

Public Document Pack



To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Hazel Cameron, Fairfull, Farquhar, Henrickson, Hutchison, Kuszniir, Macdonald, Massey and van Sweeden.

Town House,
ABERDEEN, 22 December 2022

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in the **Council Chamber - Town House** on **TUESDAY, 10 JANUARY 2023 at 10.00 am**. This is a hybrid meeting and Members may also attend remotely.

The meeting will be webcast and a live stream can be viewed on the Council's website. <https://aberdeen.public-i.tv/core/portal/home>

JENNI LAWSON
INTERIM CHIEF OFFICER - GOVERNANCE

BUSINESS

NOTIFICATION OF URGENT BUSINESS

- 1.1. There are no items of urgent business at this time

DETERMINATION OF EXEMPT BUSINESS

- 2.1. Members are requested to determine that any exempt business be considered with the press and public excluded

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

- 3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

- 4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

- 5.1. Minute of Previous Meeting of 17 November 2022 - for approval (Pages 5 - 8)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 9 - 16)

NOTICES OF MOTION

- 7.1. Notice of Motion by Councillor Greig - Queens Lane South - RES/23/007
(Pages 17 - 26)

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

- 8.1. There are no referrals at this time

PERFORMANCE AND RISK

NET ZERO

- 9.1. There are no reports under this heading

ENVIRONMENT

- 10.1. Denburn Restoration - Project Continuation - COM/23/024 (Pages 27 - 58)

TRANSPORT

- 11.1. Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner - RES/23/001 (Pages 59 - 70)
- 11.2. Annual Report - Northern Roads Collaboration Joint Committee - RES/23/005 (Pages 71 - 98)

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

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

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NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 17 November 2022. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Hazel Cameron, Fairfull, Farquhar, Henrickson, Hutchison, Macdonald, Massey and van Sweeden.

The agenda and reports associated with this minute can be located [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.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. In relation to item 10.1 (Climate Change Report 2021-22), the following statements were noted:-

Councillor Blake advised that her husband was employed by Nature Scotland; the Convener advised that he was on the Board of the Aberdeen Renewable Energy Group; and Councillor Ali advised that he was on the Board of Aberdeen Heat and Power, however having applied the objective test, none of the Members felt these were interests which needed to be declared, nor which would prevent them from participating in the meeting for that item.

COMMITTEE BUSINESS PLANNER

2. The Committee had before it the planner of committee business, as prepared by the Interim Chief Officer – Governance.

Members asked a number of questions in relation to the content.

The Committee resolved:-

- (i) to note that there would be no performance report due to the Committee in January 2023 due to the lack of availability of data around the reporting timescales;
- (ii) to note that the business planner would be amended to add a column which would illustrate to which of the Aberdeen Adapts themes reports were connected;
- (iii) to note that officers were currently looking at the Net Zero Aberdeen Partnership Leadership Board and Delivery Unit structure and delivery around this, and would be bringing a report back to a future meeting with any recommendations around the structure;
- (iv) to note that officers were reviewing the timescales for the Local Transport Strategy and that this would be added to the business planner once timescales had been determined;

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- (v) to note that the Chief Officer – Strategic Place Planning would bring a report to a future meeting to highlight the strategies which would be reported to the Committee and when these could be expected to be populated in the planner;
- (vi) in relation to item 5 (Windmill Brae), to agree that this be removed from the planner as it would be considered as part of the City Centre Masterplan;
- (vii) in relation to item 7 (Various Small Scale Traffic Management Stage 2) to agree that this be removed from the planner;
- (viii) in relation to item 8 (Queens Lane South), to note that this report would be delayed to January 2023 due to a delay in consultation starting;
- (ix) in relation to item 14 (Removal of Pedestrian Crossings & Traffic Signal Controlled Junctions), to agree that this be removed from the planner as the budget savings had been identified elsewhere;
- (x) in relation to item 16 (Signage Policy), to note that this had been delayed to March 2023 from January 2023 due to the requirement to report to the Council's Policy Group and Risk Board in the first instance;
- (xi) in relation to item 38 (Road Safety Policy), to note that the report would now be presented in January 2023 instead of August 2023, with annual reporting moving to January meetings thereafter;
- (xii) in relation to item 53 (South College Street), to agree that this be removed from the planner and a service update provided instead; and
- (xiii) to otherwise note the planner.

PRESENTATION BY CHIEF OFFICER - STRATEGIC PLACE PLANNING

3. The Committee received a presentation from officers on climate and environment, which covered amongst other topics, an introduction to the Climate and Policy Service; Aberdeen Adapts; the Net Zero Aberdeen routemap, natural environment and the biodiversity crisis; the Bus Partnership Fund and Aberdeen Rapid Transit; energy and waste management; the energy heat network; and managing spaces for nature.

Members asked a number of questions about the presentation.

The Committee resolved:-

- (i) to thank officers for the informative presentation;
- (ii) in relation to slide 16, to request that officers share the more detailed information that was available from UK climate projections with Members outwith the meeting;
- (iii) in relation to the slides on biodiversity, to request that officers circulate information to Members outwith the meeting on (a) the locations of the key spaces for nature in Aberdeen; and (b) a list of statutory responsibilities / legislation in relation to protecting and improving nature;
- (iv) to note that officers were engaging with the Scottish Government as to data on the reduction in the use of private transport as a result of free bus travel and that this could be shared with Committee when available;

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- (v) to note that the Chief Officer – Strategic Place Planning would liaise with the Chief Officer – Education to provide an update on play-based / outdoor learning initiatives, including any plans for using playground space for food growing;
- (vi) to request that officers provide Members with further detail on the Pilot Theme Sprint with Zero Waste Scotland when that was available, and to note that officers had committed to using plain English for any communication around this and other projects;
- (vii) to request that officers make refresher Carbon Literacy training available to Members;
- (viii) in relation to the just transition to net zero, to note that the Chief Officer – Strategic Place Planning would liaise with the Chief Officer – City Growth around the data being collected to monitor progress and ascertain how this could be shared with the Committee, noting that a report was also on the planner for a future meeting on the energy transition zone and jobs plan; and
- (ix) in relation to the Energy from Waste facility, to note that officers had undertaken to engage further with the local community around the benefits of the facility.

CLIMATE CHANGE REPORT 2021-22 - COM/22/253

4. The Committee had before it a report by the Director of Commissioning which sought approval for the statutory Climate Change Report (CCR) for 2021/2022. The report advised that the CCR was to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

Members received a presentation from officers and asked a number of questions on the report and slides.

The report recommended:-

that the Committee –

- (a) approve the Climate Change Report 2021/22, as detailed in Appendix 1 and instruct the Chief Officer - Strategic Place Planning to submit the report prior to the deadline of 30 November 2022; and
- (b) instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website.

The Committee resolved:-

- (i) in relation to page 21 of the report, to note that officers would provide further information to Members outwith the meeting on what was being done in relation to lifelong learning and educating citizens about the implications of climate change and the principles of sustainability;
- (ii) in relation to Managing land for nature / Biodiversity, to request that officers work towards raising awareness with the public regarding the approaches being taken by the Council and the benefits thereof;
- (iii) in relation to page 26 of the report, to note that the Open Space Strategy would be reported to a future meeting of the Committee;

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- (iv) in relation to page 28 of the report and the question 2(g) – “*Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?*”, to request that officers provide information to Members outwith the meeting as to why the answer given was ‘not applicable’;
- (v) in relation to page 69 of the report, to request that officers provide information outwith the meeting as to why the fleet emissions had increased between 19/20 and 21/22;
- (vi) to note that officers would liaise with the Scottish Government to seek information on its emission reduction performance;
- (vii) to request that officers provide further information on the contribution of car clubs to reduction in emissions;
- (viii) to request that officers provide Members with a single document containing all the links embedded in the report;
- (ix) to note that officers would circulate the abridged slides to Members for information; and
- (x) to approve the recommendations.

