APPENDICES

A BEACHFRONT DEVELOPMENT FRAMEWORK

B RELATIONSHIP WITH OTHER PPS

Other Relevant Plans, Policies and Strategies to be analysed in the Environmental Report for their Relationship to the Beachfront Development Framework

Level	Main Requirements of the PPS	Implications of the PPS for Beachfront Development Framework
International Level		
Nature Conservation		
International UN Agreements - Kyoto Protocol (2005)	Commitment by industrialised countries to reduce four greenhouse gases (carbon dioxide, methane, nitrous oxide, sulphur hexafluoride) plus two groups of gases (hydrofluorocarbons and perfluorocarbons).	United Nations Framework Convention on Climate Change (UNFCCC or FCCC) protocol aimed at fighting climate change.
UN Climate Change Conference of the Parties (COP26) (Glasgow)	The COP26 climate change conference took place in Glasgow from 31 October to 12 November 2021. The main goal was to secure global net zero by mid-century and keep a maximum of 1.5 C degrees of warming within reach.	Net zero aligns with the aims of both the Scottish Government and Aberdeen City Council.
The Habitats Directive 92/43/EEC	Protects habitats and species. Gives basis to classify SACs and SPAs	The Beachfront Development Framework will aim to protect and enhance the natural habitats of associated flora and fauna.
The Birds Directive 2009/147/EC	Protection of wild birds and their habitats	The Beachfront Development Framework is designed to protect and conserve ecosystem and biodiversity, specifically rare or vulnerable birds.
Water		
Water Framework Directive 2000/60/EC	The purpose of the Directive is to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. It will ensure all aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands meet 'good status'. Addresses groundwater pollution; flooding and droughts; river basin management planning.	Through the development of the Beachfront Development Framework, account will be taken to protect water bodies from fragmentation, pollution and degradation.
Waste		
The Landfill Directive 99/31/EC	The Landfill Directive aims to reduce, as far as possible. • the negative effects of landfilling waste; and • sets targets and timescales for reducing the amount of biodegradable municipal waste (BMW) sent to landfill	The Framework should reflect the needs of the Landfill Directive, including the infrastructure required to meet municipal biodegradable waste targets.
The Waste Framework Directive 2006/12/EC	Requires the planning system to: • Provide policies and sites for waste disposal.	The Framework should ensure it utilises waste management facilities identified under higher-tier

	• Recover or dispose of waste without endangering human health and without processes or methods which could harm the environment. • Liaison between planning authorities and SEPA. • Provide the right infrastructure for the new thematic strategy on the prevention and recycling of waste.	plans whilst safeguarding the natural and built environment including designated areas, green belts, open countryside and the coast.
National Level		
Overarching Planning Policy		
Town & Country Planning (Scotland) Act 1997	This is the principle piece of legislation governing the use and development of land in Scotland.	The Council must adhere to the requirements of the Act in the preparation and production of the Beachfront Development Framework.
Planning Etc (Scotland) Act 2006	Amends certain aspects of the 1997 Act, relating to both Development Planning and Development Management. Introduces a new development plan hierarchy: National Planning Framework; Strategic Development Plans; Local Development Plans.	The Council must take account of the requirements of the Act in the preparation and production of the Beachfront Development Framework, in protecting and enhancing the environment and biodiversity and promoting low carbon economic growth.
National Planning Framework for Scotland 3 (NPF3) (2014)	Provides a framework to guide sustainable growth and development of Scotland. Identifies priorities for strategic investment which will be a material consideration in making sustainable planning policy. It sets out key planning outcomes for Scotland: 1. A successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places 2. A low carbon place – reducing our carbon emissions and adapting to climate change 3. A natural resilient place – helping to protect and enhance our natural cultural assets and facilitating their sustainable use 4. A connected place – supporting better transport and digital connectivity	The Beachfront Development Framework should contribute to each of these planning outcomes: through developing a more coordinated Beachfront Development Framework, this could create well designed places, such as regenerating natural and cultural assets, this should enhance the area and increase visitor numbers. Additionally, the role of green infrastructure, vegetation and water bodies will help create carbon sinks which contribute to the aesthetics of the natural environment and the variety of biodiversity.
Scottish Planning Policy 2014	Economic development should raise the quality of life of the Scottish people through increasing economic opportunities for all, on a socially and environmentally sustainable basis. The planning system should provide strong support for economic development, to both new and expanding businesses, where it is consistent with other national and local policies, in particular	The Beachfront Development Framework should take account of the principles set out in the SPP, and as a result the Beachfront Development Framework should incorporate elements of the SPP where appropriate.

	the promotion of social justice and sustainable development.	
The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997	Primary legislation which sets out the legal requirements for the control of development and alterations that affect buildings that are listed, and the framework by which control is maintained.	If appropriate, the Beachfront Development Framework should take account of this legislation in relation to Listed Buildings.
Cross- Sectoral		
Transport (Scotland) Act 2019	The Act aims to make Scotland's transport network cleaner, smarter and more accessible by empowering local authorities and establishing consistent standards to tackle current and future challenges. The Act seeks to deliver a more responsive and sustainable transport system for everyone.	The Beachfront Development Framework shall consider the requirements of the ACT.
National Transport Strategy 2 (2020)	The National Transport Strategy sets out a vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes.	The Beachfront Development Framework should consider the integration of LTS objectives, actions and committed projects into project.
Getting the best from our land: A land use strategy for Scotland 2016-2021	Scotland's first land use strategy, which identifies key principles for sustainable land use which reflect Government policies on the priorities which should influence land use choices. Sets out a long term vision towards 2050 with three clear objectives relating to economic prosperity, environmental quality and communities.	The Beachfront Development Framework should aim to conserve Scotland's biodiversity whilst reducing resource depletion and encouraging responsible use of our natural resources.
Air and Climate Change		
Environment Act 1995	Provides the legal basis for the local air quality management (LAQM) regime, secondary legislation and the UK Air Quality Strategy	The Beachfront Development Framework should include measures to improve local air quality.
Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045.	The Beachfront Development Framework should promote measures to reduce minimise carbon emissions
UK Climate Change Risk Assessment 2017	The UK Climate Change Risk Assessment 2017 Evidence Report is the most up-to-date and comprehensive analysis of the risks and opportunities posed by climate change to the UK	The Beachfront Development Framework should promote measures to reduce minimise carbon emissions
Climate Change Plan 2018-2032	This is the third report on proposals and policies (RPP3). It sets out the path to a low carbon economy while helping to deliver sustainable economic growth and secure the wider benefits to a greener, fairer and healthier Scotland in 2032.	The Beachfront Development Framework will contribute to delivering on the policies and proposals set out in the plan.

Climate Ready Scotland: climate change adaptation programme 2019-2024	The second Scottish Climate Change Adaptation Programme sets out policies and proposals to prepare Scotland for the challenges that we will face as our climate continues to change in the decades ahead. The Programme is a requirement of the Climate Change (Scotland) Act 2009 and addresses the risks set out in the UK Climate Change Risk Assessment (UK CCRA) 2017, published under section 56 of the UK Climate Change Act 2008	The Beachfront Development Framework will reflect the changes in the greenhouse gas emissions targets and outline how the Council will contribute to meeting them
Securing a green recovery on a path to net zero: climate change plan 2018–2032 - update	This update to Scotland's 2018-2032 Climate Change Plan sets out the Scottish Government's pathway to new and ambitious targets set by the Climate Change Act 2019. It is a key strategic document on Scotland's green recovery from COVID-19.	The Beachfront Development Framework will incorporate the updates in the plan
UK Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2011)	The Strategy sets a number of air quality objectives for pollutants to improve and protect ambient air quality in the UK including sulphur dioxide, nitrogen dioxide, particulate matter, lead and ozone.	The Beachfront Development Framework should provide actions that contribute to reducing air pollution and improving air quality.
Cleaner Air for Scotland 2 (CAFS2) strategy (2021)	Scotland's second air quality strategy, setting out how the Scottish Government and its partner organisations propose to further reduce air pollution to protect human health and fulfil Scotland's legal responsibilities over the period 2021-2026.	The Beachfront Development Framework should include measures to reduce air pollution
Planning Advice Note 84 Reducing Carbon Emissions in New Development	Provides information on low and zero carbon development through the use of energy efficient and renewable energy systems	The Beachfront Development Framework should include measures encouraging new development to incorporate low carbon and renewable sources of energy.
Heritage, Design and Regeneration		
Historic Environment Policy for Scotland (HEPS 2019)	HEPS should be taken into account whenever a decision will affect the historic environment. This includes in plans and policies that deal with funding decisions or estate management, or other specific topics such as agriculture or energy. It is also a material consideration for planning proposals that might affect the historic environment, and in relation to listed building consent and scheduled monument consent ('material consideration' means that decision-makers should take it into account when coming to a decision). Decisions on scheduled monument consent are made in line with Historic Environment Scotland's policy for determining	The HEPS shall be taken into consideration when developing the Beachfront Development Framework to ensure it serves to promote and improve the historic environment, where relevant.

	consents at scheduled monuments.	
Our Place in Time: The Historic Environment Strategy for Scotland (2014)	A high-level framework produced by the Scottish Government which sets out a 10-year vision for the Scotland's historic environment.	The Beachfront Development Framework should consider the role of carrying forward this strategy at a local level in order to protect and/or enhance of Scotland's historic environment, particularly listed buildings and other locally important sites.
Creating Places - A policy statement on architecture and place for Scotland (2013)	The policy statement sets out the Scottish Government's overarching position on architecture and place. Architecture and place has an established, strong relationship with planning. Therefore, the policies contained in the document are material considerations in determining planning applications and appeals.	The policy framework for how design issues will be considered in relation to development and the different ways of doing things. The design factors and overarching objectives will be considered when selecting sites for play, open space projects and coordinating green network developments as part of the Beachfront Development Framework.
Designing Streets: A Policy Statement for Scotland (2010)	Sets the context for good street design and the policies for implementation, planning considerations and embraces the six qualities of successful places as promoted in Designing Places	The policy framework for how design issues will be considered in relation to development and the different ways of doing things. The design factors and overarching objectives will be considered when selecting sites for play, open space projects and coordinating green network developments as part of the Beachfront Development Framework.
Green Infrastructure: Design and Placemaking (2011)	Provides practical guidance to help achieve successful places.	The Beachfront Development Framework should promote the use of green infrastructure in development.
Soil		
Scottish Soil Framework (2009)	The main aim of the Framework is to promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland	The Beachfront Development Framework will take cognisance of soil outcomes.
Landscape		
Scottish Landscape Forum: Scotland's Living Landscape, Places for People (2007)	Considers how to promote good management of all landscapes, to secure benefits for all. It provides seven key recommendations to the Scottish Government and other public bodies as first steps to delivering better care for Scottish landscapes.	Consider how the Beachfront Development Framework can maintain and restore natural habitats to ensure biodiversity and landscapes
All Our Futures: Planning for a Scotland with an Ageing Population (2007)	The strategy covers topics such as the role of public services, increased opportunities for older people, better intergenerational	The Beachfront Development Framework should consider the needs of an ageing population.

	relationships, improving health and providing lifelong learning opportunities.	
Let's Make Scotland More Active: A Strategy for Physical Activity (2003)	Aims to increase and maintain the proportion of physically active people in Scotland setting out targets to 2022.	The Beachfront Development Framework should promote physical activities.
Let's Get Scotland Walking – The National Strategy (2014)	Let's Get Scotland Walking - the National Walking Strategy sets out a vision where everyone benefits from walking as part of their everyday journeys, and everyone has access to welcoming and safe environments to walk in.	The Beachfront Development Framework will take cognisance of the national walking strategy and improved opportunities to access both formal and informal greenspaces.
Cycling Action Plan for Scotland 2017-2020	The Cycling Action Plan for Scotland (CAPS), sets out a framework aiming to increase cycling across Scotland.	The should encourage cycling and improved opportunities to access cycling infrastructure.
A Long-Term Vision for Active Travel in Scotland 2030	This document sets out how we hope Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys allowing us to reap the benefits of active travel. I would like to offer my thanks to members of the working group and the many stakeholders who have helped develop this vision. However, having a vision is only the first stage, our next challenge is to implement it. I am confident that, with our delivery partners, we will be able to achieve this.	The Beachfront Development Framework should align with the objectives of the long term vision where practicable.
Equality Act 2010	Sets out a framework which prevents individuals from unfair treatment and promotes a more equal society.	The Beachfront Development Framework should build the needs of people with protected characteristics into its strategic actions.
Disability Discrimination Acts 1995 and 2005	Ensures that discrimination law covers all the activities of the public sector; and requires public bodies to promote equality of opportunity for disabled people. Aims to end the discrimination that many disabled people face and gives disabled people rights in the areas of employment, education, access to goods, facilities and services and buying or renting land or property.	The Beachfront Development Framework should build the needs of disabled persons into its strategic actions.
Community Empowerment Act 2015	Provides a framework to increase community empowerment and engagement. Targets regeneration and community participation. Requires local authorities to produce a Food Growing Strategy.	The Beachfront Development Framework should encourage and promote community involvement in the development of the framework, where appropriate.
Natural Conservation		

Wildlife and Countryside Act 1981 (as amended)	The Wildlife and Countryside Act 1981 is the primary legislation which protects animals, plants and habitats in the UK.	The Beachfront Development Framework will take cognisance of the Act.
The Nature Conservation (Scotland) Act 2004	The Nature Conservation (Scotland) Act 2004 places a duty on public bodies to further the conservation of biodiversity and increases protection for Sites of Special Scientific Interest.	The Beachfront Development Framework will take cognisance of the Act.
2020 Challenge for Scotland's Biodiversity - A Strategy for the conservation and enhancement of biodiversity in Scotland (2013)	The 2020 Challenge is a supplement to the Scottish Biodiversity Strategy (2004), focused on desired outcomes for 2020. It shows how the Scottish Government, its public agencies, Scottish business and others can contribute to the Strategy's aims as well as supporting sustainable economic growth.	The Beachfront Development Framework will take cognisance of this strategy.
The Conservation (Natural Habitats etc.) Regulations 1994 (as amended)	In Scotland, the Habitats Directive is translated into specific legal obligations by the Conservation (Natural Habitats, &c.) Regulations 1994.	The Beachfront Development Framework will comply with the Regulations by not adversely affecting Natura 2000 sites or any species listed under the Directive.
The Conservation (Natural Habitats) Amendment (Scotland) Regulations	The Habitats Regulations have been amended in Scotland, most recently in 2019 as a result of the UK leaving the EU. These amendments mean that we must continue to apply the requirements of the Habitats and Birds Directives to how European sites are designated and protected	
Water		
Water Environment (Controlled Activities) (Scotland) Regulations 2011, as amended	Outlines the different levels of authorisations to allow for proportionate regulation depending on the risk an activity poses to the water environment. Some activities require authorisation including point source discharges, impoundments and abstractions.	The Beachfront Development Framework will take cognisance of these regulations
Water Environment and Water Services (Scotland) Act 2003	Sets out the framework for protecting the water environment that integrates the control of pollution, abstractions, dams and engineering activities in the water environment.	The Beachfront Development Framework will take cognisance of the importance of the water environment
Flood Risk Management (Scotland) Act 2009	Creates a framework in which organisations involved in flood risk management can co-ordinate actions to deliver sustainable and modern approaches to flood risk management	The Beachfront Development Framework must take into account the provisions of the Act, in particular the assessment of flood risk and the preparation of flood risk management plans.
Scottish Planning Policy - Planning and Flooding	The central purpose is to prevent further development which would have significant probability of being affected by flooding, or which would increase the probability of flooding elsewhere	The Beachfront Development Framework will contribute to meeting the overall aim of reducing the negative effects of all sources of flooding on the environment.

The river basin management plan for the Scotland river basin district: 2015–2027 (2015)	River basin management plans (RBMPs) set out how organisations, stakeholders and communities will work together to improve the water environment.	The Beachfront Development Framework will support the protection and enhancement of water bodies.
Scottish Water Strategic Asset and Capacity Development Plan (2012)	Provides a description of Scottish Waters processes and systems for calculating capacity available, at waste/ water treatment works in Scotland.	The Beachfront Development Framework will take cognisance of the importance of the Plan.
SEPA Groundwater Protection Policy for Scotland v3: Environmental Policy 19 (SEPA)	This policy aims to provide a sustainable future for Scotland's groundwater resources by protecting legitimate uses of groundwater and providing a common SEPA framework to: • Protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution; • Maintain the groundwater resource by authorising abstractions and by influencing developments, which could affect groundwater quantity.	The Beachfront Development Framework will take cognisance of the Policy.
Waste		
Scotland's Zero Waste Plan (2010)	The plan outlines Scotland's key objectives in relation to waste prevention, recycling and reducing the amount of waste sent to landfill on the journey to a zero waste Scotland. The plan proposes targets for Scotland's waste	The Beachfront Development Framework will take cognisance of this plan and the importance of a circular economy in tackling climate change.
Marine and Coastal		
SEAS The Opportunity: A Strategy for the Long Term Sustainability of Scotland's Coasts and Seas (2005)	Presents the marine strategy for Scotland's coast and marine environment.	The Beachfront Development Framework will take cognisance of this plan and the importance of a circular economy in tackling climate change.
Marine (Scotland) Act 2010	The Act provides a legislative and management framework for the Scottish marine environment, which includes: • a marine planning system; • a licensing system; • powers to establish marine protected areas that protect natural and cultural marine features.	The Beachfront Development Framework must take into account the provisions of the Act, as they relate to marine planning and protected areas/species.

	The Act also introduces a regime for seal conservation and provides for Scottish marine enforcement officers to ensure compliance with the new licensing and conservation measures. This is a very detailed Act and the following Parts are of particular relevance:	
UK Marine Policy Statement	The UK Marine Policy Statement (MPS) provides the policy framework for the marine planning system and taking decisions affecting the marine	The Beachfront Development Framework will take cognisance of policy statement.
Cross- Sector Guidance		
PAN 60: Planning for Natural Heritage	Provides advice on how the land use planning system can contribute to the conservation and enhancement of Scotland's natural environment. It describes the planning system in Scotland as it was at the time when it was published and makes reference to the way that Natural Heritage is considered in both plan-making and decision-making.	The Beachfront Development Framework should contribute to the conservation, enhancement, enjoyment and understanding of the natural environment.
PAN 61: Planning and Sustainable Urban Drainage Systems	Describes how planning policy should set the framework for implementing Sustainable Urban Drainage Systems (SUDS) through the development control process.	The Beachfront Development Framework should consider the role of sustainable urban drainage.
Planning and Waste Management Advice (2015)	The Planning Advice complements the National Planning Framework (NPF3), Scottish Planning Policy (SPP) and Scotland's Zero Waste Plan (ZWP). A low carbon place and 'circular economy' are alternatives to the 'make, use, dispose' culture which means re-using products and materials continually and growing a low carbon economy. The advice provides step-by-step advice on development planning and development management.	The Beachfront Development Framework should consider waste management from the inception process. It should promote integrated waste management.
PAN 65: Planning and Open Space	Planning Advice Note (PAN) 65 provides advice on the role of the planning system in protecting and enhancing existing open spaces and providing high quality new spaces. Raises the profile of open space as a planning issue. Sets out how local authorities can prepare open space strategies and gives examples of good practice in providing, managing and maintaining open spaces.	The Beachfront Development Framework aims to improve the quality of open spaces in the city and will set out measures to improve the quality / quantity of publicly accessible open spaces.
PAN 75: Transport and Planning	The PAN aims to create greater awareness of how linkages between planning and transport can be managed. It highlights the roles of different bodies and professions in the process and points to other sources of information.	The Beachfront Development Framework should promote the use of existing transportation networks and develop new cycling and walking alternatives.