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - CUS/22/238

5. The Committee had before it a report by the Director of Customer Services which presented Committee with the status of appropriate key performance measures relating to the services falling within its remit, namely Environment, Fleet, Roads and Infrastructure and Waste.

The report recommended:-

that the Committee note the report and provide comments and observations on the performance information contained in the report appendix.

The Committee resolved:-

- (i) in relation to the indicator “Number of Partners / Community Groups with links to national campaigns - Green Thread”, to note that officers would provide Members outwith the meeting with details of the number of volunteers involved in the various projects;
- (ii) to note that officers had undertaken to send Councillor Henrickson the report which had been submitted earlier in the year in relation to the areas in Aberdeen which had still to be updated to LED street lighting;
- (iii) in relation to the Waste Services indicator on page 92 of the report (Customer – Waste – Total Number of Complaints), to request that officers circulate information to Members outwith the meeting on the lessons learned; and
- (iv) to otherwise note the report.

- **COUNCILLOR IAN YUILL, Convener**

	A	B	C	D	E	F	G	H	I	J
1	NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed 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	Aberdeen Adapts Theme	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3	10 January 2023									
4	Bus Partnership Fund Grants	CG&R 03/02/22 - to instruct the Chief Officer - Strategic Place Planning, given the long term nature of the project, to bring back update reports on a quarterly basis.		Nicky Laird	Strategic Place Planning	Commissioning	8	Buildings and Infrastructure	R	It is recommended that this information be provided as service updates as no decisions are required from the Committee - this item is therefore recommended for removal. If anything requires to be reported to Committee in future, an item will be added back on the planner at that point
5	Altens East Recycling and Resource Facility	F&R 07/12/22 - to instruct the Chief Officer – Operations and Protective Services to update the Net Zero Committee on progress of the reinstatement of the services and ongoing business continuity arrangements.		Pamela Walker	Operations and Protective Services	Resources	1	N/A		As no decisions are required, and no report was instructed, this has been provided as a service update to Members
6	Notice of Motion by Councillor Greig - Queens Lane South	ODC 09/06/22 - to request that a letter drop off be undertaken to residents in the local area in relation to the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021 and to report back to this Committee in two cycles (1 November 2022) with a report on the results of any representations received and actions to be taken.		Vycki Ritson / Tolu Olowoleru	Operations and Protective Services	Resources	7	N/A		
7	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Vycki Ritson / Katie Watson	Operations and Protective Services	Resources	8	N/A	R	This report is only presented to committee if representations are received during the statutory consultation process. This has not been the case and therefore there is nothing to report this cycle
8	Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner.	To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination sections following the publication of the annual performance report by the Scottish Roadworks Commissioner.		Kevin Abercrombie	Operations and Protective Services	Resources	7	N/A		
9	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee		Doug Ritchie	Operations and Protective Services	Resources	7	N/A		
10	Denburn Restoration Project	To request an instruction to investigate other potential funding sources for the project		Susan Cumming	Strategic Place Planning	Commissioning	1 and 6	Our Natural Environment		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts Theme	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	Flood Risk Management Strategies	CG&R 03/02/21 - to instruct the Chief Officer – Operations and Protective Services to bring a report on the final Flood Risk Management Strategies and Plans to this Committee at the first possible meeting following the end of the consultation	The consultation for the draft Flood Risk Management Plans was completed in December 2021 and the final local FRMPs will be published in December 2022. The report will come to the first available committee in 2023	Claire Royce	Operations and Protective Services	Resources	1	Flooding and Coastal Change	D	The final local FRMPs have yet to be published by SEPA therefore this report will not be available for the January committee
11	Road Safety Plan 2023-2027	Transferred from Operational Delivery Committee planner To be presented every second year. This was presented to ODC in September 2021, therefore would originally have been intended to be presented in September 2023. Noted at November 2022 Net Zero, Environment & Transport Committee that the report would be presented to January 2023 meeting instead of August 2023, with reporting moving to January annually thereafter		Vycki Ritson / Naomi McRuvie	Operations and Protective Services	Resources	8	N/A	D	This report will now be presented in March 2023 as there have been software issues accessing the road collision data
12	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to 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;		Stephen Booth	Corporate Landlord	Resources	1	Buildings and Infrastructure	D	Chief Officer Corporate Landlord is working with Capital Design Team to incorporate the voluntary Net Zero Public Buildings Standards into new builds and reviewing the existing Building Performance criteria to identify areas where the new standard can be introduced and areas where the Council will need to invest further to meet the requirements of the standard. There is also work underway to collate data required to undertake a full review of the Council's housing stock to determine EESH2 compliance and the pathway to net zero for these existing housing. Chief Officer Corporate Landlord will bring an update to the meeting on 7 March on the progress on these very complicated and resource intensive work packages.
13										
14	7 March 2023									
15	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts Theme	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	A93 Banchory to Aberdeen Multi Modal Study	To advise Members of the outcomes of the study and to seek approval to further progress works to develop an outline business case		Will Hekelaar	Strategic Placing Planning	Commissioning	7,8	Buildings and Infrastructure		
16	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
17	Cluster Risk Register Reporting - Fleet / Roads / Waste / Environmental Services and Facilities Management	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly	Operations and Protective Services	Resources	9	N/A		
18	Signage Policy	ODC 31/08/22 - In relation to the Notice of Motion (regarding a suggested sign for Culter Men's Shed) to instruct the Chief Officer – Operations and Protective Services to report to a future meeting of the appropriate committee, seeking: approval of a Council policy concerning signage of this nature, such policy to include criteria for determining requests for such signage and provision as to the costs associated with such signage. Report to come in two committee cycles.	The Road Signing Policy is due to be presented to the Council's Policy Group on 20 December and to the Risk Board at its first meeting in the new year in line with the usual procedure for policies ahead of being presented to committee for approval. Therefore it will not be possible to meet the timescales required for a report in January, however the intention is to present it to the March meeting along with the decision on the Men's Shed signs, as it relates to the Policy	Mark Reilly	Operations and Protective Services	Resources	7	N/A		
19	A92 (Bridge of Don to Bridge of Dee) Multi-Modal Transport Corridor Study	CG&R 21/09/22 - to instruct the Chief Officer – Strategic Place Planning to report back to the Net Zero, Environment and Transport Committee with the Detailed Appraisal and OBC and next steps by March 2023		David Dunne	Strategic Place Planning	Commissioning	8	Buildings and Infrastructure		
20										
21	9 May 2023									
22	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		

	A	B	C	D	E	F	G	H	I	J
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2 30	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		
31	29 August 2023									
32	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations and Protective Services	Resources	8	N/A		
33	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	Commissioning	GD 8.5	N/A		
34	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
35	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		
36	31 October 2023									
37	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
38	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		
39	Climate Change Report 2022-23	To approve and sign the annual ACC Climate Change Report 2022-23, before submission of the report to the Scottish Government to meet statutory requirements.		Jenny Jindra	Strategic Place Planning	Commissioning	2	Our Natural Environment		
40	To Be Confirmed/Beyond 2023									
41	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	To be presented in January 2024	Vycki Ritson	Operations and Protective Services	Resources	8	N/A		
42	A96 Multi-Modal Study	CG&R Committee on 21/6/22 agreed to instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business Case and next steps by December 2023.	This is a Bus Partnership Fund project which will come to a future NZET Committee, currently on hold as we resolve grant conditions with Transport Scotland before progressing to the next stage.	Ken Neil	Strategic Place Planning	Commissioning	TBC	Buildings and Infrastructure		Transferred 07/12/22 from Finance and Resources Committee
43	A947 Multi-Modal Transport Corridor Study	CG&R 21/09/22 - subject to recommendation 2.2, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal and Outline Business Case and next steps to the Net Zero, Environment and Transport Committee when complete		David Dunne	Strategic Place Planning	Commissioning	8	Buildings and Infrastructure		

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 January 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Notice of Motion by Councillor Greig - Queens Lane South
REPORT NUMBER	RES/23/007
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 To report the outcome of the letter drop, undertaken to residents in the local area in relation to the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021, detailing the results of any representations received and actions to be taken.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 note the result of the consultation; and
- 2.2 agree to retain the current lengths of waiting restrictions on Queen's Lane South.

3. CURRENT SITUATION

- 3.1 The Aberdeen City Council (Rubislaw Area, Aberdeen) (Zone X) (On-street parking places and waiting restrictions) Order 2010 introduced timed waiting restrictions at Queens Lane South between St Swithin Street to the west and Forest Avenue to the east, 9.00am and 5.00pm on any day except Saturdays and Sundays to assist access and egress to residential properties.

Following the above order being made, in September 2019, one of the local Councillors requested changes to be made and "at any time" waiting restrictions be introduced at Queens Lane South between St Swithin Street and Forest Avenue.

- 3.2 Following this request, Officers carried out an assessment of the area and recommended that "at any time" waiting restriction be introduced after considering the benefit these restrictions would bring to the area.

- 3.3 After carrying out the initial, statutory and public consultation, the lines were installed on the carriageway by the council's Roads Operations Team in June 2021.
- 3.4 Shortly after the installation of the restrictions, some residents contacted Councillor Greig explaining the inconvenience the new restriction has brought on them and the need for it to be revoked. As a result of their complaint and an informal consultation carried out in the neighbourhood presented to Councillor Greig from a resident, Councillor Greig moved a motion to revoke the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021.
- 3.5 A report (OPE/22/075) relating to Councillor Greig's motion to revoke Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021 was presented to the Operational Delivery Committee on June 9, 2022. Officers recommended the current lengths of waiting restrictions on Queens Lane South is retained. During the meeting, it was decided that Officers carry out a letter drop to residents in the local area and to report back to the Committee with a report on the results of any representations received and actions to be taken.
- 3.6 Following this request, Officers carried out a letter drop to residents of Queen's Lane South and Gladstone Place. The letter outlined the reason the current restriction was introduced and the complaint that ensued after they were laid. Officers explained the need to get everyone's view, hence the need for the letter drop. Officers then requested their opinion giving them three options (see a copy of the letter sent in Appendix 1). Below are the various options Officers presented to the residents.

- Option one: Do nothing on Queen's Lane South
Option two: Revert to the previous restriction
Option three: Alternative suggestion

Letters were posted on November 1 and residents were given 21 days to respond with their preferred option and any comments they may have. Letters were sent to 42 properties but only 13 responses were received. 8 of the responders opted for option one, which is to do nothing on Queen's Lane South while the other 4 responders want us to revert to the previous arrangement on Queen's Lane South and 1 responder preferred option 3.

- 3.7 The current restriction on Queen's Lane South encourages unhindered access to properties, clear visibility for drivers and pedestrians, access to footway etc. Hence, Officers recommend that this restriction is retained for its benefits whilst honouring the result of the consultation carried out in the area

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications associated with the recommendations of this report.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications associated with 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

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		No significant risks identified		
Reputational	Might be criticised for inconsistency and double spending	To avert this risk, Officers propose the current restriction is retained	L	Yes
Environment / Climate		No significant risks identified		

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals in this report have no impact on the Council Delivery Plan
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u> The proposals in this report have no impact on the Local Outcome Improvement Plan	

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Full impact assessment not required
Other	There are no additional impact assessments needed for this report.

10. BACKGROUND PAPERS

- 10.1 Operational Delivery Committee, 9 June 2022, OPE/22/075
Notice of Motion by Councillor Greig to seek a decision on revoking the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021
https://committees.aberdeencity.gov.uk/documents/s132217/OPE_22_075%20NOM%20Cllr%20Greig.pdf
- 10.2 Minute of Meeting of the Operational Delivery Committee
<https://committees.aberdeencity.gov.uk/documents/g8009/Printed%20minutes%2009th-Jun-2022%2014.00%20Operational%20Delivery%20Committee.pdf?T=1>

11. APPENDICES

- 11.1 APPENDIX 1 – Letter issued to residents
- 11.2 APPENDIX 2 – Summary of residents' response

12. REPORT AUTHOR CONTACT DETAILS

Name	Tolu Olowoleru
Title	Technical Officer
Email Address	tolowoleru@aberdeencity.gov.uk
Tel	

11.1 APPENDIX 1 – Letter issued to residents



Your Ref:
Our Ref: QLS/TO
Contact: Tolu Clowolenu
Location: 2nd Floor, West

Owner/Occupier
Queen's Lane South/Gladstone Place
Aberdeen

Dear Sir/Madam,

Prohibition of waiting restriction (at any time) on Queen's Lane South (section between Forest Avenue and St Swithin Street).

You have received this letter as Aberdeen City Council have instructed that a letter drop off be undertaken to residents in the local area in relation to the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021. The full report and minutes of the request can be found on the Council's website at the following link <https://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=134508&ISATT=1#search=%229%20June%202022%22> (ODC 9th June 2022)

The Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021 refers to the double yellow lines on Queen's Lane South, over its length between Forest Avenue and St. Swithin Street. These were installed in June 2021.

Prior to the laying of these yellow lines, certain lengths of at any time waiting restriction applied on Queen's Lane South; both sides from its eastern junction with Forest Avenue, eastwards for a length of 10 metres and both side from its junction with St Swithin Street, westward for a distance of 35 metres. The remainder of its length was protected by single yellow lines with varying restriction time. A restriction time of 8am to 6pm, Monday to Friday applied to most of the northern section while a restriction time of 10am to 4pm, Monday to Friday applied to the southern section.

The measures were initially proposed as Aberdeen City Council received complaints that drivers, particularly parents of students of Albyn School and St Joseph Primary School indiscriminately park on the lane blocking accesses and

garages. It was reported that residents were not able to turn into their properties when vehicles are parked within the proximity of their access. Queen's Lane South has a width of 4 metres and a very narrow footway which is 1 metre wide. During a site visit, it was observed that drivers who park on this street do so by parking on the pavement to give room to passing vehicles. This manner of parking causes obstruction for pedestrians, forcing them to use the carriageway.

Based on the above, officers undertook the statutory process for consulting on and implementing the traffic regulation order for Queen's Lane South.

After the implementation of these restrictions, complaints were received about the inconvenience the new restriction has brought upon residents.