	Establishes linkages between planning and transport and how it can be managed.	
PAN 77: Designing Safer Places	Planning Advice Note (PAN) 77 provides advice on how planning can help to create attractive well-managed environments which help to discourage antisocial and criminal behaviour.	The Beachfront Development Framework should safeguard safety.
PAN 78: Inclusive Design	Looks at how to improve the design of places so that they can be used by everyone - regardless of age, gender or disability. Makes it a legal requirement to consider the needs of disabled people under the terms of Disability Discrimination legislation	The Beachfront Development Framework should promote high standard of design.
Regional Level		
Overarching Planning Policy		
Aberdeen City and Shire Strategic Development Plan 2020	Creates a long-term sustainable framework of settlements in a hierarchy, which focuses major development on the main settlements in the North East. Sets the strategic context for Aberdeen City Local Development Plan which in turn sets the framework for land use development.	By setting the spatial development strategy and supporting policies at a regional level, the Aberdeen City and Shire Strategic Development Plan aims to achieve alignment with the Scottish Governments national outcomes and helps to direct and inform the local interpretation for planning. This will need to be fully reflected within the Beachfront Development Framework.
Cross- Sectoral		
Regional Economic Strategy – Securing the Future of the North East (2015)	Sets the context for economic prosperity in the North East. The four key strands are investment in infrastructure innovation, inclusive economic growth and internationalisation.	The Beachfront Development Framework should support sustainable economic growth.
The Economic Action Plan for Aberdeen City and Shire to 2025	Sets out objectives identifying actions to be undertaken towards the longer term economic ambitions for Aberdeen City and Shire.	The Beachfront Development Framework should support sustainable economic growth.
Nestrans 2040 Regional Transport Strategy (RTS)	The Regional Transport Strategy is a long-term strategy for the areas of Aberdeen and Aberdeenshire, which sets the vision and direction for transport in the region up to the year 2040.	The Beachfront Development Framework should contribute to meeting objectives set out in the Regional Transport Strategy.
Nestrans Aberdeen Rapid Transit	A competitive, affordable and efficient mode of public transport, offering an alternative to private vehicle travel.	The Beachfront Development Framework should contribute to meeting objectives of Aberdeen Rapid Transit.
Nature Conservation		
North East of Scotland Biodiversity Partnership - Action Plan	North East Scotland Local Biodiversity Action Plan (LBAP) takes action to conserve important species and habitats for our benefit and for future generations.	The Beachfront Development Framework should promote and protect biodiversity.

River Dee Catchment Management Plan (2007)	The management plan records the current state of the Dee catchment, including water quality, the type and extent of habitats and species in the catchment, and important land management activities, and identifies key issues and puts identifies potential solutions through a series of actions.	The Beachfront Development Framework should contribute to delivering the actions proposed in the Catchment Management Plan.
Local Level		
Aberdeen Local Development Plan 2017	The Aberdeen LDP sets the framework for the growth and development and establishes a presumption in favour of development that contributes to sustainable development as defined in Scottish Planning Policy.	The policies set out within the LDP have a direct influence on the development and implementation of the Beachfront Development Framework in regard to connecting green networks and developing active travel routes.
Policy NC9 – Beach and Leisure	Within the defined Beach and Leisure area development proposals will be permitted provided they: 1. contribute to the range and quality of the existing uses, facilities and activities of the wider beach area; 2. are of an appropriate scale; 3. do not have an unduly adverse effect on the character of the area, or cause negative visual or environmental impacts or affect the amenities of nearby residents; and 4. do not result in the significant generation of car borne journeys, nor additional pressure for car parking. There is a presumption against retail development in this area.	The Beachfront Development Framework should contribute to delivering Policy NC9
Policy NE1 - Green Space Network	the Council will protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network, which is identified on the Proposals Map. Proposals for development that are likely to destroy or erode the character and/or function of the Green Space Network will not be permitted. Where major infrastructure projects or other developments necessitate crossing the Green Space Network, such developments should maintain and enhance the coherence of the network. In doing so, provision should be made for access across roads for wildlife and outdoor recreation. Masterplanning of new developments should consider the existing areas of Green Space Network and identify new areas incorporating Green Space Network. Masterplans will determine the location,	The Beachfront Development Framework should contribute to delivering Policy NE1

	extent and configuration of the Green Space Network within the area, and its connectivity with the wider network. Development which has a negative impact on existing wildlife habitats and connections, or other features of value to natural heritage, open space, landscape and recreation, should be mitigated through enhancement of the Green Space Network.	
Policy NE3 - Urban Green Space	Permission will not be granted to redevelop any parks, playing fields, sports pitches, woods, allotments or all other areas of urban green space (including smaller spaces not identified on the Proposals Map) for any use other than recreation and sport. Exceptions will be made when an equivalent and equally convenient and accessible area for public space is laid out and made available in the locality by the applicant for urban green space purposes, for example through the replacement of school buildings. In all cases, development will only be acceptable provided that: 1. There is no significant loss to the landscape character and amenity of the site and adjoining area; 2. Public access is either maintained or enhanced; 3. The site is of no significant wildlife or heritage value; 4. There is no loss of established or mature trees; 5. Replacement green space of similar or better quality is located in or immediately adjacent to the same community, providing similar or improved health benefits to the replaced area and is accessible to that community, taking into account public transport, walking and cycling networks and barriers such as major roads. 6. They do not impact detrimentally on lochs, ponds, watercourses or wetlands in the vicinity of the development; and 7. Proposals to develop outdoor sports facilities, including playing fields and sports pitches should also be consistent with the terms of Scottish Planning Policy.	The Beachfront Development Framework should contribute to delivering Policy NE3 With reference to Section 3.10.3 the badger sett and foraging area needs to be protected and disturbance kept to a minimum. Carefully designed planting should be considered for both badgers and bats to create natural screens and buffer zones to minimise disturbance, whilst providing a green network corridor.
Policy NE4 - Open Space Provision in New Development	The Council will require the provision of at least 2.8ha per 1,000 people of meaningful and useful open space in new residential development. Please see relevant Supplementary Guidance Open Space & Green Infrastructure, detailed below, for information on how to calculate open space requirements, as well as different	Policy NE4 does not only apply to residential developments, but also covers green space network and general open space in non-residential developments.

	types of provision and the expected accessibility and quality standards. Public or communal open space should be provided in all residential developments, including on brownfield sites. However, on some brownfield sites it may not be possible to increase the amount of open space, for example where existing buildings on the site are being retained. In these cases, commuted sums towards off-site provision or enhancement of existing open spaces will be sought instead. In areas where the Open Space Audit has shown that existing open space is of poor quality, contributions may be sought to enhance existing provision instead of new provision being required	Within Supplementary Guidance section 12 it mentions masterplanning/development frameworks that they should make use of the open space typologies set out in the Planning Advice Note 65 wherever possible. An open space plan with the functions and types could be useful.
Policy NE6 - Flooding, Drainage and Water Quality	Development will not be permitted if: 1. It would increase the risk of flooding: a) by reducing the ability of the functional flood plain to store and convey water; b) through the discharge of additional surface water; or c) by harming flood defences. 2. It would be at risk itself from flooding; 3. Adequate provision is not made for access to waterbodies for maintenance; or 4. It would require the construction of new or strengthened flood defences that would have a significantly damaging effect on the natural heritage interests within or adjacent to a watercourse. 5. Development on the functional floodplain will only be permitted where its location is essential for operational reasons, and it must be designed and constructed to remain operational during floods and not to impede water flow. Applicants will be required to provide a Flood Risk Assessment where a development is likely to result in a material increase in the number of buildings at risk of flooding, or where it has been indicated in the opportunity sites schedule that one will be prepared. Windfall sites may also require a Flood Risk Assessment. Drainage Impact Assessment (DIA) will be required for new development proposals comprising 5 or more homes or 250 square metres non-residential floorspace. DIA will also be required for developments of any size that affect sensitive areas. DIA should	The Beachfront Development Framework should contribute to delivering Policy NE6

	detail how surface water and waste water will be managed. Surface water drainage associated with development must: 6. Be the most appropriate available in terms of SuDS; and 7. Avoid flooding and pollution both during and after construction. There is a presumption against excessive engineering and culverting of waterbodies. Natural treatments of floodplains and other water storage features will be preferred wherever possible. There will be a requirement to restore existing culverted or canalised water bodies to a naturalised state where this is possible. Where the Council agrees that culverts are unavoidable for technical reasons, they should be designed to maintain existing flow conditions and aquatic life. Any proposals for new culverts should have a demonstrably neutral impact on flood risk and be linked to long term maintenance arrangements to ensure they are not the cause of flooding in the future. Connection to the public sewer will be a prerequisite of all development where this is not already provided. Private wastewater treatment systems in sewered areas will not be permitted. In areas not served by the public sewer, a private sewer treatment system for individual properties will be permitted provided that the developer demonstrates that there will be no adverse effects on the environment, amenity and public health.	
Policy NE7 - Coastal Planning	Development will only be permitted in undeveloped coastal areas if it can be demonstrated that: 1. A coastal location is necessary given the purpose and operation of the development; 2. There is no other suitable site, including the re-use of brownfield land; and 3. It respects the character and value of the natural and historic environment, as well as the recreational value in the surrounding area; or 4. There is an overriding environmental benefit. In all cases: 1. Development will not be permitted in areas at risk from coastal erosion and flooding. New developments which require new defences against coastal erosion or flooding will not be	The Beachfront Development Framework should contribute to delivering Policy NE7

	supported except where there is clear justification to avoid development in areas at risk. 2. A Flood Risk Assessment will be required to accompany applications for development in coastal areas. 3. Public access to and along the coast will be protected and promoted wherever possible. Development proposals will be required to demonstrate through appropriate marine noise modelling that adverse impacts on bottlenose dolphins and Atlantic salmon are avoided.	
Policy NE9 - Access and Informal Recreation	New development should not compromise the integrity of existing or potential recreational opportunities including general access rights to land and water, Core Paths, other paths and rights of way. This includes any impacts on access during the construction phase of a development. Applicants should provide detail on how public access and safety will be maintained during construction, for example through temporary diversions. Wherever possible, developments should include new or improved provision for public access, permeability and/or links to green space for recreation and active travel.	The Beachfront Development Framework should contribute to delivering Policy NE9
Policy D4 - Historic Environment	The Council will protect, preserve and enhance the historic environment in line with Scottish Planning Policy, SHEP and its own Supplementary Guidance and Conservation Area Character Appraisals and Management Plan. There will be a presumption in favour of the retention and reuse of listed buildings and buildings within conservation areas that contribute to their character. High quality design that respects the character, appearance and setting of the historic environment and protects the special architectural or historic interest of its listed buildings, conservation areas and historic gardens and designed landscapes, will be supported. The physical in situ preservation of all scheduled monuments and archaeological sites will be supported. Developments that would adversely impact upon archaeological remains, including battlefields, of either national or local importance, or on their setting will only be permitted in exceptional circumstances, where there is no practical alternative site and where there are imperative reasons of over-riding public need. In any such case, the applicant must at their own expense:	The Beachfront Development Framework should contribute to delivering Policy D4

	• take satisfactory steps to mitigate adverse development impacts; and • where the preservation of the site in its original location is not possible, arrange for the full excavation and recording of the site in advance of development and the publication/ curation of finding	
Policy I1 - Infrastructure Delivery and Planning Obligations	Development must be accompanied by the infrastructure, services and facilities required to support new or expanded communities and the scale and type of developments proposed. Where development either individually or cumulatively will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate defiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities. Infrastructure requirements relating to Masterplan Zone sites and other allocated sites outwith the Masterplan Zones are set out in Appendices 3 and 4. Actions for delivering infrastructure are described in the Local Development Plan Action Programme. Infrastructure requirements and the level of contributions for other development will be assessed using the criteria set out in Supplementary Guidance. The precise level of infrastructure requirements and contributions will need to be agreed with the Council, in consultation with other statutory agencies where appropriate. The level of provision or contribution required will relate to the development proposed either directly or to the cumulative impact of development in the area and be commensurate to its scale and impact. Masterplans will be expected to reflect the infrastructure requirements and contributions identified and should include a Delivery Statement setting out details of how the proposed development and supporting infrastructure will be delivered. New infrastructure will either be provided by the developer or through financial contributions. It will need to be compatible with other Local Development Plan policies.	The Beachfront Development Framework should contribute to delivering Policy I1

Policy T2 - Managing the Transport Impact of Development	Commensurate with the scale and anticipated impact, new developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance. The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation. Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.	The Beachfront Development Framework should contribute to delivering Policy T2
Policy T3 - Sustainable and Active Travel	New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration. Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling. Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Supplementary Guidance. Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained at all times by the developer through provision of suitable alternative routes. Recognising that there will still be instances in which people will require to travel by car, initiatives such as like car sharing, alternative fuel vehicles and Car Clubs will also be supported where appropriate.	The Beachfront Development Framework should contribute to delivering Policy T3

Policy T4 - Air Quality	Development proposals which may have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and agreed with the Planning Authority. Planning applications for such proposals should be accompanied by an assessment of the likely impact of development on air quality and any mitigation measures proposed. Supplementary Guidance sets out the likely circumstances in which applicants must submit an assessment of the potential impact of particular types of development on existing and future air quality, particularly in and around Air Quality Management Areas. It also provides guidance on the process of air quality assessment and how mitigation measures will be assessed and implemented.	The Beachfront Development Framework should contribute to delivering Policy T4
Policy T5 – Noise	In cases where significant exposure to noise is likely to arise from development, a Noise Impact Assessment (NIA) will be required as part of a planning application. There will be a presumption against noise generating developments, as identified by a NIA, being located close to noise sensitive developments, such as existing or proposed housing, while housing and other noise sensitive developments will not normally be permitted close to existing noisy land uses without suitable mitigation measures in place to reduce the impact of noise. Development within or near to Candidate Noise Management Areas (CNMAs) and Candidate Quiet Areas (CQAs) will not be permitted where this is likely to contribute to a significant increase in exposure to noise or a deterioration of noise conditions in these areas, or where this will reduce the size of, or cause an increase in the noise level within, the CQA. Further information on NIAs, CNMAs and CQAs, including maps of these areas, can be found in the relevant Supplementary Guidance which should be read in conjunction with this policy.	The Beachfront Development Framework should contribute to delivering Policy T5
Aberdeen City Council Supplementary Guidance	To provide guidance on policy implementation and forms part of the Development Plan and is a material consideration in the determination of planning applications.	Much of the Supplementary Guidance are relevant to the Beachfront Development Framework. A full list can be found on the Aberdeen City Council website at https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-

		local-development-plan/supplementary-guidance-and-technical-advice#995
Destination Aberdeen & Aberdeenshire Tourism Strategy (2018-2023)	Destination Aberdeen and Aberdeenshire Tourism Strategy 2018-2023 outlines the region's tourism ambition.	The Beachfront Development Framework osed in the Tourism Strategy.
Aberdeen City Centre Masterplan	The Aberdeen City Centre Masterplan (CCMP) is a regeneration blueprint that is transforming the city centre while conserving its heritage. The goal is greater prosperity and a better quality of life for all.	The Beachfront Development Framework should contribute to delivering the actions proposed in the City Centre Masterplan
Aberdeen City Local Transport Strategy 2016 - 2021	Ensures the Local Development Plan takes full account of the environment, social and economic implications of transport; Promotes the maximisation of accessibility for all to services and jobs; sustainable and active travel, efficient resource use, as well as safety in delivering transportation.	The Beachfront Development Framework should consider the integration of LTS objectives, actions and committed projects into project.
Aberdeen City Air Quality Action Plan	To reduce nitrogen dioxide within the Air Quality Management Area (AQMA) in Aberdeen City Centre, and to a lesser extent reduce particulates (PM_{10}) through short, medium and long term infrastructure and other projects.	The Beachfront Development Framework should contribute to delivering the actions proposed in the Action Plan in order to improve air quality with the AQMA and ensure land required to implement the Action Plan is provided timeously
Aberdeen City Health & Social Care Partnership Strategic Plan 2019-2022	Obesity is one of the contributing factors to the development of type 2 diabetes which can lead to other negative impacts on a person's health. Promoting a healthy diet and weight and increasing opportunities for physical activity will go some way to offsetting these effects.	The Beachfront Development Framework will contribute to the encouragement of physically activity.
Local Outcome Improvement Plan 2016-26	The vision is for Aberdeen to be 'a place where all people prosper'. Four themes are set out: Prosperous Economy, Prosperous People, Prosperous Place and Enabling Technology. It focuses on four priority areas for strategic partnership working: • Aberdeen prospers • Children are our future • People are resilient, included and supported when in need • Empowered, resilient and sustainable communities • Creating a digital place	The Beachfront Development Framework should support the themes and priority aims set out in the LOIP.
Aberdeen Socio-Economic Rescue Plan 2020/21	The Plan is an immediate and dynamic response to the impact of Covid19, and aligns to the LOIP strategic themes of Economy,	The Beachfront Development Framework will take cognisance of the Rescue Plan.