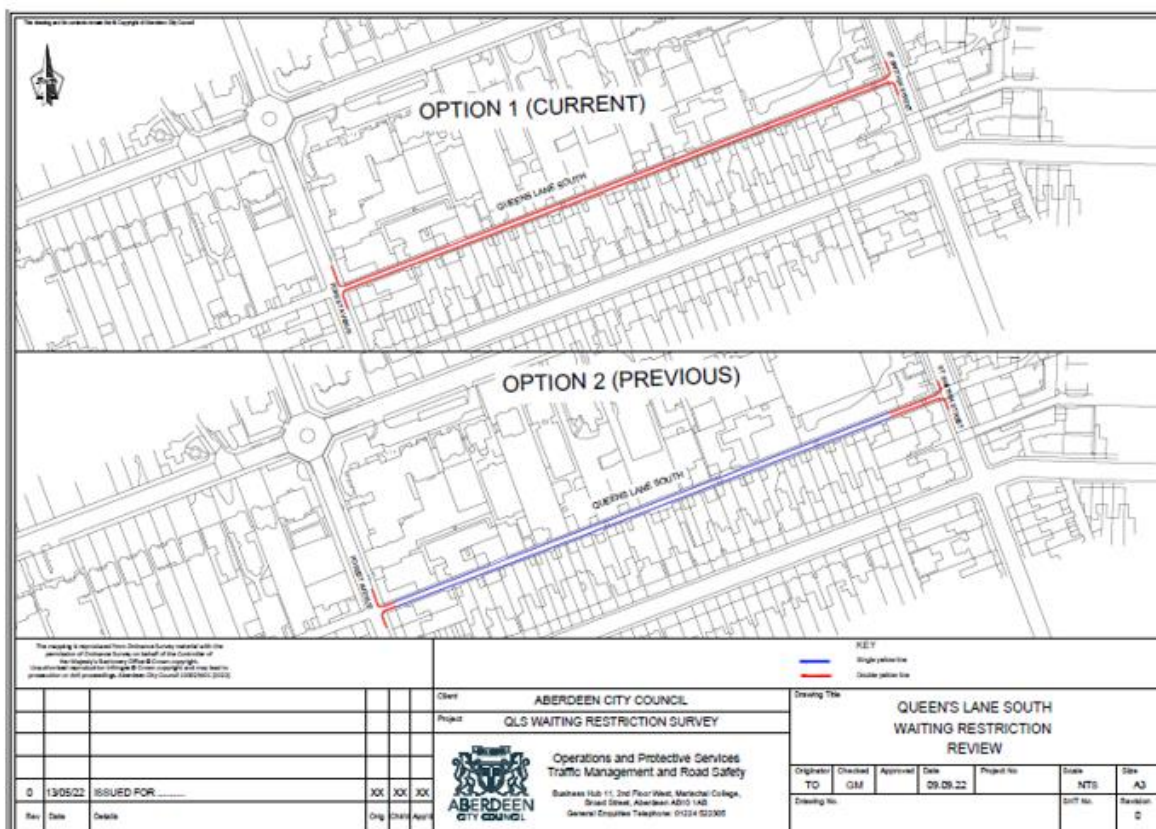
Officers want to determine the overall opinion of residents in the affected section of Queen's Lane South. We are now requesting your view/preference relating to this matter. We have provided three options we believe might represent your view. Kindly find the various options below and send us your response by November 21, 2022 to the email address below indicating your preferred option and any comment.

- Option one:** Do nothing on Queen's Lane South
- Option two:** Revert to the previous restriction
- Option three:** Alternative suggestion. Please provide details of your alternative proposal.

(plan for various options attached)

Yours Sincerely,

Tolu Olowoleru
Technical Officer
Traffic Management and Road Safety Team.
TrafficManagement@aberdeencity.gov.uk



11.2 APPENDIX 2 – Summary of residents’ response

During the consultation period, residents were given the opportunity to comment on the situation at Queen’s Lane South. Below is the summary of the comment received from residents.

Residents who want the current arrangement at Queen’s Lane South retained explained that they prefer the current restriction as it has brought about improvement to how they access their property. However, they highlighted the need for city wardens to patrol the area particularly during school rush hours as some drivers still contravene this restriction particularly parents’ picking or dropping off their kids. Some residents described the current restriction as godsent and some strongly oppose its removal.

Residents who preferred the restriction on Queens Lane South is reverted suggested that single yellow line during the week with time restriction provides control during the busier weekdays and if enforced controls parent’s pickup from the local schools. Other residents stated that the double yellow lines haven’t changed things as cars still park in the lane. A resident mentioned their inability to charge their hybrid electric car off Queen’s Lane South where their garage is facing. They also complained about not being able to wash their car on Queen’s Lane South as they fear may get a parking ticket. It was also mentioned that the presence of cars and people in a residential area like Queen’s Lane South provides a watchful environment.

A resident believes option 3 is best for the area, they suggest the northside section from property number 5 Queen's Lane South eastward, remains the same.

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 January 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Denburn Restoration – Project Continuation
REPORT NUMBER	COM/23/024
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Sue Cumming
TERMS OF REFERENCE	1 and 6

1. PURPOSE OF REPORT

- 1.1 We are seeking committee approval to explore funding for the continuation of the Denburn Restoration project and to report back to committee.

2. RECOMMENDATIONS

The Committee:-

- 2.1 Agree that the principles of the Denburn Restoration project would improve biodiversity and increase people’s connection to nature via active travel, and in turn this will improve health and wellbeing for people, whilst taking steps to towards tackling twin crises of biodiversity loss and climate change.
- 2.2 Approve the continuation of the Denburn Restoration project subject to external funding being obtained to deliver the project; and
- 2.3 Instruct the Chief Officer Strategic Place Planning, following consultation with the Chief Officer Operations and Protective Services, to explore opportunities for external funding to cover the costs of delivering the project and report back to committee on 7th March on next steps.

3. CURRENT SITUATION

- 3.1 A Denburn restoration feasibility study was carried out by Aberdeen City Council flooding team and Scottish Environmental Protection Agency (SEPA) to consider flood alleviation in the area from Maidencraig and Kingsgate in 2018. Committee reports regarding this project were given committee approval in 2015 (report number CHI 15207 and CHI 17165). This project was then put on hold due to Covid-19 and work restarted in 2021. Following flood modelling work carried out in 2021, it was concluded that sufficient flood relief would not be achieved to warrant this as a project for Aberdeen City Council Flooding team, to develop further to obtain funding. However, it was agreed by Aberdeen

City Council project team and SEPA that the project still has many benefits for nature and people; and should be developed further. The Natural Environment Policy team within Aberdeen City Council are proposing that this feasibility study is progressed to obtain revised costings, prioritise and re-evaluate scope of works to minimise maintenance and delivery cost; and to deliver the Denburn restoration. Funding for the full capital costs of the project will be obtained using external sources. Approximately 50% could be obtained through the Water Environment Fund (WEF) managed by SEPA. The other 50% could be obtained from other external funding sources.

- 3.2 This project aims to:
- Improve the burn by re-meandering the burn to remove current straight sections, returning it to a more natural course.
 - Create an enhanced wetland habitat.
 - Improve biodiversity for the area.
 - Reconnect people with nature.
 - Provide sections of path to link communities and improve recreational use.
 - Improve the aesthetics of the blue/green infrastructure network.
- 3.3 The feasibility study of the Denburn reach considered a 2.3km stretch from Maidencraig to Kingsgate running through Aberdeen City Council land, with sections of NHS Grampian land on the north bank and some private development around Maidencraig, Craighden and Denwood . Surrounding this reach of the Denburn are four primary schools, an academy and a hospital. In the vicinity of the burn are low-income households and national research has shown these households are more likely to be disadvantaged by not having the same opportunities as higher earning households to connect with nature. In addition, the Denburn has the potential to be an outdoor community facility and already has a pond dipping area used by schools at Den of Maidencraig.
- 3.4 The project proposes to create a natural meandering burn, new wetland planting, new boardwalks and re-aligned paths to allow users to experience/ interact with nature. Community engagement will also be undertaken and linked with work from the Scottish Wildlife Trust. Depending on the revised costs this project may take several years to complete. See Appendix A and B for current and predicted visual interpretations after the project has been completed.
- 3.5 Approval is sought to develop the project further in January 2023 in order for SEPA to consider this project for the WEF for 2023/24. If successful for the WEF, Aberdeen City Council would apply for external funding for the other 50% of the project, with the aim to deliver this project within the next 3 years.
- 3.6 If successful this project will help deliver Local Outcome Improvement Plan (LOIP) targets, restoration work detailed within the Scottish Biodiversity Strategy and provide essential stepping-stone habitat for nature to move around the city and to adapt to climate change.

4. FINANCIAL IMPLICATIONS

- 4.1 Estimated costs for the six different phases of the project were obtained in 2021. These will need to be revised to inform delivery and a decision on whether all phases are undertaken from the feasibility or if some phases are selected.
- 4.2. The WEF provided by the Scottish Government and managed by SEPA could fund this project. This is a competitive funding source for projects across Scotland and allocates money to projects every year. This is an annual fund that is approximately 5 million in total in each year which is recognised by Scottish Government and SEPA to deliver projects to provide resilience to the three crises of biodiversity loss, climate change and health and wellbeing. The WEF like a spread of projects across Scotland and prioritise projects that benefit a sizeable population. SEPA like projects where they can work with Local Authorities and partnerships and the Denburn restoration project has a sizeable community within a 20-minute walk (and larger community for wheeling travel) in an area where there are significant low-income households and would be seen in a positive light. SEPA have said verbally they are committed to this project and have requested we submit our project proposal before the start of the financial year to increase the likelihood of being awarded funding. They can provide technical support and source funding in the region of 50% of the project cost. This can include funding towards a project coordinator as part of an overall funding package. If we are unsuccessful with being awarded this funding, we would not pursue alternative streams of funding as the WEF is a significant funding source which we would struggle to find to deliver this project.
- 4.3 Maintenance of the area once works are completed will be required and this will have an impact on revenue budget and front-line operational resources for Aberdeen City Council Environmental Services team who manage the majority of the area. The proposal has been discussed with Environmental Services and although they are supportive of the overall benefits of the project, they would not be in support of this project unless adequate revenue budget is allocated for long-term maintenance. If this project is progressed, further discussions regarding the design to reduce maintenance costs as far as possible will involve Environmental Services.
- 4.4 It is proposed that approximately 50% of the proposal is funded via the WEF. The remaining approximately 50% of the budget could come from a variety of mainly external funding sources with potential options including, but not limited to, NESTRANS, Esmee Fairburn Foundation, National Lottery Grant for Heritage and Bus Lane Enforcement.
- 4.5 The Denburn is a tributary of the River Dee and Aberdeen City Council are involved as a partner in the Dee Catchment Partnership. Initial discussions with the Dee Catchment Partnership are supportive of the proposal as it fits within the Delivery Plan for the Dee Catchment Partnership. They have also indicated they could help run and coordinate the project, potentially via hosting a project officer. At this stage project officer costs are unknown but can be obtained

during the revised costing for this project, this cost can also be sought from external funders.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications.

6. ENVIRONMENTAL IMPLICATIONS

6.1 It is proposed to complete the project in phases to take advantage of external funding whilst also minimising the impact on wildlife. In the short term there will be some habitat loss whilst creating meanders in the burn's channel but in the medium to long term it aims to improve biodiversity.

6.2 The project aims to be nature positive and will contribute to our LOIP Stretch Outcome 15 of protecting/managing 26% of Aberdeen area by 2026.

6.3 As part of works adapting to climate change and a changing climate, Aberdeen will need to undertake work that provides high quality blue/ green infrastructure within the city to provide resilience to nature and people. This proposal fits within Aberdeen Adapts: Climate Adaptation Framework by providing a nature-based solution in protecting water quality and creating high quality habitat for nature.

6.4 Where possible local materials will be used such as fallen dead trees and plants from local nurseries to ensure that sustainability has been considered and carbon emissions are kept low.

7. RISK

7.1 There is a risk of not being awarded the WEF managed by SEPA which is anticipated to fund approximately 50% of the project, however, SEPA have stated they are committed to this proposal therefore we are reasonably confident in obtaining this funding. If funding was not obtained by SEPA the project would likely not be able to proceed. Obtaining the remaining 50% from other external funding sources is also required for the project to proceed and is therefore a risk although there are various options which give confidence that this funding can be acquired. This project is currently an active project with SEPA. If we decide to delay by 12 months or longer the project will no longer be considered active resulting in increased competition for the WEF, and reducing our chances of being awarded funding to Aberdeen City Council. Therefore, our best chance of securing the WEF is by applying in 2023/2024.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risk but not delivering project would risk commitment to our Biodiversity Duty and Nature Conservation Strategy	We have had several meetings with SEPA about this project and they are happy we are meeting the WEF objectives.	Low	N/A
Compliance	No significant risk but not delivering project would risk commitment to our Biodiversity Duty and Nature Conservation Strategy	Local Authorities are being encouraged to be nature positive by 2030. To achieve this, we need to be proactive and take opportunities to improve biodiversity when they arise, such as delivering this project, especially when there are multiple benefits that can be achieved.	Low	N/A
Operational	No Significant Risk	Design to reflect no/low maintenance options	Low	N/A
Financial	Funding may not be granted by SEPA or other external sources required to fund the project	Project would not go ahead unless WEF is awarded but we consider this low due to it being a current project with SEPA and it satisfies project objectives	Low	Yes
Reputational	No Significant Risk but not being seen to	Ensuring we work collaboratively internally with	Low	N/A

	deal with the nature crises/biodiversity loss whilst also enhancing the local environment for recreation etc may have a negative reputational risk	different ACC departments to ensure it delivers multiple benefits both internally and externally.		
Environment / Climate	Short term impact on nature during construction	Once project is complete there will be a medium to long term benefit of improved biodiversity level.	Low	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>				
			Impact of Report	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>			<i>The proposals within this report support the delivery of the following aspects of the policy statement:-</i> <ul style="list-style-type: none"> • <i>We Strive to achieve Net Zero to ensure a Just Transition is fair, both economically and socially for the citizens of Aberdeen.</i> • <i>Improving active travel infrastructure.</i> • <i>Seek to make Aberdeen a UNICEF child friendly City by creating outdoor spaces that they can enjoy and help with their health and wellbeing.</i> 	
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>				
Prosperous Outcomes	Place	Stretch	The proposals within this report impact in two areas of the delivery plan. The proposal will support the delivery of LOIP Stretch Outcome 14 Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. and 15 – Addressing the nature crisis by protecting/ managing 26% of Aberdeen’s area for nature by 2026. The paper seeks approval for progressing and delivering the Denburn Restoration to improve biodiversity whilst improving people’s experience	

	of active travel to help maintain the habit of active travel.
Prosperous People (Children & Young People)	<p>The proposals will support the delivery of LOIP Stretch Outcome 4 95% of children (0-5 years) will reach their expected developmental milestones by the time of their child health reviews by 2026. Through Key Driver 4.3 Improving health and reducing inequalities.</p> <p>Stretch outcome 5 90% of children and young people will report that their experiences of mental health and wellbeing have been listened to by 2026. This is reflected in interactions, activities, supports and services. Through Key Driver 5.2 Increasing children’s knowledge and understanding of their own physical and mental wellbeing and take an early intervention and prevention approach.</p>
<p>Regional and City Strategies</p> <p><i>Regional Strategies: Aberdeen Adapts, Regional Transport Strategy)</i></p> <p><i>City Strategies and Strategic Plans (Local Development Plan)</i></p> <p><i>Council Strategies (LOIP)</i></p>	<p><i>The proposal of the Denburn restoration within this report supports Net Zero Aberdeen, Aberdeen Adapts, the Strategic Development Plan and Local Development Plan by creating blue/green infrastructure within the city to provide resilience to climate change for nature and people. In addition, this proposal promotes active travel and aims to enhance user experience to create and maintain long term active travel habits, supporting the Local Transport Strategy.</i></p> <p><i>Supports LOIP as referred to in above table.</i></p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Not required.
Data Protection Impact Assessment	Not required
Other	Not required

- 10. BACKGROUND Information**
BEGIN Project CHI15207
Flooding Mitigation Projects CHI7165
Denburn Project Start Up Sheet

11 APPENDICES

Appendix A Denburn Feasibility

Appendix B Appendix F extract of an Artistic Visualisation of Restoration Options

11. REPORT AUTHOR CONTACT DETAILS

Name	Sue Cumming
Title	Senior Environmental Planner
Email Address	sucumming@aberdeencity.gov.uk
Tel	07584 275950