	People and Place. While it focuses on immediate actions, it informs the scheduled refresh of the LOIP in 2021.	
Net Zero Aberdeen Routemap - towards becoming a net zero emissions city by 2045	The Net Zero Aberdeen Routemap - towards becoming a net zero emissions city by 2045 outlines how the city will adapt to changing climate conditions in the coming decades, focusing on six key theme strategies: mobility; buildings and heat; the circular economy; energy supply; the natural environment; and community empowerment.	The Beachfront Development Framework should support the theme strategies set out in the Net Zero Routemap
Aberdeen City Council Climate Change Plan 2012-25	The Plan sets out the approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045.	The Beachfront Development Framework should support the themes and priority aims set out in the Climate Change Plan.
Aberdeen Nature Conservation Strategy	The strategy aims To conserve Aberdeen City's natural heritage for the benefit of our biodiversity, citizens and visitors, for current and future generations	The Beachfront Development Framework will promote biodiversity.
Open Space Audit and Strategy 2011-2016	Aberdeen City's Open Space Strategy sets out a vision and aims to improve the quality of our open spaces in the city. There is growing evidence that quality and accessible open spaces contribute towards improving health, economy, environment and wellbeing. It promotes sustainable development and helps in mitigating the impacts of climate change such as flooding and air pollution and provide green networks by linking various habitats benefiting bio diversity.	Ensure that the Beachfront Development Framework incorporates the findings of the Open Space Strategy audit and supports the aims of the strategy.
Aberdeen City Core Paths Plan (CPP)	The vision for Aberdeen's CPP is to "form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities.	The objectives of the CPP should be considered in the Beachfront Development Framework and opportunities to enhance local core paths and active travel routes. The Core Paths Plan identified core paths within the Beachfront Development Framework boundary
Landscape Character Assessment: Aberdeen City - Landscape Evolution and Influences	This document provides information on how the landscape of the local authority area has evolved. It complements the Landscape Character Type descriptions of the 2019 dataset. The original character assessment reports, part of a series of 30, mostly for a local authority area.	The Beachfront Development Framework should take account of landscape character and promote good landscape design.
Aberdeen City Waste Strategy 2014-25	Sets out the long term plans to reduce the social, economic and environmental consequences of waste. It aims for Aberdeen to see waste a resource and not a problem, and for it to be a zero waste	The Beachfront Development Framework could attract an increase quantity of visitors and tourists which makes it more prone to litter and waste. The

	city, providing long term social, economic and environmental benefits to all.	Beachfront Development Framework should be cognisant of the objectives outlined in the ZWS plan, and adapt accordingly in order to contribute to them.
Powering Aberdeen – Aberdeen Sustainable Energy Action Plan 2016	Powering Aberdeen is Aberdeen's first Sustainable Energy Action Plan (SEAP). It is a key document that outlines Aberdeen's aspirations to reduce emissions by 50% by 20301 and establish alternative forms of energy.	The Energy Action Plan will have interactions for some strands of the Beachfront Development Framework. These areas include, sustainable economic growth, climate change mitigation and adaptation, transport and developing green energy in green spaces.

C BEACHFRONT DEVELOPMENT FRAMEWORK ENVIRONMENTAL APPRAISAL REPORT

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Appendix D Project Phasing

Item	RIBA stage 0	HUB STAGE 1 COMMENCE	RIBA stage 1 complete	JUNE COMMITTEE	RIBA stage 2 complete	HUB STAGE 1 COMPLETE	AUGUST COMMITTEE	HUB STAGE 2 COMMENCE	RIBA stage 3 complete	DECEMBER COMMITTEE	RIBA stage 4 complete	HUB STAGE 2 COMPLETE	Construction start
				(29th June)			(24th August)			(14th December)			
Beach Projects													
Urban Park :Play park (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Urban Park: Sports Area(A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Urban Park: Pump track (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Events Park: Amphitheatre (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Events Park : Events Field (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Events Park :Gateway Building (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Events Park :Hub Building (B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65% RIBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Landscape Mounding(B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65% RIBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Broadhill : Landscaping (A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Beach Landscaping(B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65% RIBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Beach Pavilion	Brief Definition												
New Canopy Features(B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65% RIBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Beach Ballroom Plaza(B)	31/08/2022	01/09/2022	30/11/2022	30% RIBA Stage1	17/03/2023	17/03/2023	50% RIBA Stage 1	20/03/2023	14/07/2023	50% RIBA stage 2	13/12/2023	22/12/2023	Q1 2024
Broadhill :Structures(A)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	09/12/2022	09/12/2022	50% RIBA Stage 2	09/12/2022	31/03/2023	Hub Stage 1 Concluded	28/07/2023	18/08/2023	Q3 2023
Pedestrian Spine (B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65% RIBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Beach Boulevard (B)	Complete	01/03/2022	08/07/2022	95% RIBA Stage 1	23/06/2023	23/06/2023	30% RIBA Stage 2	23/06/2023	15/09/2023	65%R IBA Stage 2	26/01/2024	09/02/2024	Q1 2024
Surf Village	Brief Definition												
Beach Ballroom	31/08/2022	01/09/2022	30/11/2022	30% RIBA Stage1	17/03/2023	17/03/2023	50% RIBA Stage 1	20/03/2023	14/07/2023	50% RIBA stage 2	13/12/2023	22/12/2023	Q1 2024
New Stadium	Brief Definition												
New Leisure Facility	Complete	01/03/2022	30/06/2022	RIBA Stage 1	30/11/2022	30/11/2022	50% RIBA stage 2	5/121/22	31/03/2023	Hub stage 1 report	18/08/2023	18/08/2023	Q3 2023
Boardwalk	Brief Definition												
New Slipway	Brief Definition												
Energy Centre	Complete	01/03/2022	30/06/2022	RIBA Stage 1	30/11/2022	30/11/2022	50% RIBA stage 2	05/12/2022	31/03/2023	Hub stage 1 report	18/08/2023	18/08/2023	Q3 2023
Justice Street Roundabout	Brief Definition												

RIBA Plan of Work Stages

Stage 0- Strategic Definition
Stage1 - Preparation & Briefing /Hub Stage 1
Stage 2 - Concept Design/Hub Stage 1
Stage 3 - Spacial Coordination/Hub Stage 2
Stage 4- Technical Design/ Hub Stage 2
Stage 5- Manufacturing & Construction

Public Realm Phase A - Urban Park, Events Park : Amphitheatre, Events Field,Gateway Building ,Broadhill,
Public Realm Phase B Work -Events Park : Hub Building, Landscape Mounding, Beach Landscaping,New Canopies, Beach Ballroom Plaza, Pedestrian Spine, Beach Boulevard

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APPENDIX E – Beachfront Projects

The main features of the Beachfront conceptual Masterplan are outlined below (refer to Illustrated Key Plan, Paragraph 3.14 of the covering report):



Key Features of Beachfront Concept Masterplan – Illustrated Key Plan



Beachfront Concept Rendered Masterplan



Urban Park Concept Visualisation



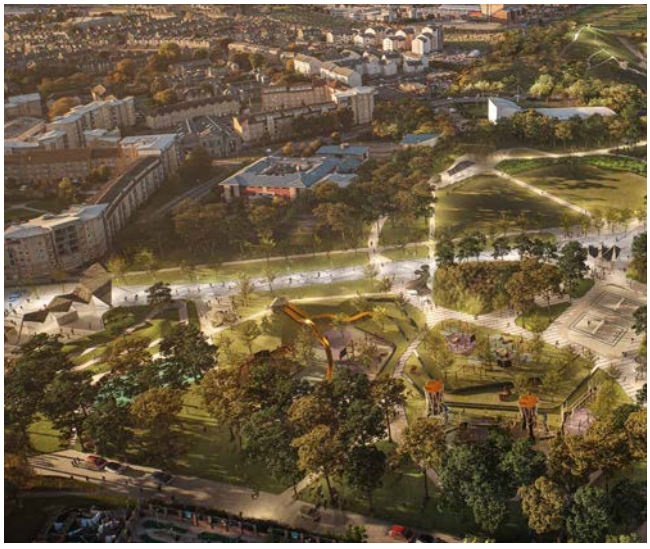
Beachfront Concept Visualisation

The undernoted Concept Visuals, Layouts and Sketches follow the sequencing in Paragraph 3.14

(1) Urban Park: New Play Park
(3) Landscape: Landscape Mounding – Work In Progress



Urban Park Concept Layout



Urban Park Concept Visualisations

(1) New Play Park: Sports Area & Pump Track – Work In Progress



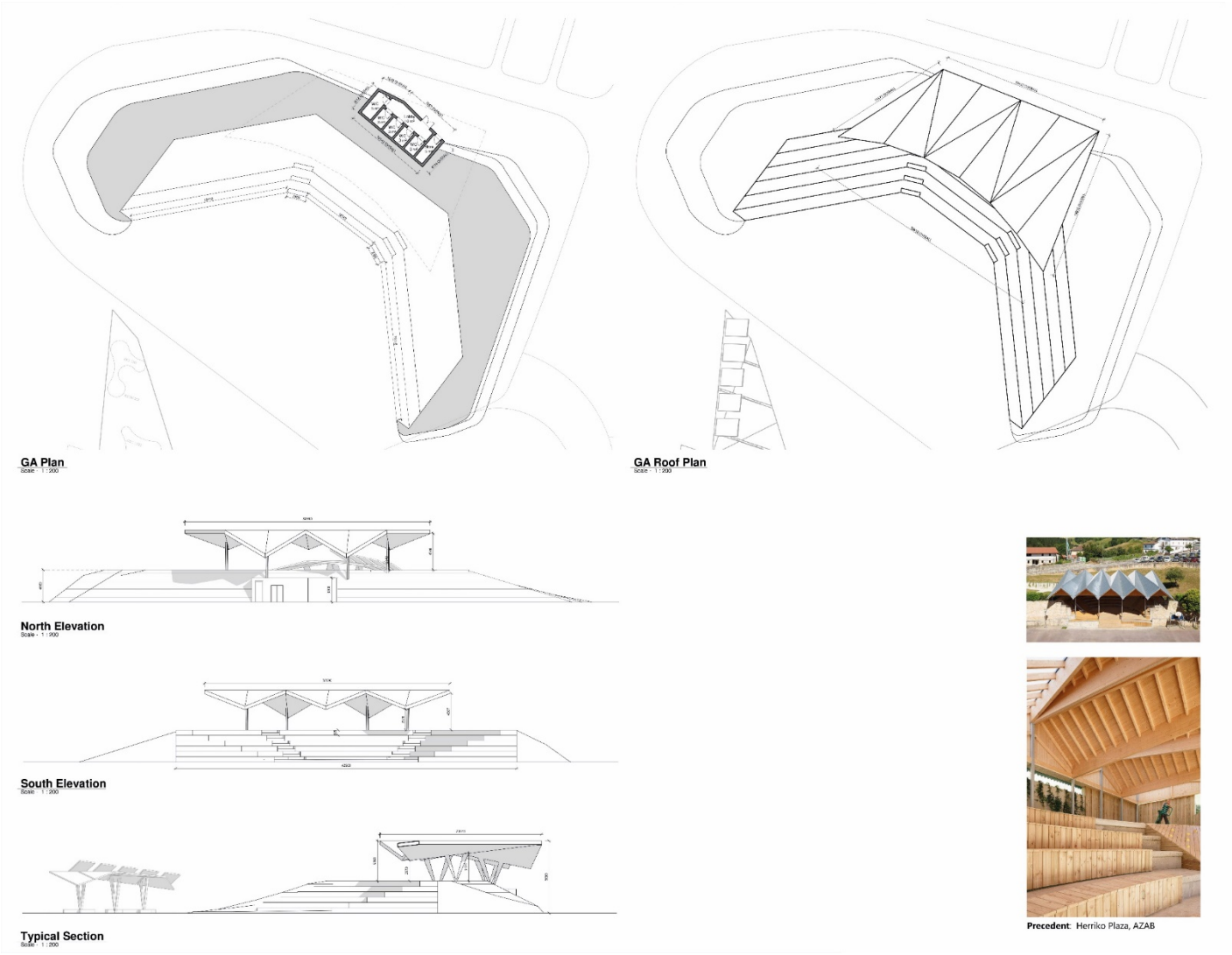
New Play Park Concept Layout with Landscape Mounding


New Play Park Concept Sketch View

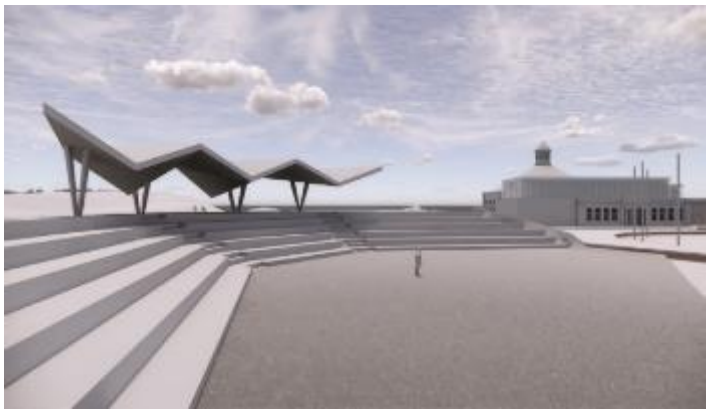
(2) Events Park: Amphitheatre – Work In Progress