Table 7.1: Ranking of Preferred Options

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

Figure 2.3. Illustrative Sketch Depicting a Post-restoration Landscape

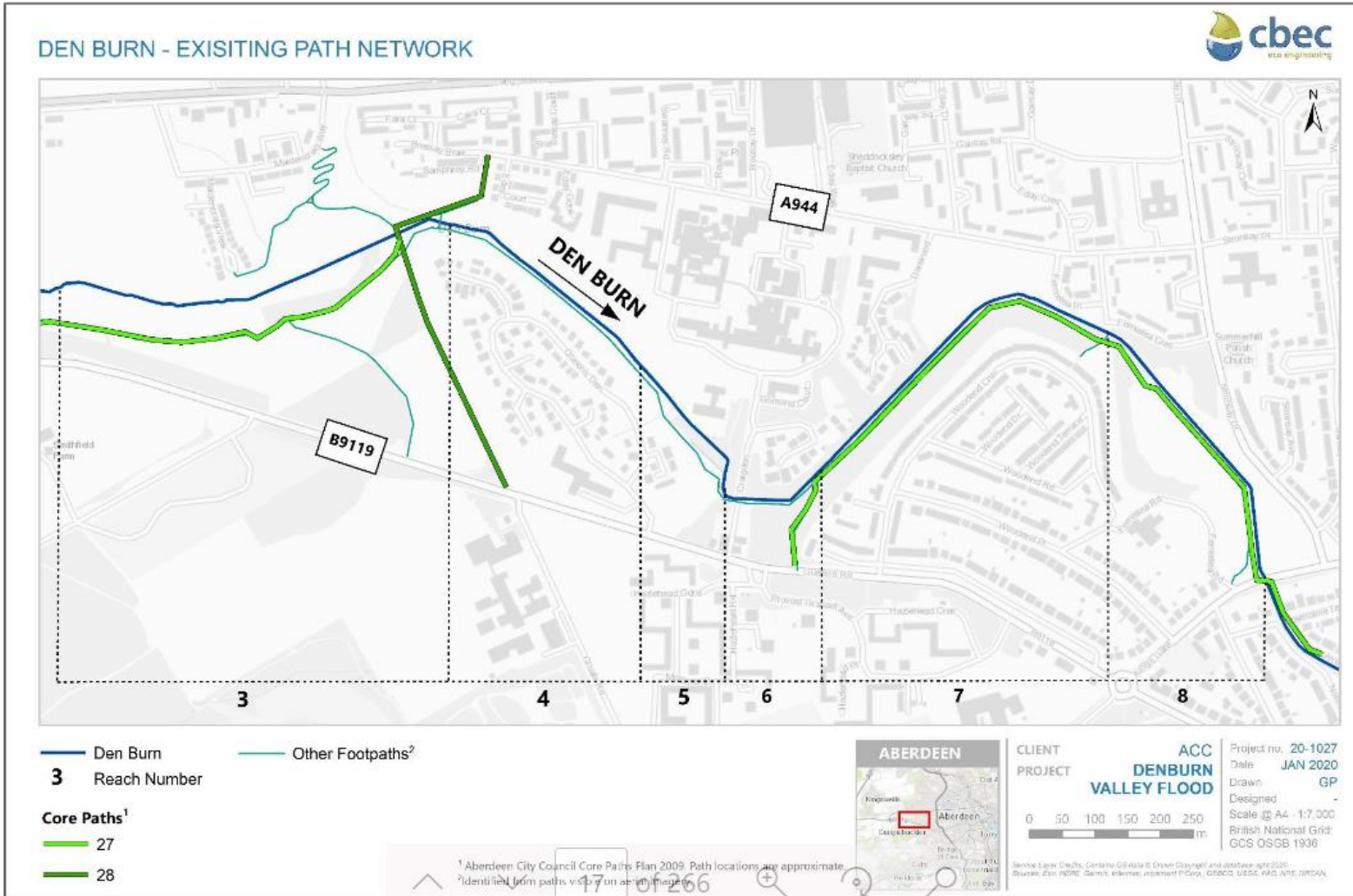


Figure 2.2 Den Burn Valley path network.

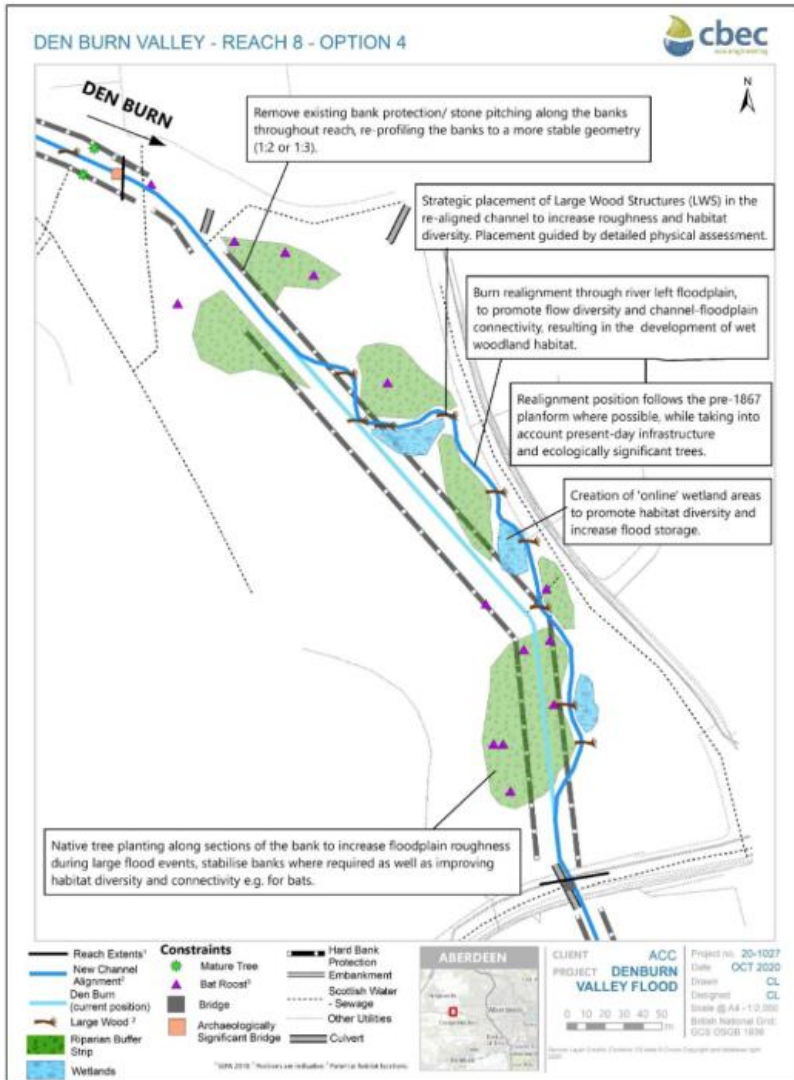


Figure 6.23: Management Reach 8 – Option 4.