Amphitheatre Concept Layout



Amphitheatre Concept General Arrangement Information



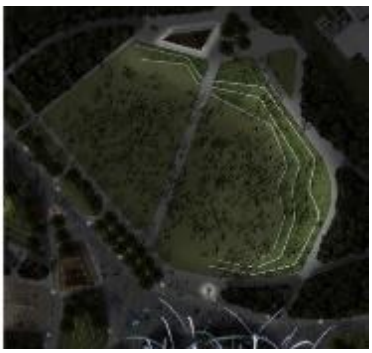
Amphitheatre Concept 3D Views

(2) Events Park: Events Field – Work In Progress

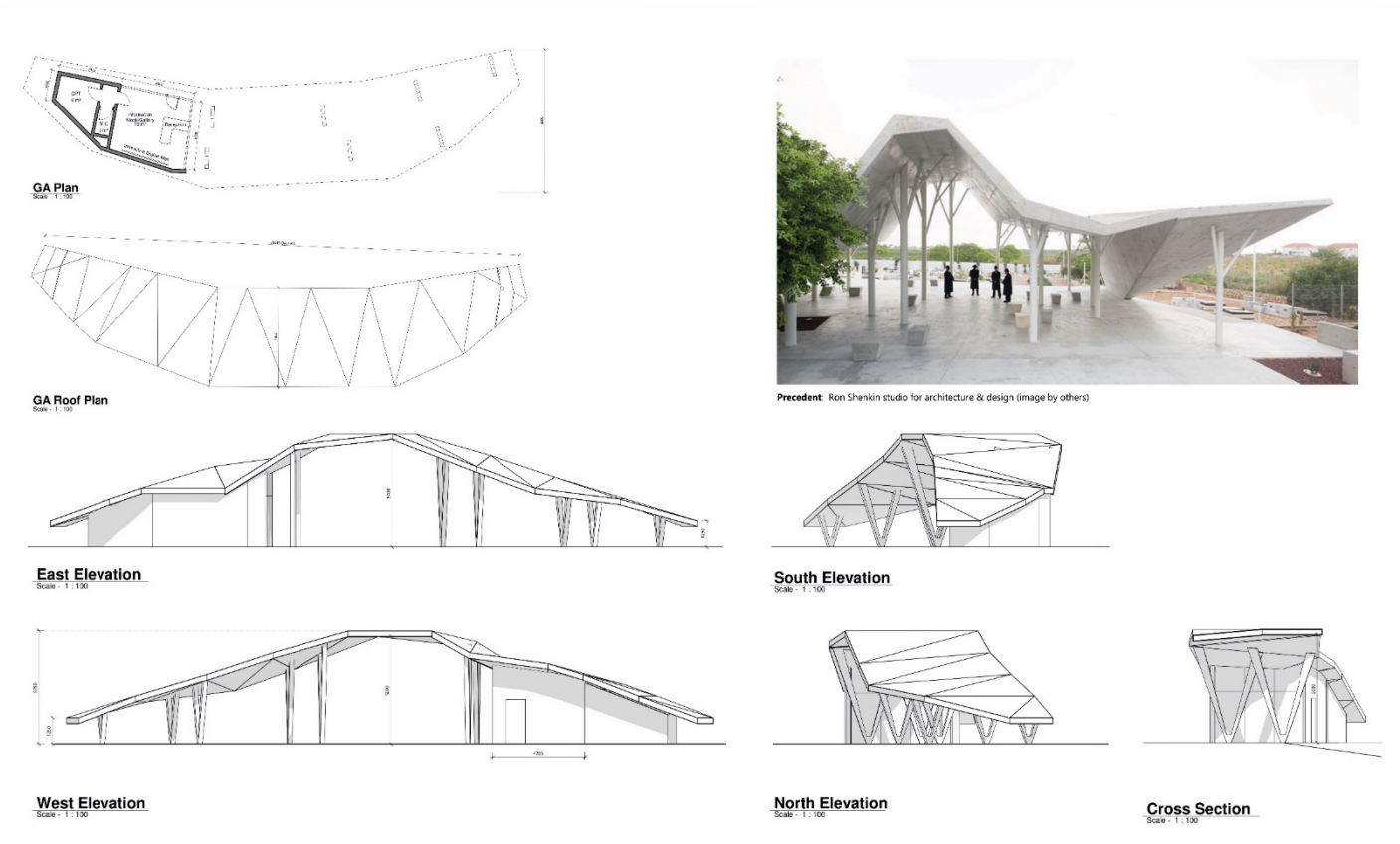


Events Field Concept Layout

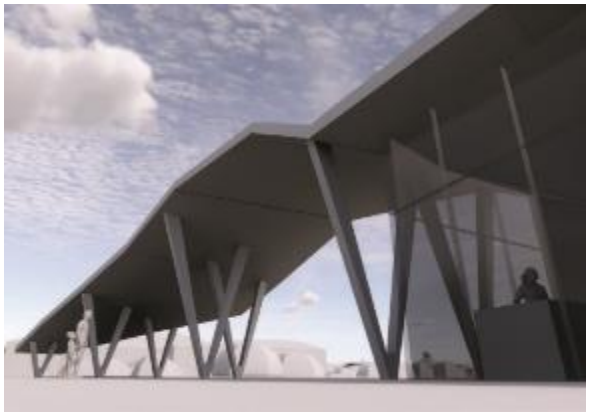


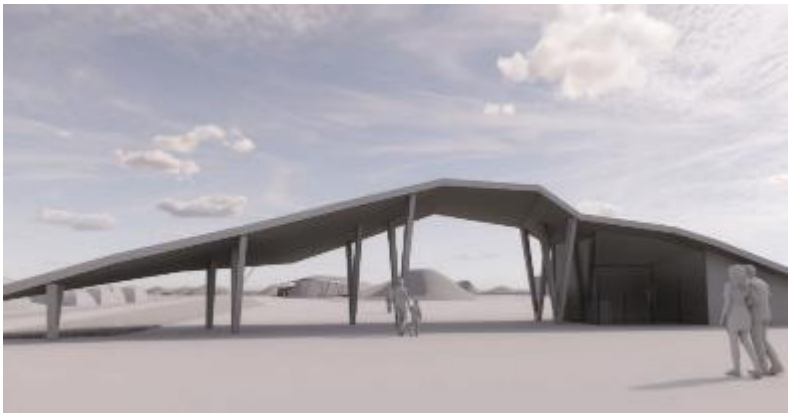

Events Field Concept Event Overlays: Festival / Market / Fireworks

(2) Events Park: Gateway Building – Work In Progress



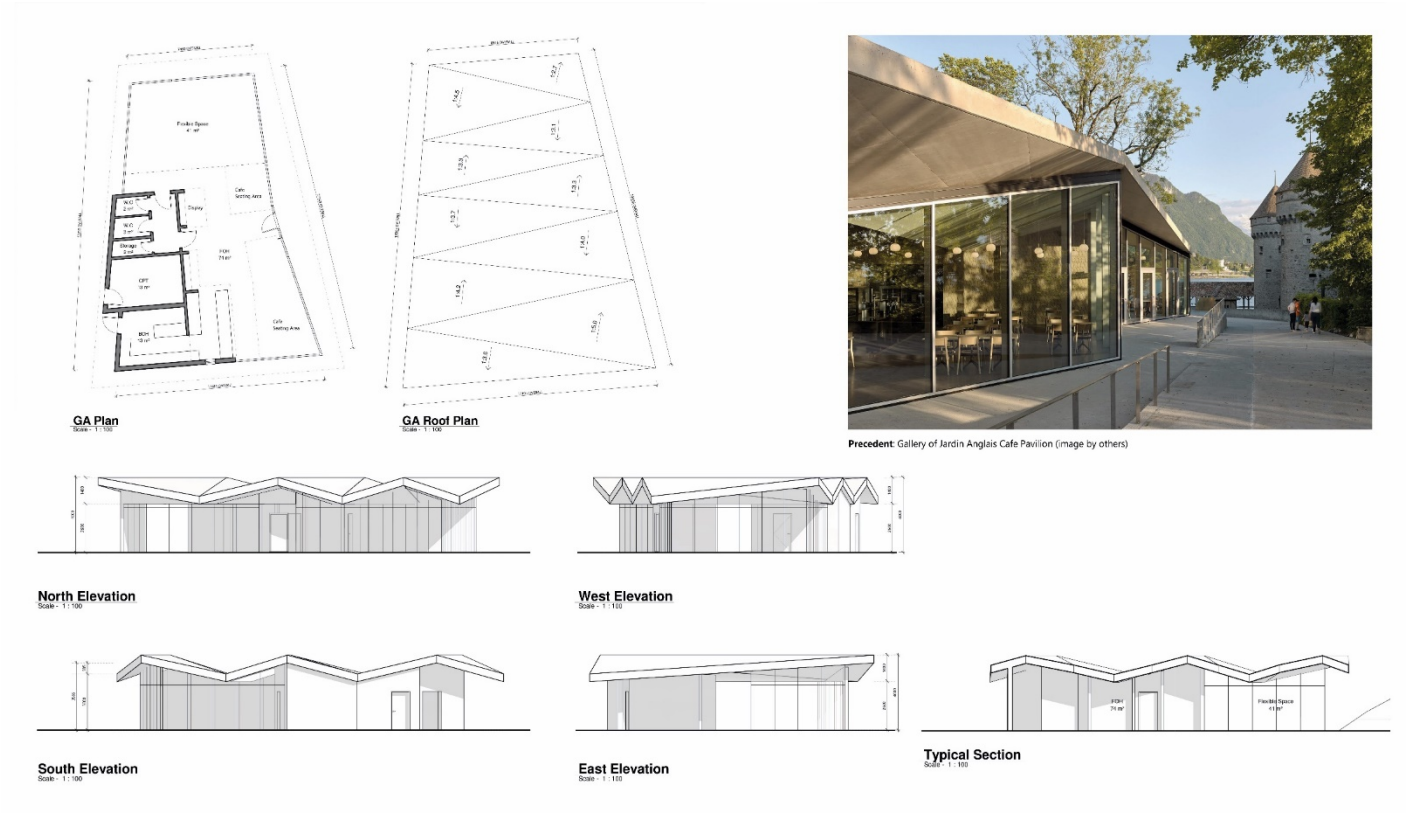
Gateway Building Concept General Arrangement Information



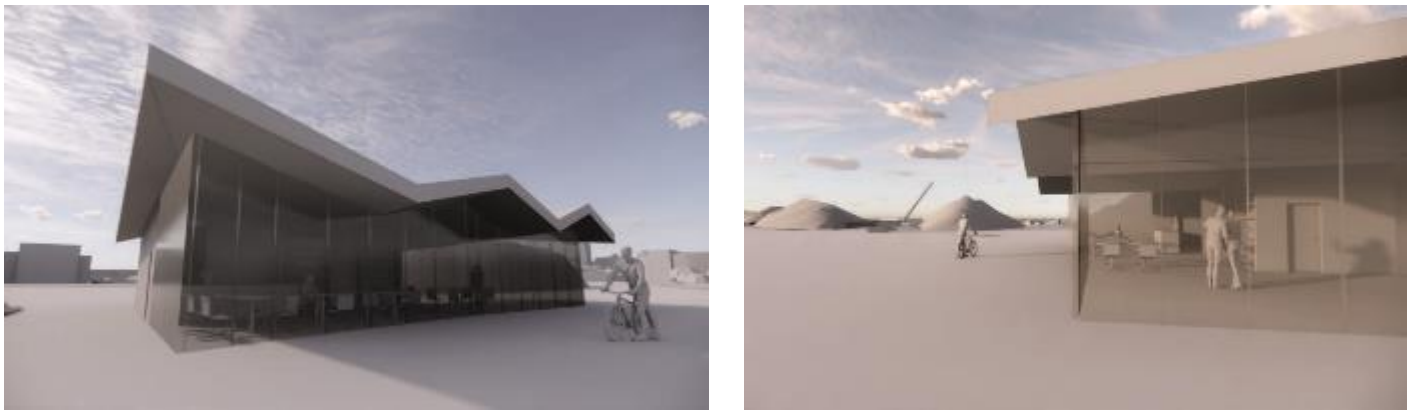


Gateway Building Concept 3D Views

(2) Events Park: Hub Building – Work In Progress



Hub Building Concept General Arrangement Information



Hub Building Concept 3D Views

(3) Landscape: Landscape Mounding – (See (1) above)

(4) Broad Hill Public Realm and Landscaping – Work In Progress



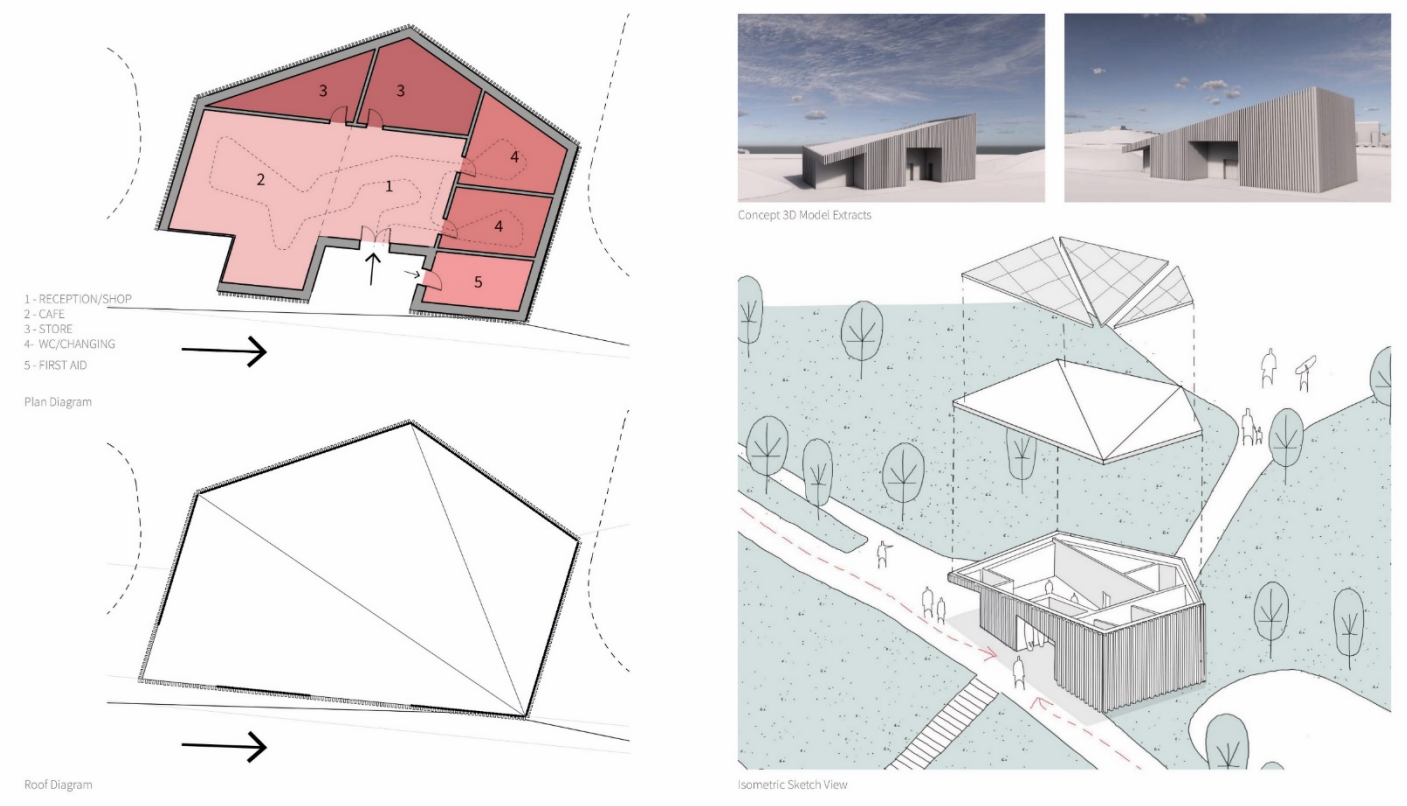
Broad Hill Concept Layout

(5) Reconfigured Beach Landscaping – Work In Progress



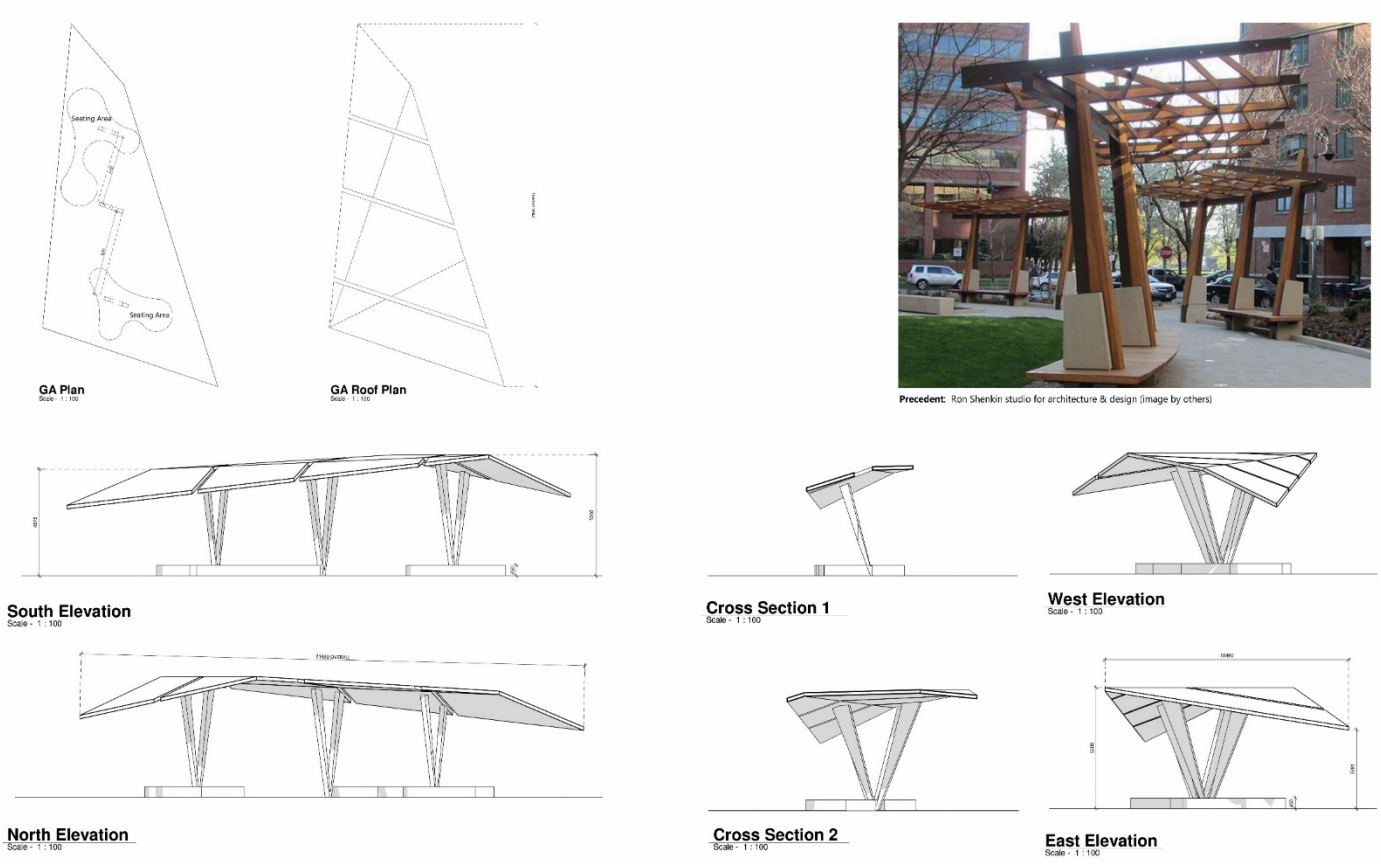
Reconfigured Beach Landscaping Concept

(6) Beach Pavilion Building – Work In Progress

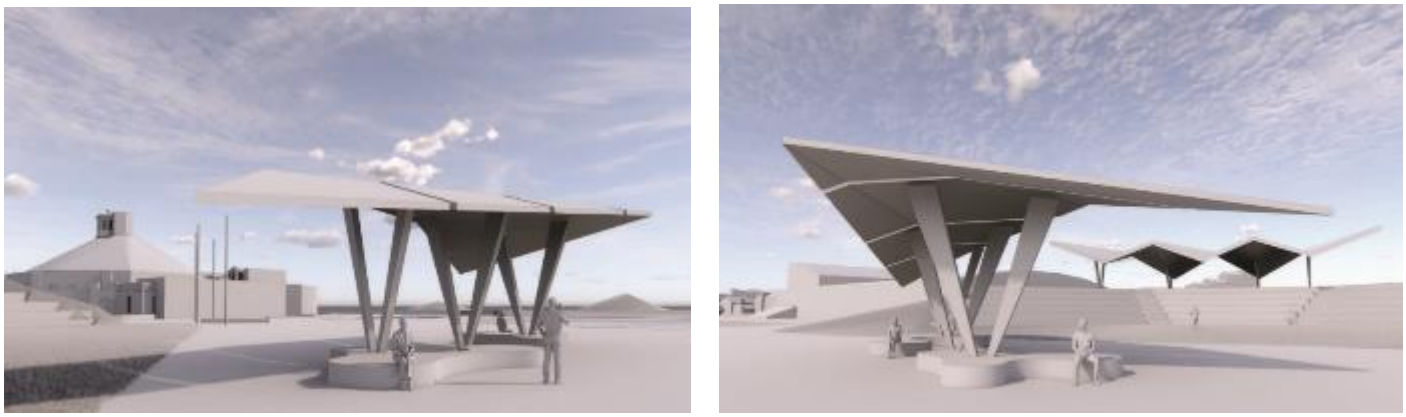


Beach Village Pavilion Concept Sketches

(7) New Canopy Features – Work In Progress



Canopy Structures Concept General Arrangement Information



Canopy Structures Concept 3D Views

(8) Beach Ballroom Plaza – Work In Progress

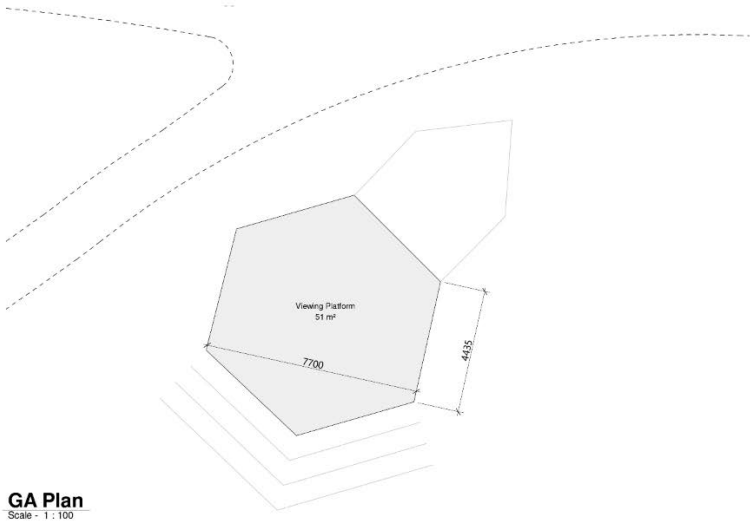


Beach Ballroom Plaza Concept Layout

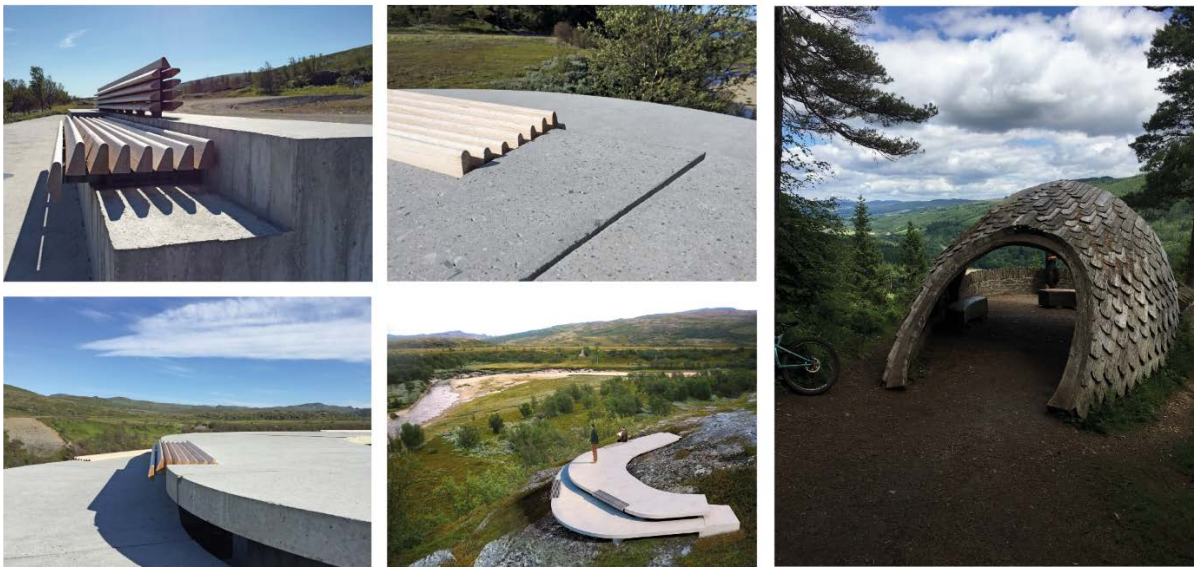


Beach Ballroom Plaza Concept Sketch View

(9) Broad Hill (Structures) – Work In Progress



GA Plan
Scale - 1 : 100



Broad Hill Potential Viewing Platform Structures

(10) Pedestrian Spine – Work In Progress



Pedestrian Spine Concept Layout

(11) Beach Boulevard – Work In Progress



Beach to City Connectivity Concept Layout



Beach Boulevard Existing & Proposed



Beach Boulevard West Concept Layout Community Gardens

Beach Boulevard West Legend:
1. New segregated cycleway
2. Reduced carriageway
3. Parking
4. Seating opportunities
5. Artwork/interventions creating interest on the trail from the city to the beach
6. Side roads with continuous footways and pedestrian/cycle priority
7. Bus stop (locations tbc.)



Beach Boulevard East Concept Layout

Beach Boulevard East Legend:
1. Aromatic Garden
2. Sound Garden
3. Light Garden
4. Orchard Garden


Beach Boulevard Concept Sketch View


Community Gardens Concept Sketch View

(12) Surf Village – Work In Progress (See 16: Boardwalk)

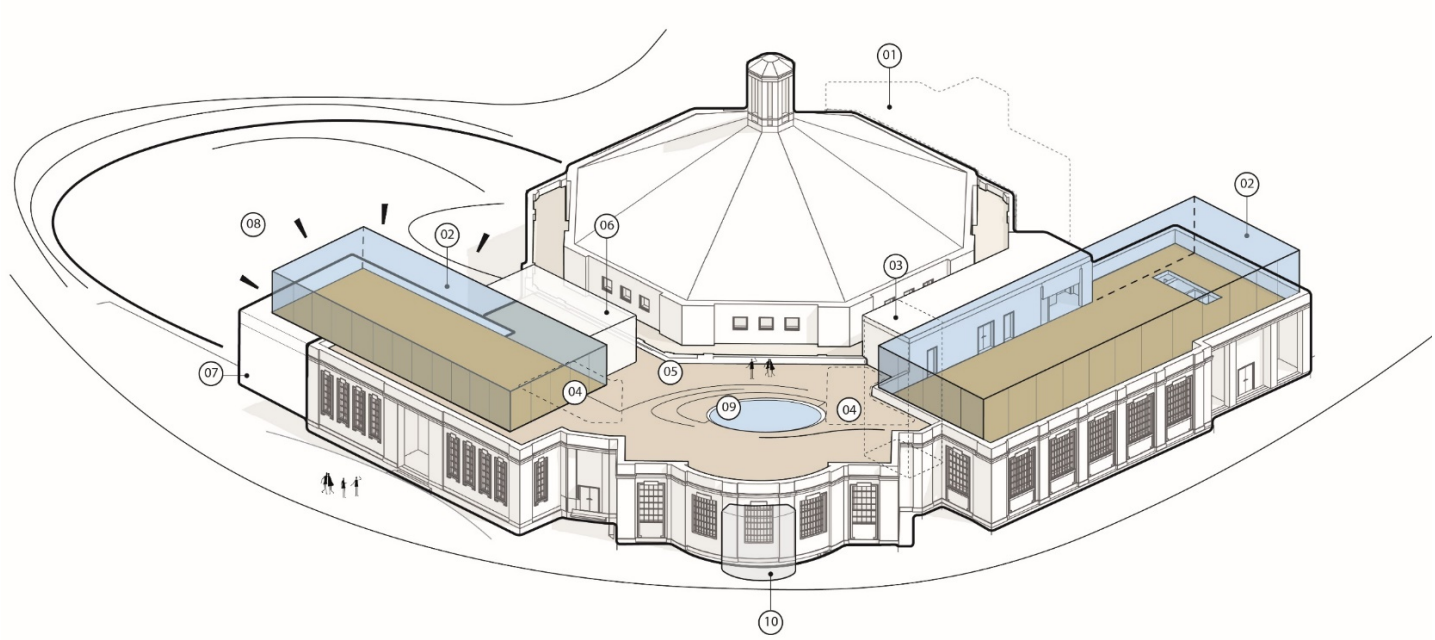

Surf Village and Slipway Concept Layout

(13) Beach Ballroom

Beach Ballroom – Work In Progress

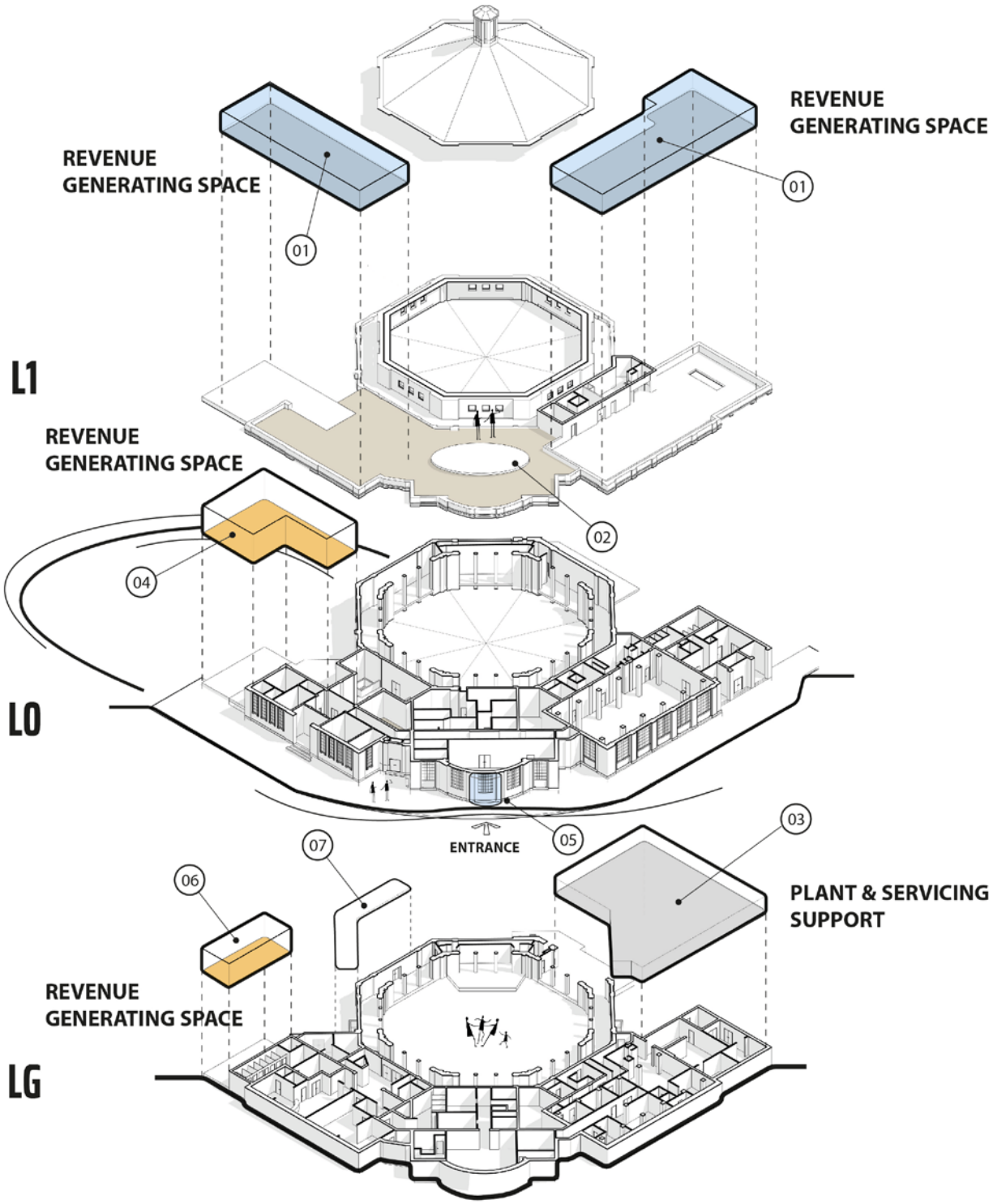


Beach Ballroom – A Sustainable Viable Future



Reimagined Beach Ballroom - Concept Massing Study

1. Demolition of existing northern extension; refurbishment of concealed façade to match art deco features of the existing Ballroom octagon
2. New re-imagined ‘glass box’ extension to provide flexible function space of contemporary design
3. New lift to provide accessible circulation between all floors; location indicative.
4. Infill of existing courtyard and continuation of roof to provide accessible route to external terrace
5. Resurfacing of existing roof to suit public use i.e., paved area / tiles etc
6. Existing stair extended up to L1 extension
7. New extension at LG-L0 providing additional lettable space to suit events and building generated revenue. Extension to benefit from views out towards the sunken secret garden.
8. Sunken secret garden area integrated with the Ballroom development to provide area for public use
9. New skylight and external roof terrace for public / private use as part of a marketable commercial offering
10. New ‘glass portal’ entrance to the Beach Ballroom



Reimagined Beach Ballroom - Revenue Generating Components

1. ‘Glass Box’ extension with lift access, dedicated stores, and toilet facilities
2. Shared external terrace with skylight
3. Connecting support accommodation (LG)
4. Extension to existing south wing (L0)
5. Ramped accessible entrance to ‘glass portal’ entrance
6. Lower ground extension to existing south wing (LG)
7. Lightweight cantilevered canopy structure



Beach Ballroom Concept Visualisation

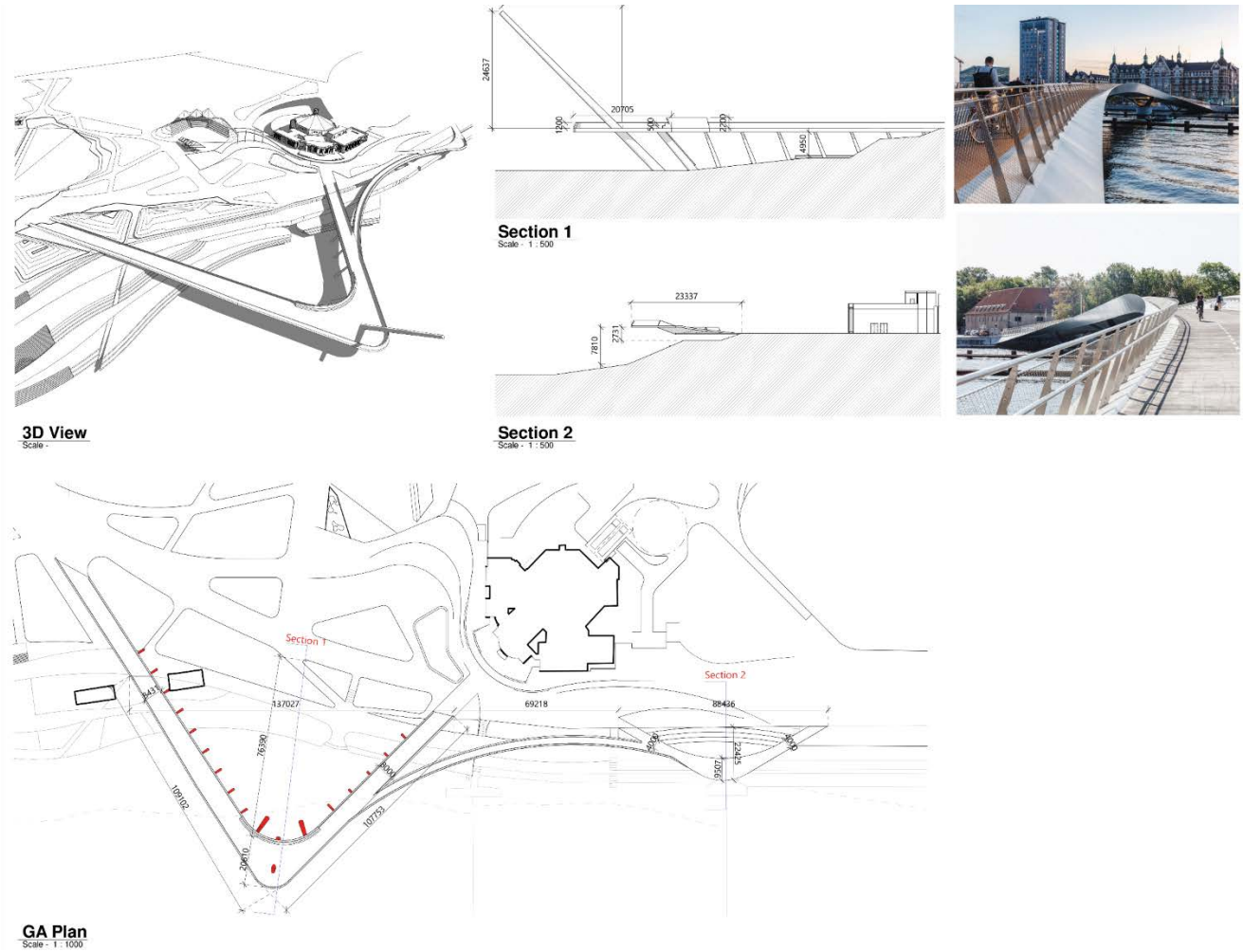


Beach Ballroom Concept Visualisation



Beach Ballroom Concept Visualisation

(16) Boardwalk – Work In Progress



Boardwalk Concept General Arrangement Information



Boardwalk Concept Visualisations

(17) Slipway – Work In Progress (See (12) above)

(19) City Centre to Beach Connectivity / Justice Street Roundabout



Roundabout Concept Layout

Roundabout Legend:

1. New crossroad replacing roundabout
2. New direct pedestrian/cyclist crossing points
3. Cyclists re-join carriageway on Justice Street
4. New public square
5. New junction onto Beach Boulevard
6. New segregated cycleway
7. Reduced carriageway
8. Parking
9. Seating opportunities
10. Artwork/interventions creating interest on the trail from the city to the Beach

Paragraph 3.46 Community Involvement and Engagement



Engagement Word Map



Children and Youth Postcard Engagement Exercise





Children & Young People Engagement Sessions May 2022

LIFT OFF 2022
Aberdeen City Schools Senior Students Event 1 - 2 June

Lift Off & Grow 2022

City Centre and Beach Masterplan Engagement March – June 2022

Overview

The period March to June 2022 has included:

- Online and in person consultation for Belmont Street Quarter.
- In person engagement with Children and Young People for both City Centre & Beach masterplans.
- Engagement with key stakeholders such as Aberdeen Inspired, local Community Councils, Disability Equity Partnership and ACTUP.
- Preparation of an overarching engagement strategy.
- Making initial contact stakeholders to understand if there is interest in establishing a Stakeholder Forum: a group of key stakeholders who would meet on a regular basis to enable a range of views and voices to be heard as designs and implementation of both the City Centre and Beachfront Masterplans progress. Proposed membership included as Appendix 1

Projects engaged on March – June include:

- Belmont Street Quarter
- Beach Masterplan
- Union Street Central
- City Centre ETROs

Looking forward, detailed engagement plans are being prepared for:

- Beachfront Development Framework and Phase 1 investment
- Market Streetscape
- Schoolhill
- Union Street Building Condition
- Queen Street

Key Stakeholder Meetings

The schedule attached as Appendix 2 shows meetings undertaken and upcoming. This planner is under development and is updated when design programmes are confirmed for each project. A summary of each stakeholder engaged with, and topics covered is provided below

Who	**ACTUP**
When, why, What, Actions, Outcomes	10th March – Introduction to Beach Design Team. Overview of masterplan Suggestions made by NES and DEP to ensure accessibility of engagement for all. Follow up User Journey Mapping session agreed with DEP.
	14th April – General update given on city centre and beach masterplan progress. City Centre: Information pack on ETROs and ETRO progress. ACTUP provided with progress update. No specific actions on CCMP required. Beachfront progress: Framework document and consultation update. Agreed to undertake next steps consultation with DEP and taxi operators.
	12th May- Specific update on Belmont Street Quarter consultation. Members of ACTUP made aware of planned consultation.
	26th May – Special meeting to consult on Union Street Central Options. Presentation on 4 options made by design team and questions answered. ACTUP members feedback sought by 10th June

Who	Disability Equity Partnership
When, Why, What, Actions, Outcomes	14th March – Introduction to streets-UK, engagement lead for CCMP and Beach 28th March Introduction to Beach Design Team. Overview of masterplan provided. Agreed to follow up User Journey Mapping session
	29th April Online planning session between DEP and design team for User Journey mapping session. Follow up call agreed final format and attendance at session.
	9th May Online presentation on Belmont Street Proposals to seek DEP views. String preference for semi-permanent structures and to ensure adequate blue badge parking and taxi rank reintroduced to back Wynd. Agreed to have a follow up on Belmont Street after business and resident engagement concluded at the end of May.
	19th May – In person workshop to discuss Beach masterplan. Large format plans of Beach "As Is" and "to Be' used to understand current accessibility issues and challenges that may arise from masterplan. Further detail on "Abledeen" bus sought to inform potential mobility hubs in masterplan. Idea of "Park Mobility" discussed.
	6th June – Follow up meeting to discuss options presented to ACTUP members. DEP agreed to issue its written response to the options presentation. 13th June – Meeting to discuss DEP's response to Union Street Central Options and discuss mitigation options.

Who	Aberdeen Inspired
When, Why, What, Actions, Outcomes	18th April – In person introductory meeting with AI team and engagement lead. Summary given of upcoming projects and engagement.
	18th April – Networking meeting with Union Street businesses. Update given on City centre and Beach projects underway and upcoming engagement. Request for further information on city centre traffic proposals (ETRO 1&2)
	19th April – Networking meeting with West End businesses. Update given on City centre and Beach projects underway and upcoming engagement. Sentiment that there wasn't much in CCMP for West End businesses.
	26th April - Networking meeting with Belmont Quarter businesses. Update given on City centre and Beach projects underway and upcoming engagement with a focus on Belmont Street. Request that businesses are able to book appointments with the team. This was undertaken.
	17th May – Presentation of Belmont Street proposals to AI Team. AI supportive of proposals and encouraged by level of businesses engaging and (mostly) positive tome of discussions.

Who	Passenger Transport Operators Meetings
When, Why, What, Actions, Outcomes	1st April 2022 (Teams). Introduction to Beachfront proposals. Discussion of present day Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle
	6th April 2022 (Teams). Introduction to Beachfront proposals Discussion of present day First Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle.
	7th April - Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Discuss provisional bus stop locations for both pedestrian and bus & taxi options with First bus. Ensure additional stops are allocated to Guild Street in the pedestrianised scenario. Model stop capacity along central Union Street for the bus & taxi scenario. Organise an in-person collaborative meeting with all operators, ACC and LDA.

	27th April 2022 (Teams). Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Present bus stop location and receive feedback. Make amendments to the maps according to the meetings discussions. Sign off on amendments to be complete in the next two weeks.

Who	**CCMP Public Transport Form**
When, Why, What, Actions, Outcomes	20th April 2022 (Teams). Monthly update meeting for bus operators, taxi and ACC. Update on project progress. Await outcome of the collaborative meeting on 27th April.
	18th May 2022 (Teams). To finalise amendments in the last consultation and sign-off bus stop locations. Minor amendments to be made on bus stop locations. Proposed bus stop locations to be formally proposed to ACC committee once minor amendments have been made.

Who	**Direct Cycle Groups**
When, Why, What, Actions, Outcomes	10th May 2022 (Teams). Introduction to Beachfront. Outline of general principles to Beachfront re-design and discussion on access for bicycles, including present day constraints and issues. Further updates to be given as Beachfront project progresses. Introduction to the project and considerations for ongoing design captured. Welcomed proposals in principle

Who	**North East Sensory Services (NES)**
When, Why, What, Actions, Outcomes	18th May – introductory meeting. Overview of plans and discussion about how to ensure all engagement is as accessible as possible. Agreed to explore having an accessible event designed specifically for NES Users.