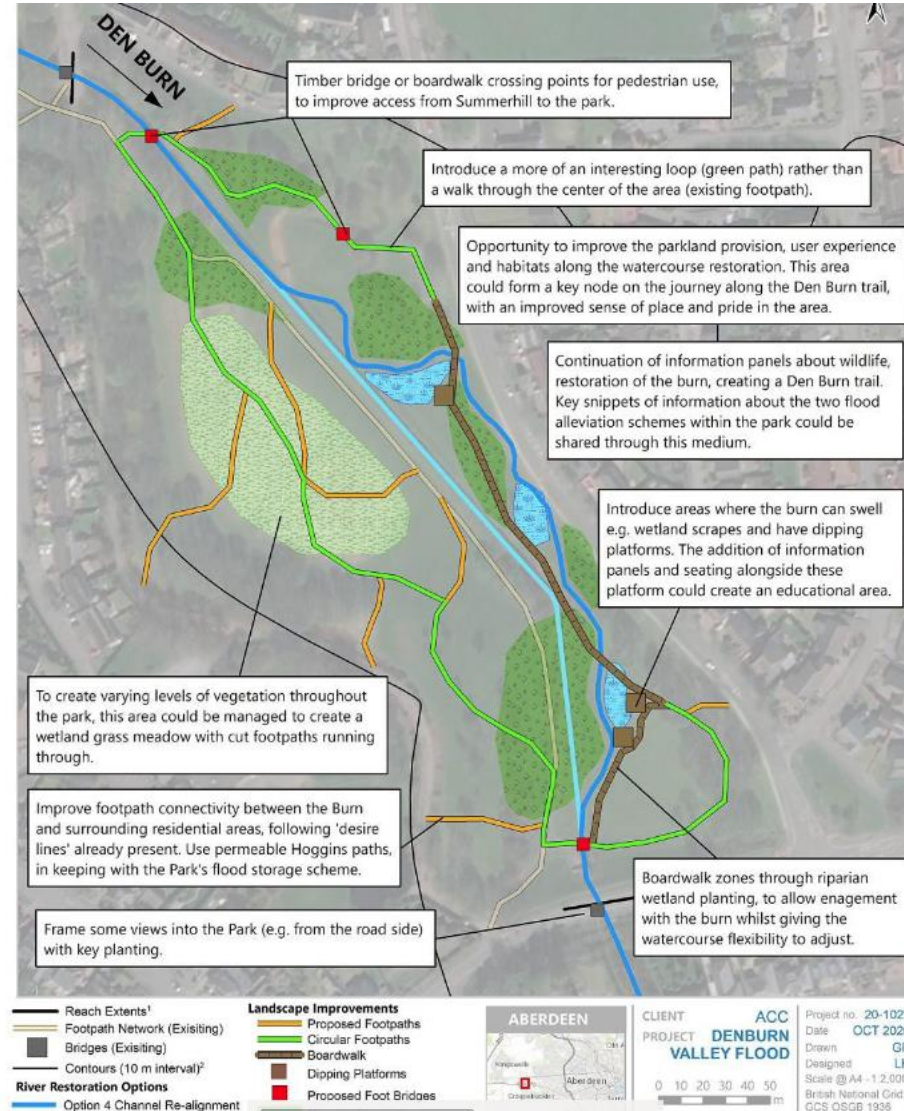


Table 7.1: Ranking of Preferred Options

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6



Reach 8: Option 4

Den Burn: Feasibility

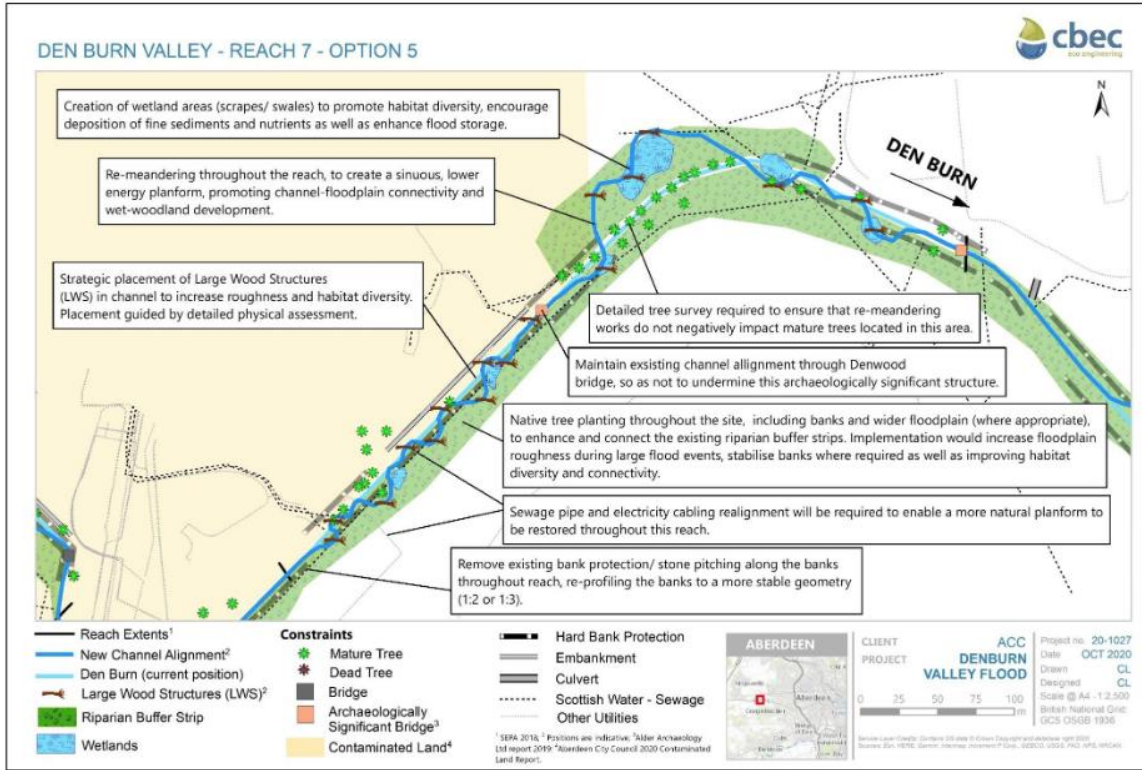


Figure 6.19: Management Reach 7 – Option 5.