Who	**Aberdeen Civic Forum**
When, Why, What, Actions, Outcomes	19th May – Introductory Meeting Overview of plans and discussion about future engagement/. Agreed to attend October Civic Forum meeting.

Who	**City Centre Community Council**
When, Why, What, Actions, Outcomes	18th May – Meeting with Chair to understand Community Council issues – women's and young persons safety are priorities. Agreed to attend upcoming meeting.

Who	**City Centre Policing Team**
When, Why, What, Actions, Outcomes	19th May – Meeting to understand key issues for Belmont St Quarter and City Centre in general. Traffic enforcement is main issue in Belmont St. Anti social behaviour amongst those misusing substances and young people requires a more coordinated approach.

Key Engagement and Consultation Events

Children and Young People – City Centre & Beach



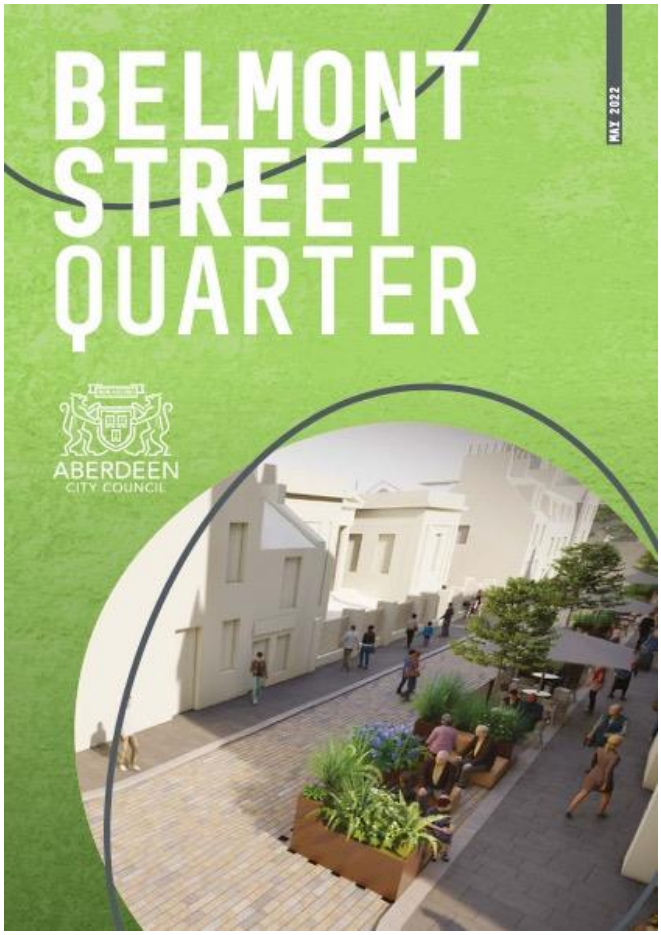


Permission obtained to take photographs

When, Why, What, Actions, Outcomes	9th -13th May 450 P6 pupils from Hanover Street, Seaton, St Peters, Ferryhill, Ashley Road, Gilcomstoun and Skene Square schools Young people were "on site" at Beach and in City Centre. Aim was to contributing further to more detailed design elements now being considered by the design teams, particularly around play and street furniture. The children became 'urban explorers', choosing locations to focus on and working with the design team members and facilitators to understand the design process and clarify what is important to them in these spaces. The exploring was followed by discussion and debate using giant maps of the locations and the children's thoughts and feedback gathered by the team. As well as being of enormous benefit to the design teams, the process was also beneficial to the children's learning around elements of geography, sustainability, citizenship, participation and creativity. The findings of the exercise will be shared with the schools through a bespoke website that the children can contribute to and utilise to share with other pupils and family members and can be updated on an ongoing basis as the design process continues.

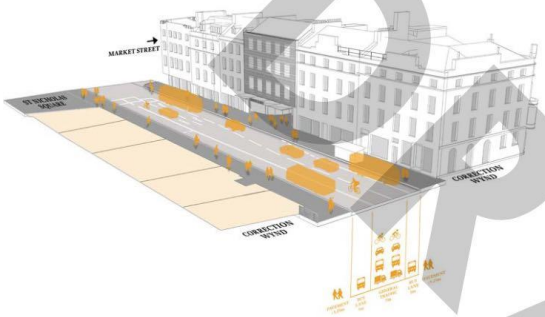
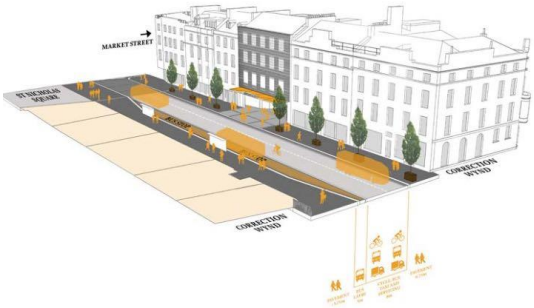
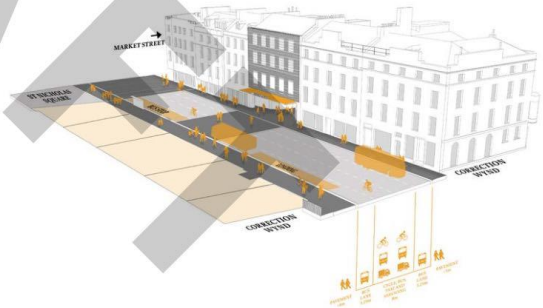
Belmont Quarter Businesses and Resident Engagement	
When, Why, What, Actions, Outcomes	17th -27th May. Local businesses and residents were asked to comment on proposed design options for Belmont Street Quarter and to state their preference between umbrella/barrier or semi permanent structure. Those interested in operating outdoor spaces were asked to note interest. Online, newsletter drop and in person activity undertaken. Newsletter distributed to 500 businesses and residents within the area. The Council communications team issued press and social media releases to raise awareness. People attended drop in events in the City Art Galley over 2 days. Events were staffed by ACC officers and design team. A project webpage was set up to enable people to book an appointment and view and comment on plans online. **Outcome of the consultation:** • 55 people attended the drop-in sessions over the two days • 44 people responded to the online survey or via email • There is overall support for the proposals. However, there are a few objectors • The preference is for semi-permanent structures (two thirds of those who expressed an opinion preferred this option even although implementation timescale is longer) • 14 businesses expressed interest in operating outdoor space • Concerns were raised about

	○ Traffic enforcement & delivery times ○ Hoe outdoor spaces will be allocated ○ Maintenance and use of public seating areas ○ Safety of semi-permanent structures overnight ○ Public seating attracting anti-social behaviour ○ Including/excluding pavements in the outdoor seating areas ○ Moving taxis back to Back Wynd ○ Not installing Bollards ○ Location & numbers of blue badge parking Several businesses are interested in doing more for the area: for example, running young persons events, holding street events to create interest and excitement and collaborating on joint initiatives. The team will now issue feedback addressing the above issues and explaining next steps including the process/timescales.





Extract from Initial Newsletter

Union Street Central Stakeholder Engagement	
When, Why, What, Actions, Outcomes	26th May – ongoing A special meeting of ACTUP was held on 26th May to consider 4 options for Union Street Central. The 4 options were prepared from a long list of initial options considered by ACC officers and the design team. The diagram below summarises the 4 options. A full presentation pack was prepared and issued in advance to ACTUP members. An audio description accompanied the pack issued to DEP. The diagram below provides an overview of the 4 options. **Proposed Union Street Central Options** Option 1 - Do minimum  Option 2 - Pedestrianisation  Option 3 - 2 lanes with bus stop laybys  Option 4 - 4 lanes  ACTUP members were asked to issue initial feedback by 10th June. Aberdeen Cycling Forum, DEP and Grampian Cycle Partnership all took the opportunity to provide written feedback which can be summarised as follows: Aberdeen Cycling Forum: Option 2 preferred DEP: Option 3 preferred Grampian Cycle Partnership: Option 2 preferred A separate report to committee provides more detail on Union Street Central recommendations.

DRAFT

Representing	Organisation	Contact
Active Travel	Aberdeen Cycle Forum	Rachel Martin
	Grampian Cycle Partnership	Jon Barron
Accessibility	DEP	Katrina Michie
	North East Sensory Services	Libby Hillhouse
Community	Community Council Forum	Jonathan Smith,
	City Centre Community Council	Fiona Rennie
	George Street Community Council	Michele Macleod
	Rosemount & Mile End Community Council	TBC
	Castlehill & Pittodrie Community Council	Jacob Campbell/ William Rae
Net Zero	Aberdeen Climate Action	Alison Stuart,
Heritage	Aberdeen Civic Society	Dominic Fairlie
Tourism	Visit Aberdeenshire	Chris Foy
Business	Aberdeen Inspired	Adrian Watson
	Chamber	Russell Borthwick
	FSB	David Groundwater
	Property Industry Group	Darren McRae
Seniors	Aberdeen Voice of Experience	Via GREC
Young People	Aberdeen City Youth Council	Martin Carle
Equality	Grampian Racial Equalities Council	Dave Black
	Equalities Participation Network	Myshele Hayward

ABERDEEN CITY COUNCIL

Aberdeen City Council - City Centre & Beach Masterplan
Engagement Planner March to June 2022

Key
Stakeholder Meetings
Engagement & Consultation Events
Council Boards & Committee

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	
Mar-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	Mar-22
												CC Forum		BOARD	ACTUP				DEP		CCMP Public Transport Forum												DEP				
Apr-22		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th						Apr-22
		Beachfront Passenger Transport Operators Meeting					BOARD	CCMP Passenger Transport Operators Meeting							ACTUP				AI Union St Networking	AI West End Networking	CCMP Public Transport Forum						AI Belmont	DEP re Beachfront User Journey		DEP						
							Beachfront First Aberdeen Meeting																					Passenger Transport Operators									
May-22				1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st			May-22
							BOARD	CYP Beach	CYP Beach			DEP Belmont St	SYSTRA Cycle Users Beach		ACTUP				Belmont St Drop In Event	Belmont St Drop In Event	DEP Beach User Journey Workshop						ACTUP Union Street Central Options								
												CYP City Centre	CYP City Centre	CYP City Centre	CYP City Centre	CYP City Centre				City Centre Policing Team	CCMP Public Transport Forum															
															Headteachers - Primary & Secondary Network - Beach					Aberdeen Chamber	NES	Aberdeen Civic Forum													
Jun-22							1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	Jun-22
							BOARD																												Committee		
							UIFT OFF SS&S (Aboyne, Alford & Banchory included) Beach					DEP to further discuss Union Street Central	Aberdeen Property Forum						DEP to discuss DEP Union Street Central							DEP to feedback Belmont Street Consultation report										

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Fuel Poverty Fund
REPORT NUMBER	CUS/22/130
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Derek McGowan / Jacqui McKenzie
REPORT AUTHOR	Paul Tytler
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

1.1 This report seeks the approval of a scheme to deliver the £1,000,000 Aberdeen Fuel Poverty Fund, setting out national and local context and proposing that the fund is used for wider anti-poverty measures in the city.

2. RECOMMENDATION

2.1 That Council approve that the £1,000,000 Fuel Poverty Fund is considered in the wider Cost of Living Support report due to be heard at the Operational Delivery Committee on the 31 August 2022.

3. CURRENT SITUATION

3.1 At the Council meeting held on 7 March 2022 the Chief Officers - Early Intervention and Community Empowerment and Customer Experience were instructed to prepare the details of a scheme to allocate £1,000,000 for an Aberdeen Fuel Poverty Fund to help the most vulnerable in our community with energy costs.

3.2 The table below sets out the Fuel Poverty Fund direction in the context of key national policy decisions on energy costs. Further detail on these schemes is provided in Appendix 1.

Date	Detail	Impact / predicted impact	Population level
10 Feb 2022	SG £150 Council Tax (A-D)	Mitigate cost of living pressure	73% of households
10 Feb 2022	Fuel Insecurity Fund	Mitigate energy costs and use	Target groups
7th March	Fuel poverty fund	Mitigation of fuel poverty in Aberdeen	Targeted but tbc
25 May 2022	UK Gov £400 Energy bills	Mitigate energy cost increases	Whole population

25 May 2022	UK Gov £650	Mitigate cost of living – payments from 14 July	Targeted to those in receipt of means tested benefits
25 May 2022	UK Gov £300	Mitigate Pensioner Cost of Living – payment in November 2022	Targeted to those over state pension age
25 May 2022	UK Gov £150	Mitigate disability cost of living – payments from September 2022	Targeted to people with disabilities in receipt of benefits
Oct 2022	Projected 46% rise in energy cap	Increase in fuel poverty	Whole population

3.3 These national schemes assist in the mitigation of fuel poverty, mitigating energy cost increases but not tackling underlying fuel poverty, and target those households that were intended to benefit from the Council decision on the 7 March.

3.4 Commentary on these schemes has highlighted their positive impact but noted that they represent mitigation of the recent increase in the cost of household fuel.

3.5 The Resolution Foundation commented 'all measures announced this year to support households will in effect offset 82 per cent of the rise in households' energy costs in 2022-23, rising to over 90 per cent for poorer households'.

3.6 Money Advice Scotland commented that "We are pleased to see some much-needed support being introduced to help with the worsening cost of living crisis. These measures should provide some relief for those most affected and we are pleased to see support being directed to those on the lowest incomes"

3.7 The Poverty Alliance commented "It's good that there is extra help being put in place for the poorest and most vulnerable households. The £650 grant going into the pockets of those on the lowest incomes, and the additional £150 for those who are also disabled, is support that is urgently needed. Together with the £400 energy bill deduction for all households, this will provide a safety net for those most impacted by the rising cost of living".

3.8 While the schemes above aim to tackle the effect of fuel poverty through mitigating the recent increases in the cost of household fuel, it is believed relevant to show that fuel poverty is only one aspect of poverty being experienced in the city.

3.9 Other significant types of poverty experienced locally in addition to Fuel poverty include Child Poverty, Food Poverty and In Work Poverty, with a strong partnership response in place to tackle and mitigate against both the drivers and outcomes of poverty. This work is evident through Council service delivery,

and through Community Planning Aberdeen. The following sections outline work already ongoing in these areas.

3.10 The national Child Poverty Action Plan identifies national measures planned to support six key themes:

- Lone parent families
- Minority ethnic families
- Families with a disabled adult or child
- Families with a younger mother (under 25)
- Families with a child under 1
- Larger families (3+ children)

3.11 Aberdeen's Child Poverty Action Report was agreed at Operational Delivery Committee in January 2022, and sets out local measures taken and planned to mitigate child poverty.

3.12 Research by the Joseph Rowntree Foundation identifies current stressors, other than household fuel costs, in the system that can increase poverty such as food costs, childcare costs, and motoring and other travel costs. Together, these equate to a rise in costs of 13% compared with last year.

3.13 The Office of National Statistics have recently demonstrated that the standard basket of 30 items has increased in cost by 6-7%, including everyday grocery items. Locally, CFINE are reporting a 50% increase in demand for emergency food since January 2022, an increase in partner referrals between April and May this year of 35%, with overall clients engaged during those two months increasing by 62%.

3.14 The cost of petrol and diesel has recently increased at the highest daily rate and is expected to increase further. 8th June saw the biggest daily rise in fuel costs in 17 years, with expectations that the cost of filling an average family car will soon reach £100.

3.15 There is no local information at this time about any cost of living impact on the cost or uptake of childcare, however the Joseph Rowntree Foundation suggest an increase of £65 in childcare costs is being experienced.

3.16 The Resolution Foundation show that poverty rates fall from 35% to 18% when household members move into employment, and that 37% of Universal Credit claimants in Scotland are in work. The claimant count in Aberdeen in April 2022 was 3.6%, having decreased on the year at a similar level to the whole of Scotland (down 2.5%). The number of job postings in Aberdeen increased in the year to April 2022 by 222% (second highest in Scotland) and increased from March 22 to April 22 by 51%. This demonstrates an improved employment position in the city but with Skills Development Scotland stating that pre covid

levels of employment are not expected before 2031, there will be an ongoing need to support people into employment.

3.17 These factors demonstrate that there are ongoing challenges when mitigating poverty in the city. Work is already underway at a Council and partnership level, for example:

- Employability and skills through the ABZ Works programme
- Increasing access to and take up of benefits, and financial inclusion advice
- Continuing to extend the community pantry model in priority neighbourhoods
- Support provided to households and families through various services
- The provision of the Fairer Aberdeen Fund and grants to community organisations across the city
- The distribution of the Hardship Grant funding

4. IDENTIFIED OPTION

4.1 In examining how the £1m Fuel Poverty Fund could be best distributed, options were investigated alongside partner organisations and Council services to deliver a scheme that would meet the following aims:

- help the most vulnerable with energy costs,
- ensure administration costs of the scheme are kept to a minimum,
- deliver the scheme quickly,
- maximise the number of recipients as far as possible.

4.2 Having assessed the fuel poverty measures introduced since 7 March, and the ongoing work to tackle poverty in all its form in the city, Officers believe that there is sufficient support at a national level to mitigate household fuel price increases at the moment to allow consideration of other options in making this fund available to tackle poverty. In addition, the City Growth and Resources Committee on 21 June will consider proposals under the Local Authority Covid Recovery Fund. The details are being finalised but will include a proposal for c£350k for hardship funding to support vulnerable people and families with a range of supports including food and fuel. Finally, the Operational Delivery Committee will consider a report on the cost of living on the 31 August.

4.3 Officers are therefore recommending that the £1,000,000 Fuel Poverty Fund is made available for the wider Cost of Living Support report due to be heard at the Operational Delivery Committee on the 31 August.

5. FINANCIAL IMPLICATIONS

5.1 There are no financial recommendations arising from this report.

6. LEGAL IMPLICATIONS

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

7. ENVIRONMENTAL IMPLICATIONS

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

8. RISK

8.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk		No significant risk identified		Yes
Compliance		No significant risk identified		Yes
Operational		No significant risk identified		Yes
Financial		No significant risk identified		Yes
Reputational		No significant risk identified		Yes
Environment / Climate		No significant risk identified		Yes

9. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement Reduce fuel poverty across our most deprived communities through combined heat and power schemes including the Energy from Waste Plant and supporting community owned energy solutions	This proposal helps reduce fuel poverty by providing additional monies to help low-income households with energy costs.
Aberdeen City Local Outcome Improvement Plan	

Prosperous Economy Stretch Outcomes	The proposal to provide additional monies to help with energy costs supports the delivery of LOIP Stretch Outcome 1 - No one will suffer due to poverty by 2026

10. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required
Other	N/A

11. BACKGROUND PAPERS

11.1 None

12. APPENDICES

12.1 Additional Cost of Living and Energy Cost measures

13. REPORT AUTHOR CONTACT DETAILS

Name	Paul Tytler
Title	Locality Inclusion Manager
Email Address	ptytler@aberdeencity.gov.uk
Tel	01224 523656

Appendix 1

Additional Cost of Living and Energy Cost measures

Award	**Detail**	**Population level**
Cost of Living Award	£150 credit to Council Tax bills for • A person who lives in a dwelling in any Council Tax valuation band, is liable for Council Tax and is in receipt of Council Tax Reduction. • A person who lives in and is liable for Council Tax for a band A-D dwelling and does not receive Councill Tax Reduction • A person who lives in a dwelling in any Council Tax Band and receives one of the following exemptions: • Exemption due to all the occupants are under 18. • Exemption due to all the occupants are care leavers. • Council Tax Exemption due to all the occupants are severely mentally impaired. • Exemption due to the property is unoccupied because the resident has gone to someone else's home to provide care, or the resident receives care elsewhere	Targeted
Energy Bill Support Scheme.	All domestic energy customers in Great Britain will receive a £400 grant to help with the cost of their energy bills through the Energy Bill Support Scheme.	Whole
£650 Cost of Living payment for those on benefits	More than 8 million households on means tested benefits will receive a payment of £650. This includes all households who receive Universal Credit, Income-based Jobseekers Allowance, Income-related Employment and Support Allowance, Income Support, Working Tax Credit, Child Tax Credit, Pension Credit. Department of Work and Pensions will make the payment in two lump sums – the first from July, the second in the autumn. Payments from HMRC for those on Tax Credits only will follow shortly after	Targeted

	each to ensure there are no duplicate payments. The government will make these payments directly to households across the UK.	
£300 Pensioner Cost of Living Payment	All pensioner households will receive an extra £300 to help them cover the rising cost of energy this winter. This payment will go to the over 8 million pensioner households who receive the Winter Fuel Payment. The Pensioner Cost of Living Payment will come as a top-up to annual Winter Fuel Payments in November/December. The government will make these payments directly to households across the UK.	Targeted
£150 Disability Cost of Living Payment	People with disabilities will receive an extra £150 to help with the extra costs they face. Six million people who receive Disability Living Allowance, Personal Independence Payment, Attendance Allowance, Scottish Disability Benefits, Armed Forces Independence Payment, Constant Attendance Allowance and War Pension Mobility Supplement will receive the support as a one-off payment in September. The government will make these payments directly to households across the UK.	Targeted
The Warm Homes Discount	2.2 million low-income households receive a £140 rebate on their energy bills. From 2022, proposed changes will see the scheme be worth £475 million a year with nearly 3 million households receiving a £150 rebate.	Targeted
Winter Fuel Payments	Providing payments of £200 for households with someone of State Pension Age, or £300 for Households with someone aged 80 or over. bills.	Targeted
Cold Weather Payments	£25 extra a week for poorer households when the temperature is zero or below.	Targeted
Child Winter Heating Assistance Payment	£214.10 for an eligible child or young person in the household. Paid once a year to those in receipt of highest rate of Disability Living Allowance/Child Disability Payment or enhanced rate of daily living Personal Independence Payment.	Targeted

Fairer Aberdeen Funding and revenue grant funding	Value of commitment and impact TBC	Whole and targeted

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Preventing Homelessness – Memorandum of understanding between Aberdeen City Council and the Department of Work and Pensions
REPORT NUMBER	CUS/22/144
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Derek McGowan
REPORT AUTHOR	Derek McGowan
TERMS OF REFERENCE	Introduction 6

1. PURPOSE OF REPORT

1.1 This report sets out work that has been undertaken jointly between Aberdeen City Council and the Department of Work and Pensions (DWP) to develop a Memorandum of Understanding (MoU) aimed at preventing homelessness and improving outcomes and seeks the approval of the MoU attached at Appendix 1, the identification of a co-signatory on behalf of the Council, and agreement that monitoring of the MoU will be on a six monthly basis to a relevant committee.

2. RECOMMENDATIONS

That the Council:-

2.1 approve the MoU;

2.2 agree that a co-leader of the council countersign the MoU on behalf of the Council; and

2.3 agree that update reports for the MoU be submitted on a six-monthly basis to the relevant committee.

3. CURRENT SITUATION

3.1 The complex impact of the pandemic on households in Aberdeen is still being felt. Community Planning Aberdeen has created an Anti-Poverty Outcome Improvement Group to ensure a focussed partnership response to mitigating poverty, and the Local Outcome Improvement Plan has been refined to ensure an overall continued focus on eradicating poverty in all its forms.

3.2 As a Council we have a number of service areas that rely on close working with the DWP to be truly effective. These include services such as Financial Inclusion, Revenues and Benefits, Homelessness and Housing.

3.3 It is clear however that wider Council and DWP services have an impact in more diverse areas of life, and that the quality of these services, and the extent to which they are delivered collaboratively, can have a significant impact on the quality of the recipient's life.

3.4 Officers have worked with the DWP to develop this MoU, which is aimed at improving outcomes and preventing homelessness. The MoU is a stated intention to focus not only on obvious areas for collaboration, but on areas where a collaborative approach will achieve benefits across a wider range of households.

3.5 The MoU has a focus on the sharing of data and intelligence across a number of areas, strengthening and accelerating our existing approach to decision making around homelessness, those with No Recourse to Public Funds, and Universal Credit.

3.6 The MoU identifies areas where we will work closely on supporting those with substance use issues, in the criminal justice system, and with regard to safeguarding, drugs deaths and suicide. This signifies our intent to ensure our work goes beyond existing practices and into the drivers and outcomes of societal issues and provide better outcomes for individuals.

3.7 The MoU provides assurance on our focus to eradicate poverty in all its forms, supported by the DWP where possible, and identifies key poverty profiles including in work poverty, which echoes the Council Partnership Agreement, and also Care Experienced Young People.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk		No significant risk identified		Yes
Compliance		No significant risk identified		Yes
Operational		No significant risk identified		Yes
Financial		No significant risk identified		Yes
Reputational		No significant risk identified		Yes
Environment / Climate		No significant risk identified		Yes

8. OUTCOMES

COUNCIL DELIVERY PLAN	
Aberdeen City Council Policy Statement	**Impact of Report**
HOMES FOR THE FUTURE Work with partners to produce a ten-year plan to increase the stock and variety of Council and social housing to meet the needs of Aberdeen's citizens and continue to deliver Council and social housing projects, including at Greenferns and Granitehill, to tackle the Council house waiting lists and do everything in our power to end homelessness. A PROSPEROUS CITY Develop our economy in a genuine partnership with the private sector, third sector and residents.	The Memorandum of Understanding will help ensure the Council delivers on its stated vision.

A CARING CITY Work with partners to identify and agree specific integrated solutions for tackling the health and social problems caused by misuse of alcohol and drugs.	
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposal to provide additional monies to help with energy costs supports the delivery of LOIP Stretch Outcomes: 1 - No one will suffer due to poverty by 2026 2 - 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3 - 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026 10 - 25% fewer people receiving a first ever Court conviction and 2% fewer people reconvicted within one year by 2026 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026 12 - Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland by 2026

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 completed
Data Protection Impact Assessment	Each proposal for data sharing will be subject to DPIA at the appropriate time.
Other	N/A

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 Memorandum of Understanding

12. REPORT AUTHOR CONTACT DETAILS

Name	Derek McGowan
Title	Chief Officer – Early Intervention and Community Empowerment
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Tel	01224 522226

Appendix 1

PREVENTING HOMELESSNESS AND IMPROVING OUTCOMES IN ABERDEEN

Memorandum of Understanding

between

Aberdeen City Council

and

Department of Work and Pensions

June 2022 – April 2027

Our collective vision for Aberdeen is “A place where all people can prosper”. Regardless of their background or circumstance, everyone in this city should enjoy the same opportunities to flourish as an individual. The Local Outcome Improvement Plan (LOIP) sets out the means for achieving this. This 10-year plan is led by Community Planning Aberdeen in partnership with local people, communities and other organisations.

The arrival of the Covid-19 pandemic just over a two years ago impacted the wellbeing of our people and place as never before. At a local level, our response brought into sharp focus the value of partnership working and reaffirmed the essential rightness of the LOIP and its tenets. A huge amount of work had already been done across the partnership to take forward LOIP projects, and this positioned us well for the pandemic and we are now focussed on ensuring Aberdeen’s continued economic, health and social recovery.

The pandemic is expected to push more people into immediate poverty and a stretch outcome of the LOIP states - ‘No one will suffer due to poverty by 2026’. This signals our determination to tackle poverty through the city’s LOIP to provide access to food, fuel, shelter, employment, and finance. Preventing homelessness is a key aim that wraps around these aims.

Between March and November 2020, there was a significant increase in unemployment and a similar increase in the number of people on Universal Credit. That's why we are working with employers to teach skills and map out career paths, so those most vulnerable to redundancy and unemployment, both young and old, can find and sustain work. Over a quarter of all Scottish PACE redundancy levels through the pandemic have been in Aberdeen, the majority coming from Oil and Gas, and retail sectors.

This MoU underpins this broad vision, by supporting our understanding of the depth and breadth of population needs across Aberdeen. By coordinating our efforts, improving the gathering and use of intelligence, we can ultimately improve the services we offer to both residents and employers. Through this partnership we can also maximise current resources, identify gaps and ensure relevant strategies and programmes are cognisant of this.

The objective of this MoU is therefore to inform a comprehensive, agreed programme of work that will allow the Department of Work and Pensions to support Aberdeen City Council in its aim to prevent homelessness and increase opportunities and support for Aberdeen residents.
This MoU takes effect with regard to extant legislation and existing protocols, and will cover the period 1st June 2022 – 30th April 2027. The MoU will be reviewed annually to ensure attainment of goals, for the addition of any emerging issues, and to ensure new legislation is reflected in the agreed terms. Quarterly progress review meetings will be convened, with partnership leadership identified accordingly.

SIGNED ACC

SIGNED DWP

Margarita Morrison

Margarita Morrison
Work & Health Services
Area Director- Scotland

Our joint offer to prevent homelessness and improve outcomes in Aberdeen

ACC and DWP's commitment to work together is guided by a number of principles:

I. ACC and DWP will work together to support homeless citizens by:

a) Working towards a data sharing agreement to allow the sharing and analysis of customer data so changes in benefit status for homeless households can be identified
b) Share information within data protocols on new tenancies created through the homeless process to ensure support is provided when starting a new home
c) Co-locate where appropriate to enhance the support available to those experiencing homelessness
d) Replicate the Homelessness Reduction Act 2017 "Duty to Refer" arrangement, ensuring that where work coaches are aware of a homeless person, they refer to ACC
e) Create a Single Point of Contact Model (SPOC) for homelessness and work together to support homeless applicants with no income, reducing the timescale for support where possible
f) Collaborate where possible to determine status of No Recourse to Public Funds groups as quickly as possible.

II. ACC and DWP will continue to work collaboratively, sharing intelligence as per current protocols and seek to further develop these, including supporting Universal Credit 'mass migration' when this is planned.

III. DWP will continue to be an active partner in Community Planning Aberdeen, continuing our work through the Aberdeen Prospers Group, and actively participating in the Anti-Poverty Group and Alcohol and Drugs Partnership. This will include:
a) DWP advisors co-locating with ADP services to support stabilisation and recovery
b) ADP support to DWP to identify alcohol/drug risks and pathways

IV. DWP will continue be an active partner in the Criminal Justice system, building on work already being provided at HMP Grampian through:

a) Collaborating with ACC's Prison Liaison Officer to ensure planned support is in place prior to liberation
b) DWP joining the Multi-Agency Public Protection Arrangements (MAPPA) Strategic Oversight Group as required.

V. ACC and DWP will continue work together to support families in the current Home Office Afghan Resettlement Scheme, with DWP
a) Actively engaging in Afghan Resettlement Scheme Tactical meetings
b) Assigning a work coach to all families or individuals where eligible
c) Participating in quarterly reviews of the resettlement scheme, identifying lessons learned and ensuring these are translated into practice
d) Participating in any future resettlement schemes.

VI. ACC and DWP will work together and in collaboration with other National and Local partners to support employability across Aberdeen. This will include –
a) supporting young people to overcome multiple barriers to employment, including:
i. The establishment of a Youth Hub, as well as introducing Youth Employability Coaches, specifically to work with 18 to

24-year-old unemployed people, in order to increase both skills attainment and employment outcomes
    ii. Continuing to develop the established Local Employability Partnership
    iii. Sharing relevant and appropriate information, to enhance young people's employability and ensure a positive destination is reached.
b) Supporting adults to overcome barriers to employment, including:
    i. ACC and DWP will collaborate to link local employment opportunities with Community Benefit clauses included in procurement contracts
    ii. ACC and DWP will work with key stakeholders to co-ordinate an effective offer for individuals and employers at risk of redundancy
    iii. ACC and DWP will collaborate to maximise the employability of people with long term health conditions
    iv. Reviewing these arrangements on an ongoing basis.

VII. ACC and DWP will work together to strengthen the support available to lone parent families. This will include:
a) An agreed contact point for escalation between both organisations where a lone parent family requires additional support
b) Joint access to relevant systems and common data platforms allowing quantitative analysis and prediction. This will include ACC Housing and Council systems, and Stat Xplore.
c) Agreement of referral pathways where there are mental health issues being experienced by the lone parent
d) Exploring the creation of a Parent Hub to provide wraparound support
e) DWP as a stakeholder in the development of the Family Support Model in Aberdeen.

VIII. ACC and DWP will collaborate to ensure the new Housing and Support delivery model provides support to tenants:
a) At risk of becoming homeless to resolve any housing element issues timeously
b) An agreed contact for escalation between both organisations
c) Commitment to sharing feedback on the development of the landlord portal, influencing where possible.

IX. ACC and DWP will work together to tackle safeguarding, suicide and drugs deaths. This will include:
a) Enhancing and define existing escalation and referral routes where safeguarding concerns are identified, including through the Risk and Concern Hub
b) DWP becoming an active partner in the City's Alcohol and Drugs Partnership in its attempts to reduce drugs deaths in the City task force
c) Sharing of information regarding financial harm

X. DWP will support ACC wherever possible in its vision to eradicate poverty in all its forms. This will be based on whole and targeted population data, including at locality level, and include the sharing of data through a data sharing agreement on:
a) Child poverty
b) Fuel poverty
c) Food poverty
d) In work poverty
e) Poverty and employment issues affecting minority ethnic communities
f) Care experienced young people.

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Piper Alpha Memorial
REPORT NUMBER	OPE/22/139
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Steven Shaw
TERMS OF REFERENCE	Introduction 6

1. PURPOSE OF REPORT

1.1 This report provides an update on the current situation regarding the Piper Alpha Memorial and the North Sea Memorial Rose Gardens at Hazlehead Park.

2. RECOMMENDATIONS

That Council:

2.1 Note the contents of the report; and

2.2 Instructs the Chief Officer - Operations and Protective Services, to connect with, meet with, and agree next steps, with all relevant parties with the outcome of the meeting to be reported back to the Operational Delivery Committee in August 2022.

3. CURRENT SITUATION

3.1 Piper Alpha was an oil production platform located in the North Sea approximately 120 miles north-east of Aberdeen. It exploded on the 6th of July 1988; 167 people lost their lives. It left just 61 survivors. It was the world's worst ever offshore disaster. Within 2 hours the Piper Alpha went from being one of the world's largest oil producers, to a burning wreckage. Lord Cullen's report published in 1990 made 106 recommendations that have changed the safety culture not just offshore, but in many other industries.

3.2 On 6 July 1991, on the third anniversary of the disaster, a memorial sculpture showing three oil workers was erected in the rose gardens within Hazlehead Park. The figures represent, on the West, the physical nature of offshore trades, the East, youth and eternal movement and the North holds an unwinding spiral, which represents oil, in the left hand.

The memorial was designed and sculpted by the artist Sue Jane Taylor. The memorial has the names of all 167 men who died, engraved on the pink granite plinth, alongside their ages.

3.3 The official brochure relating to "The Piper Alpha Memorial" was published in 1991 and limited to 3000 copies. Within the brochure, the Piper Alpha Memorial is referred to as the "memorial," but the gardens surrounding it are referred to as "The North Sea Rose Garden."

3.4 Records available to Environmental Services have the garden named the North Sea Memorial Rose Garden.

3.5 The name of the garden was reconfirmed in 2013, at the 25-year rededication ceremony. New 'North Sea Memorial Rose Garden' signs were installed at this time.

3.6 Aberdeen City Council own the memorial and the gardens. The maintenance of the gardens is undertaken by the Hazlehead Park team. This team is manged and supported by Environmental Services.

3.7 In May 2022 the Pound for Piper Memorial Trust officially announced their proposal to redesign the gardens.

3.8 Pound for Piper was set up in 2012. Since its inception the Trust's main purpose has been to ensure that the Piper Alpha Memorial and the gardens are cared for and maintained to a high standard. For many years, the Trust has invested funding and their time in supporting the gardens. Aberdeen City Council have a very good relationship with the Trust and together, have always given support to ensure that the gardens are sustainable and well looked after.

3.9 The Pound for Piper Memorial Trust's launched their redesign project on the 13 May 2022. The launch was about sharing a conceptual design, gathering feedback, gauging the level of support, and raising funding. The project looks to support the future of the gardens and reflects the Trust's vision and long-term purpose to ensure that the monument and gardens are maintained to a high standard for years to come. In their own words, 'to ensure that the gardens remain a special place for solace, comfort and contemplation.'

3.10 The proposal has had a great deal of media coverage. There has been support for the project, but it has also upset families affected by the disaster. The wider public has also put forward a number of comments on the redesign, both for and against it.

3.11 On the 6 June 20022 a petition, 'Stop the redesign and renaming of the Piper Alpha Memorial Garden' was received by Aberdeen City Council. The petition has over 5000 signatures.

3.12 The petitioners feel that there has not been full consultation on the proposed redesign and are seeking inclusive consultation prior to any decisions being taken. They request that the garden should not be renamed or rebranded as a generic monument and garden, thereby removing the strong association of the space with the disaster. They have called for the garden not to be replaced or redesigned but retained as it is and for Aberdeen City Council to maintain it to an excellent standard. They believe that the memorial and garden should be protected from redevelopment and rebranding, for example by Listed or Scheduled status. They have also called for the garden to be officially recognised as the Piper Alpha Memorial Garden.

3.13 The Piper Alpha Memorial and the North Sea Memorial Rose Garden are of huge significance to those affected by the Piper Alpha disaster, and to the people of Aberdeen. The Council recognises the importance of fully consulting on any proposal to ensure all voices are heard, as part of any decision-making process.

3.14 There has been no discussion between the Pound for Piper Memorial Trust and Aberdeen City Council on rebranding or renaming the memorial or the gardens. There has been no final decision made on the garden redesign.

3.15 Council Officers will meet with all relevant parties to agree a way forward and next steps. The outcome of the meeting will be reported back to the Operational Delivery Committee.

3.16 In due course a full report will be brought to a Council Committee to discuss the future of the gardens. As part of the formal process any proposed changes to the gardens will be subject to consultation and all relevant planning approvals. The final decision on the future of the memorial and the gardens will be made by the Council.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?

Strategic Risk	No significant risks.	NA	NA	NA
Compliance	No significant risks.	NA	NA	NA
Operational	No significant risks.	NA	NA	NA
Financial	No significant risks.	NA	NA	NA
Reputational	Communication and consultation does not included everyone with a connection to the garden.	Communication with all groups and decision-making being led by the council in all aspects of the project.	M	Yes
Environment / Climate	No significant risks.	NA	NA	NA

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	Supports the delivery of Aberdeen City Council Policy through the Council's commissioning intentions, aligned to the LOIP key drivers, and stretch outcomes.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
Prosperous People Stretch Outcomes	The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
Prosperous Place Stretch Outcomes	The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
Regional and City Strategies	No impact identified
UK and Scottish Legislative and Policy Programmes	No impact identified

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Not required.
Data Protection Impact Assessment	Not required.
Other	None

10. BACKGROUND PAPERS

NA

11. APPENDICES

NA

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	International Travel 2022/23
REPORT NUMBER	COM/22/123
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Jim Johnstone
TERMS OF REFERENCE	Introduction 6

1. PURPOSE OF REPORT

1.1 To seek approval for immediate overseas travel that is required to support relevant City Growth activities in 2022/23.

2. RECOMMENDATIONS

That Council:

2.1 Notes the current Memoranda of Understanding (MoU) with international partner cities that are supported by the Council;

2.2 Notes the support provided to international trade activity led by Scottish Development International (SDI) and the Department for International Trade (DIT);

2.3 Notes the submission of the H2 Twin Cities application under the US Government Clean Energy Ministerial with the city of Kobe in May 2022;

2.4 Approves international travel as detailed below and subject to the maximum expenditure as detailed in paragraph 4.2:

(a) Two officers to attend ONS event in Stavanger, Norway between 29 August – 1 September 2022;
(b) The Lord Provost and one officer to attend WECP Annual General Meeting in Esbjerg, Denmark between 5 – 8 October 2022; and
(c) Up to two officers to attend CERA Week Conference in Houston, USA between 6-10 March 2023.

2.5 Delegates authority to the Chief Officer - City Growth to authorise necessary and appropriate travel documentation and associated expenditure for the travel noted in para 2.4 above, provided the cost thereof does not exceed the budget referred to in section 4 of this report, and notes that all international travel is in line with current Council travel policies and international travel and Covid-19 guidance;

2.6 Agrees that additional international travel will be discussed with the Council Co-Leaders and a report brought to the appropriate committee if a decision to travel is required; and

2.7 Agrees that an annual service update will be circulated to members reporting on the outcomes of all the overseas activity proposed in this report.

3. CURRENT SITUATION

3.1 The Council supports international trade activity through a series of Memoranda of Understanding (MoU) and further details are provided in Appendix One.

3.2 The Council is a founding member of the World Energy Cities Partnership (WECP), which connects 19 global energy capitals. This network enables the Council and regional partners to work with member cities as they deliver energy transition. The WECP bylaws state that "those persons serving as the head of the municipal or provincial government of each Member City participate in the Board of Directors".

3.3 There are opportunities for business to business links to be established as a result of the MoUs/ WECP, and as activity is planned, officers liaise with Scottish Development International (SDI) and Department for International Trade (DIT), the trade and investment agencies of the Scottish Government and UK Government respectively. This ensures that there is wider awareness of activity and alignment to wider trade and investment priorities.

3.4 In May 2022, a submission to the US Government Clean Energy Ministerial initiative, H2 Twin Cities, was made with MoU partner city Kobe. This submission is a positive example of our existing MoU serving as a springboard for additional activity in support of the Regional Economic Strategy (RES) priorities. The outcome of the bid is expected to be announced in July 2022. If successful both cities will be able to work together to mentor and knowledge share resulting in an accelerated transition into hydrogen power. The bid narrative is provided in Appendix Two.

3.5 The Council is a full member of the Conference of Peripheral Maritime Regions (CPMR) and the North Sea Commission within this. CPMR represents more than 150 shoreline regions, campaigning in favour of a more balanced development of European territory. The Council is also a member of a thematic group for sustainable communities, Smart Regions.

3.6 Since March 2020, in response to travel restrictions as a result of Covid-19, CPMR activity has been taking place through Teams. At the time of this report it is not known whether this will continue, or, if face to face meetings are needed.

3.7 International travel and associated spend in relation to the Council's current projects in hydrogen have been highlighted in the approved budgets in previous Committee reports. These also approved delegation of authority to the Chief Officer of City Growth to agree related trips specified in project contracts.

International Activity Plan 2022/23

3.8 Officers have been reviewing which activities to prioritise for 2022/23, and the implications in terms of overseas travel. To appraise the benefits of each attendance, it is proposed that the following criteria are used to inform the decision to travel:

1. Meetings/review points with MoU partners should take place online where possible. In the event that attendance by an Elected Member is requested, this will be discussed with the Co-Leaders of the Council;
2. Engagement will reflect the sectoral priorities in the RES – for example, energy, food, drink, agriculture and fishing, life sciences and creative industries;
3. Engagement will reflect wider RES priorities of innovation, trade, inward investment or job creation;
4. Where appropriate, overseas travel should be supported by businesses, in consultation with SDI, DIT and/or Aberdeen & Grampian Chamber of Commerce. This will ensure activity is aligned to specific needs of business in the city;
5. WECP attendance at the AGM and Working Group meetings;
6. Where applicable, in support of project activity in support of the North Sea Commission and Smart Regions Group.

3.9 Where face-to-face visits are required outside of Aberdeen, officers will confirm the nature of request using the above criteria and whether elected member and/or officer representation is required. This will then be agreed with the Council Co-Leaders and a report brought to committee if a decision to travel is required.

3.10 The Council will support inward delegations from MoU/ WECP partners regions and ensure that Aberdeen businesses and wider stakeholders are included where appropriate.

3.11 The following trips are proposed as a priority for the Council:

- Under Criteria 2 and 3: ONS event in Stavanger, Norway between 29 August – 1 September 2022 – two officers (one from Invest Aberdeen and one from the Council);
- Under Criteria 2 and 5: WECP AGM attendance (October 2022) – the Lord Provost and one supporting officer;
- Under Criteria 3: CERA Week Conference in Houston, USA between 6-10 March 2023 – restricted to one officer if there is attendance by other Aberdeen stakeholders (for example, and funded by them, NZTC, HE sector);

3.12 An annual service update will be circulated to members reporting on the outcomes of all the overseas activity proposed in this report.

4. FINANCIAL IMPLICATIONS

4.1 As a final schedule has not been agreed for the North Sea Executive Committee or Smart Regions Group meetings, no decision is required from Council at this time. Officers recommend that a report is brought to the next Committee cycle if overseas travel is required. This equates to a budgeted cost of £14,000, highlighted in the table below. Please note that this will be dependent on the

Council agreeing to an elected member being appointed as a representative to these outside bodies; as per the paper that is earlier in the agenda of this meeting.

4.2 Council approval is required in relation to the proposals for ONS, WECP and CERA Week, at a total cost of up to £16,000. These costs will be met via the approved City Growth budgets for 2022/ 23.

Destination	**Attendance**	**Dates**	**Estimated costs**
ONS Stavanger	2 officers	29 August – 1 September 2022	£6,000
WECP AGM, Esbjerg	Lord Provost + 1 officer	October 2022 (TBC)	£4,000
CERA Week, Houston	Up to 2 officers (if a partner stakeholder attends, there is only a requirement for one officer)	6 – 10 March 2023	£6,000
Total			**£16,000**
CPMR General Assembly	1 elected member + 1 officer	European location TBC (in-person attendance will be based on location)	c. £2,000
North Sea Executive Committee Meetings (x3)	1 elected member + 1 officer	European location TBC (in-person attendance will be based on location)	c. £6,000
Smart Regions Group Meetings (x3)	1 elected member + 1 officer	European location TBC (in-person attendance will be based on location)	c. £6,000
Total			**£14,000**

5. LEGAL IMPLICATIONS

5.1 The Local Government (Scotland) Act 1973 stipulates that Elected Members' travel can only be funded if it is classed as an 'approved duty'. Approved duties include *"the carrying out of any other duty approved by the local authority, or anything of a class so approved for the purposes of, or in connection with, the discharge of functions of the local authority or any of its committees or sub-committees".*

5.2 Local authorities have a statutory duty to secure best value as per section 1 of the Local Government in Scotland Act 2003. The Council has Travel Policies for both members and officers. All travel should be booked in accordance with the arrangements set out in these policies to ensure the most cost-effective travel arrangements are utilised.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The report recommendations will have an immediate negative environmental implication, namely an increase in carbon emissions due to air travel. To counter this, regular meetings to fulfil MoU commitments will take place virtually and where travel is necessary, efforts will be made to ensure a full and valuable itinerary. Consideration can also be given to minimising the carbon footprint when booking travel, i.e. booking a train rather than a flight when travelling domestically within a country (when the itinerary allows) or booking 'green' airfares only.

6.2 Taking a longer-term view, it could be said that the environmental implications of this report are positive, given the recommended alignment of international trade priorities with stakeholders and international partners who can aid us in achieving net zero goals.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to adapt to the changing priorities in international energy markets with a consequent negative impact on local economic activity	Alignment with Scottish and UK government priority transition markets for trade and exports internationally. Alignment with Council's objectives, ambitions and ongoing projects in energy transition. Continued monitoring of net zero projects and advancements globally to ensure we have fruitful connections.	M	Yes
Compliance	Spend not in line with approved duties. Inherent risk involved in travel to certain markets e.g. security.	All travel will be booked and managed in accordance with Council's Travel Policies for Members and Officers. FCO travel	L	Yes

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
		advice will be followed.		
Operational	International travel has been deemed high risk during Covid-19, but these risks can now be managed and minimised considering destination on a case-by-case basis.	A thorough risk assessment is undertaken prior to any travel outside of the UK. This forms part of the pre-travel briefing. The Council has sufficient travel insurance in place.	L	Yes
Financial	There is a risk that actual costs exceed those anticipated in this report.	The approved plan and costing estimate will ensure that no travel will be booked if it exceeds the total approved budget.	L	Yes
Reputational	There are reputational risks for the city if it does not actively participate in existing international relationships and networks and in developing market relationships that will be beneficial to the city. These are vital to ensure that the city's global profile, particularly as net zero driver, is maintained.	Fulfilling the Council's obligation in terms of WECP membership will ensure continued international profile. Working with SDI and DIT will ensure that Aberdeen maximises and benefits from international trade activity.	M	Yes
Environment / Climate	Carbon footprint of air travel.	Travel plan has been streamlined to only include overseas trips deemed necessary and beneficial.	M	Yes

8. OUTCOMES

COUNCIL DELIVERY PLAN

	Impact of Report
Aberdeen City Council Policy Statement	Recommendations in this report support the delivery of Economy Policy Statement 11 and Place Policy Statements 1 and 2, aligned to unleashing the non-oil and gas economic potential of the city.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Recommendations in this report will contribute to Economy Stretch Outcomes; international market relationships assist Aberdeen companies to increase their export turnover and grow which in turn leads to training and employment opportunities.
Prosperous Place Stretch Outcomes	The stakeholder and international relationships with like-minded global transitioning cities, and the associated best practice and knowledge sharing with these partners, will enable us to achieve Place Stretch Outcome 13 – reducing carbon emissions by 61% by 2026.
Regional and City Strategies	The report conforms with the objectives of Council's Strategic Infrastructure Plan, the Regional Economic Strategy (RES), H2 Aberdeen Strategy, WECP Strategic Plan and the Net Zero Routemap for the city. The report conforms with the objectives of the Scottish Government's 'Vision for Trade' and recent policy announcements.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Not required
Data Protection Impact Assessment	Not required
Other	Not required

10. BACKGROUND PAPERS

10.1 COM/21/100 – International Trade Plan 2021-2022 – 11th May 2021

10.2 PLA/19/178 – World Energy Cities Partnership AGM, Presidency and Travel – 7th February 2019

11. APPENDICES

11.1 Appendix One – International Memoranda of Understanding

11.2 Appendix Two – H2 Twin Cities Project Narrative

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1: International Memoranda of Understandings

MoU City	MoU Country	Industry Focus	Sign Date	Expiry Date	Progress
Barranquilla	Colombia	• Offshore Wind • Oil & Gas	Apr-17, renewed Sep-21	Sep-24	• Aberdeen assisted Barranquilla to join World Energy Cities Partnership (WECP) • Inward delegations – 2016, 2017, 2019 • Outward missions - 2017, 2019, 2022 • Robert Gordon University collaboration with local university on skills development (confidential) • University of Aberdeen collaboration and participation in energy conference in Barranquilla • Collaboration with OPITO regarding offshore safety standards for industry • Introductions and possible partnership discussions with ASET, Peterson and Bristow (confidential) • Barranquilla to bid to host WECP AGM in 2023 • Barranquilla participation in PORTIS project through peer learning exchange • ProColombia invest event around supply chain opportunities in offshore wind and hydrogen • AIA trade mission to Colombia in May 2022 • Contact made with ProBarranquilla about future collaboration
Hammerfest	Norway	• Energy • Marine Resource • Hydrogen	Apr-22	Apr-25	• Virtual attendance at Hammerfest's Barents Sea Conference • Aberdeen-Norway Gateway webinar – June 2022 • ONS Stavanger 2022 – to confirm action plan
Kobe	Japan	• Hydrogen • Marine	Jan-19, renewed Mar-22	Mar-25	• Aberdeen assisted Kobe to join WECP • Inward delegations – 2016, 2018 and WECP AGM 2019 • Outward missions – 2017, 2019 • Invest event around Japanese Renewables in February 2020 • RGU Marine Industries Summer School for Kobe City Engineers – 2018, 2019, 2022 • Direct engagement through Kobe City Consultant based in Aberdeen • Partner applicant for H2 Twin Cities initiative
Macaé	Brazil	• Oil & Gas, Wind	Oct-20	Dec-23	• New Mayor in 2021, has issued an invitation for a delegation from Aberdeen in 2022 • Possible relationship to be scoped between University of Macaé • DIT Mexico considering an Offshore Wind Mission to the UK in 2022, Aberdeen potential location
Muroran City	Japan	• H2 Development • Offshore Wind	Sep-21	Sep-24	• Focused on hydrogen with both cities launching a hydrogen hub, and priority action to investigate the potential of the Northern Sea shipping Route for export and import • Invitation for Aberdeen to attend Muroran City Hydrogen Forum in October/November 22
Pemba	Mozambique	• Oil & Gas • Energy Transition Routemap	Feb-18, renewed Mar-21	Mar-24	• Outward missions – 2015, 2018 • Inward delegation – 2019 • WECP AGM attendance • Meetings around infrastructure and net zero routemap – March 2022 • Letter of intent to apply to join WECP sent to Lord Provost as President – April 2022

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Appendix Two: H2 Twin Cities Partnership – Kobe and Aberdeen

Project Narrative

H2 Twin Cities is an initiative under the US Government Clean Energy Ministerial (CEM) with support from multiple CEM country members (including the UK) where two or more cities can apply to receive support to share ideas, mentor and learn from each other.

It is anticipated that cities will partner for a minimum of five years.

The cities of Kobe (Japan) and Aberdeen (United Kingdom) who are both at the forefront of Hydrogen deployment have come together to accelerate and enhance their transition into a Hydrogen based society and are now planning to apply for project funding under "sibling cities" category.

As part of the project the cities will share and develop best practices and lessons learned between each other, as well as showcase to other regions through the H2 Twin Cities platform, in order to further accelerate progress.

This project between Kobe and Aberdeen arises from a long-standing relationship between the two cities beginning with a letter of intent in 2018 and culminating in a memorandum of understanding signed recently. It is intended to share experiences in global partnerships and facilitate learning between the two cities and locally relevant organisations.

The key deliverables of this project are as follows:

- Share and develop best practices and lessons learnt to showcase Hydrogen journey which includes Fuel Cell Vehicles (FCVs), buses, waste trucks and port cargo handling machinery
- Exchange of information on the use of renewables and hydrogen energy in decarbonising ports
- Exchange of information for providing power and heat using hydrogen co-generation systems and hydrogen boilers. Undertake joint feasibility study for utilising hydrogen within the residential areas including the viability of liquefied hydrogen
- Facilitate personnel exchanges between the Liquefied Hydrogen Research Center, being developed by the Kobe City Government, and Aberdeen's Net Zero Technology Centre for the purpose of joint collaborations
- Facilitate personnel exchange and joint research between the universities in both cities (e.g. Kobe University, Robert Gordon University and University of Aberdeen) to encourage more learning and globally recognised and industry approved courses in Renewables Energy
- Provide a platform for relevant stakeholders and businesses to engage in discussion in forming and developing a supply chain

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That Council notes the Policy Statement considered at its meeting on 18 May 2022, and instructs the Chief Officer - Governance to bring forward proposals to the meeting of Full Council on 24 August 2022 with recommended changes to the Scheme of Governance to incorporate the following:-

Terms of Reference

- Dis-establish the Capital Programme Committee and transfer the remit to the City Growth and Resources Committee
- Dis-establish the Strategic Commissioning Committee and transfer the remit to Full Council and any other committee as appropriate
- Extend the scope of the Education Operational Delivery Committee to include children's services and rename it Education and Children's Services Committee to reflect its expanded remit
- Dis-establish the Operational Delivery and Public Protection Committees, and create:
    - Communities, Housing and Public Protection Committee; and
    - Net Zero, Environment and Transport Committee
- Establish an Anti Poverty Committee for addressing poverty in the city
- Rename the City Growth and Resources Committee as the Finance and Resources Committee

Powers Delegated to Officers

- To review the Planning Scheme of Delegation with a view to exploring the possibilities for ward members to direct that applications be determined by the Planning Development Management Committee rather than be determined under officer delegation.

Standing Orders

- Amend Standing Order 13 to remove Administration Leaders from the list of people to whom draft reports must be submitted except for reports to the Council and City Growth and Resources Committee
- Amend Standing Order 16 to reflect that any local member can speak at a committee without the need for consent from the Convener
- Amend Standing Order 34 to reflect that where one third of committee refers a matter to Full Council, and the next Full Council meeting is too late, the matter can be considered at a meeting of the Urgent Business Committee
- Amend Standing Order 40 regarding the length of meetings to reflect that meetings cannot last any longer than 6 hours (including, for the avoidance of doubt, any adjournments), unless Standing Orders are suspended

Scheme of Governance

- Remove all references to Business Manager and Depute Business Manager

Council Diary

- Meetings to be on an eight-week cycle, including Full Council, other than those which meet more frequently (e.g. PDMC) or less frequently (e.g. Pensions Committee)
- Change all committee start times to 10.00am

Webcasting

- Bring forward a proposal on how all Full Council and committee meetings could be made hybrid and webcast from the Chamber or Committee Room 2.

Exempt information as described in paragraph(s) 6, 9 of Schedule 7A of the Local Government (Scotland) Act 1973.

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