Table 7.1: Ranking of Preferred Options

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

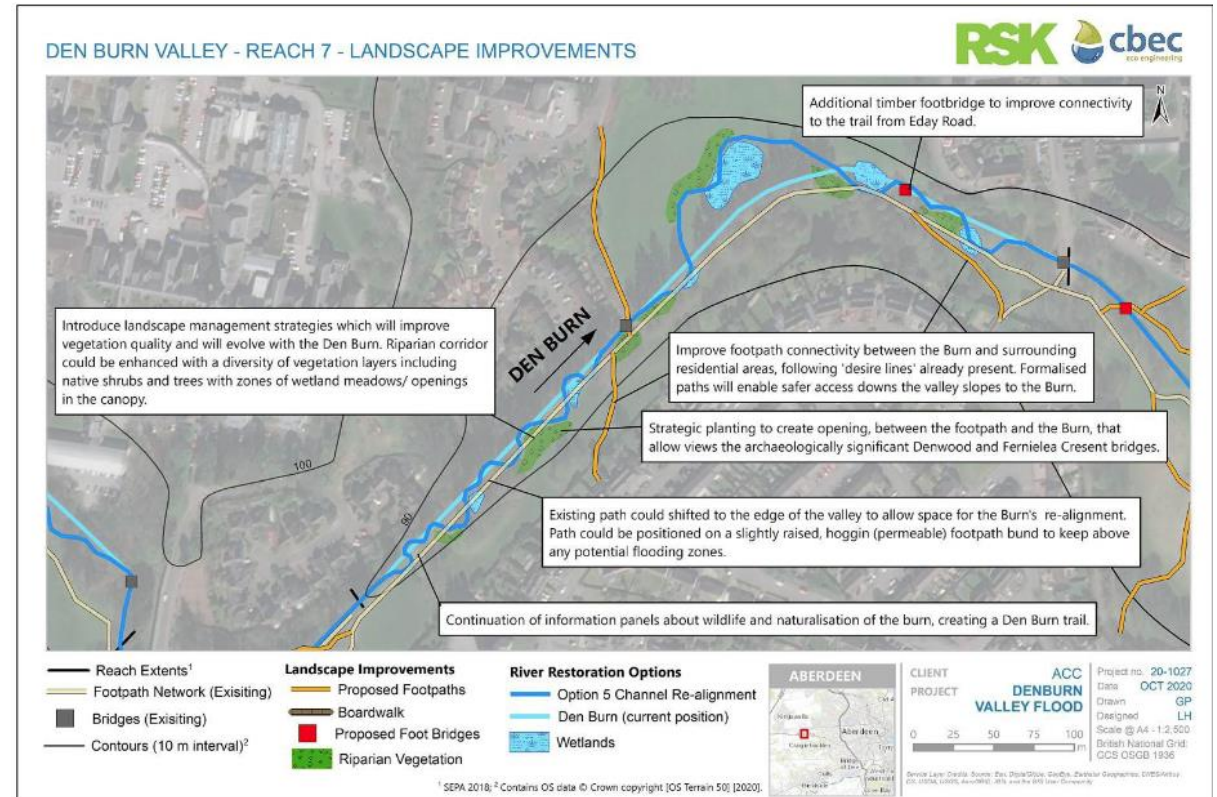


Figure 6.20: Management Reach 7 – Landscaping and Access Opportunities

Reach 7 – Option 3



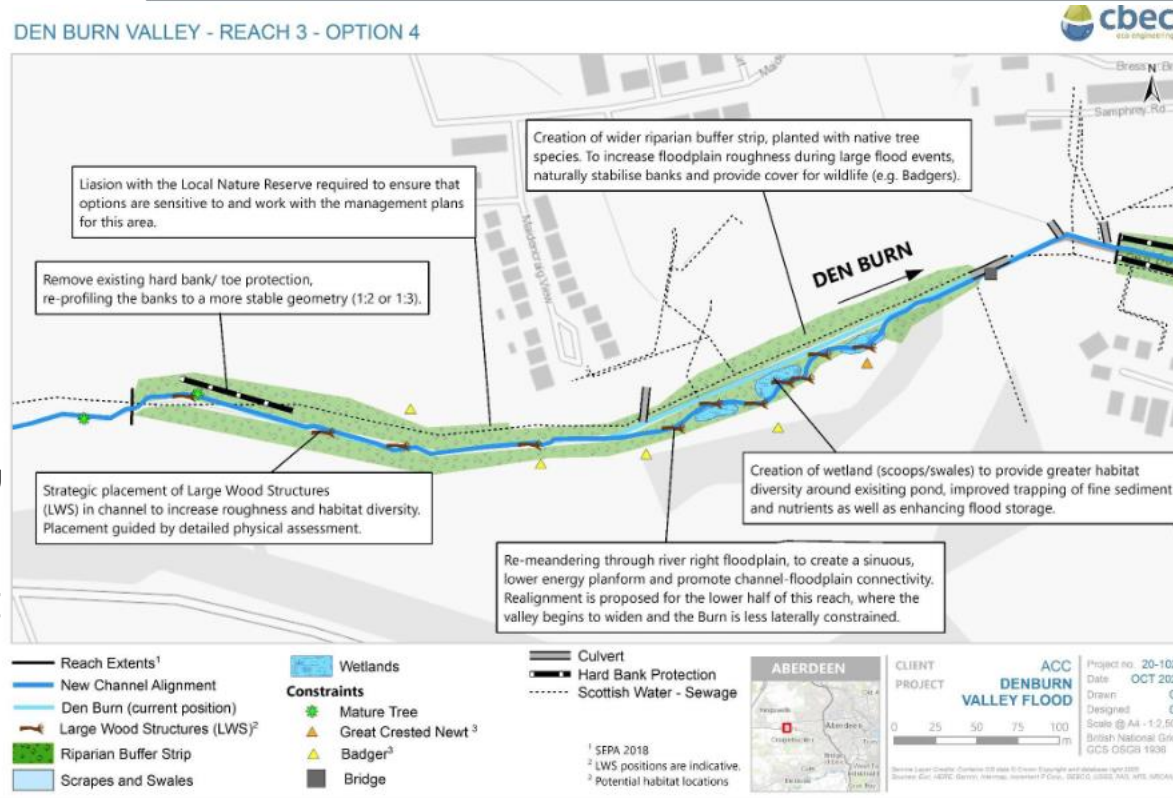
Reach 7: Option 3



Den Burn: Feasibility



DEN BURN VALLEY - REACH 3 - OPTION 4



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Figure 6.3: Management Reach 3 – Option 4.

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

DEN BURN VALLEY - REACH 3 - LANDSCAPE IMPROVEMENTS

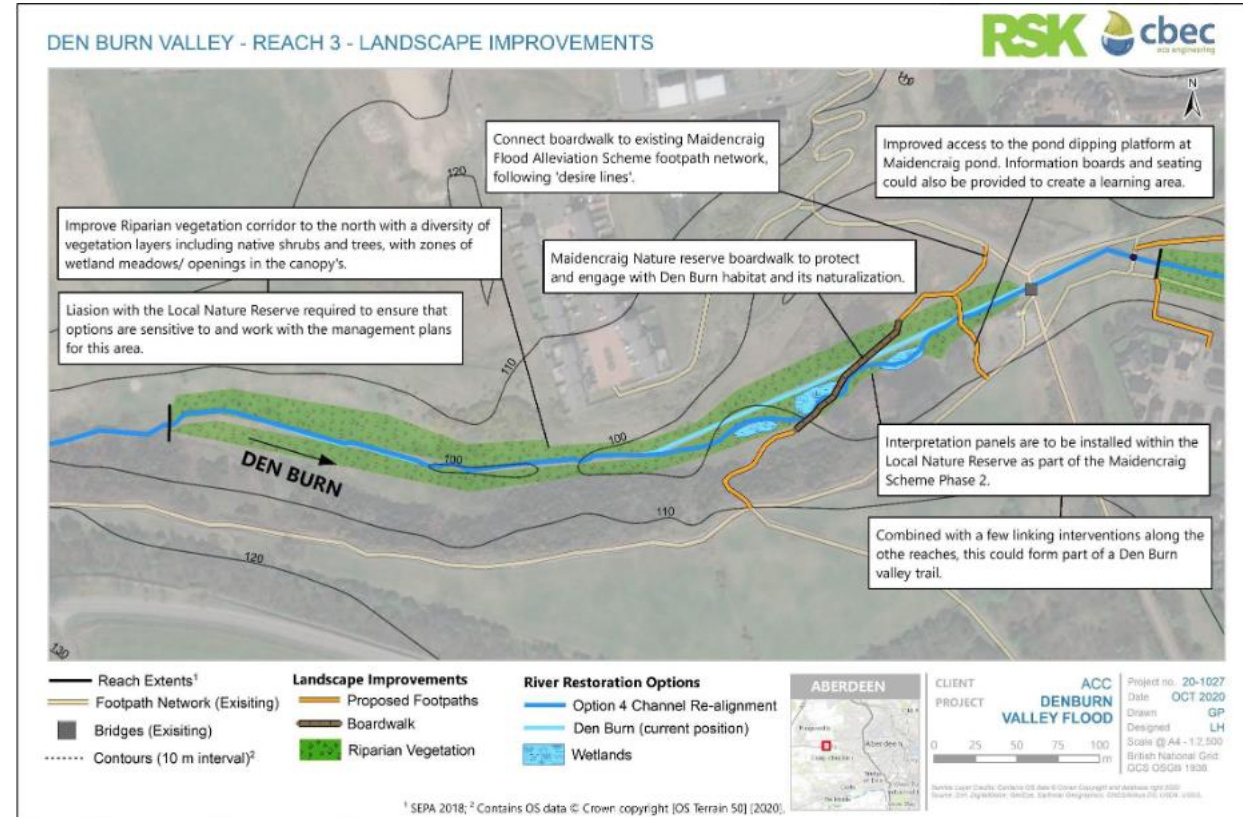


Figure 6.4: Management Reach 3 – Landscaping and Access Opportunities

Reach 3 – Option 3



Den Burn: Feasibility

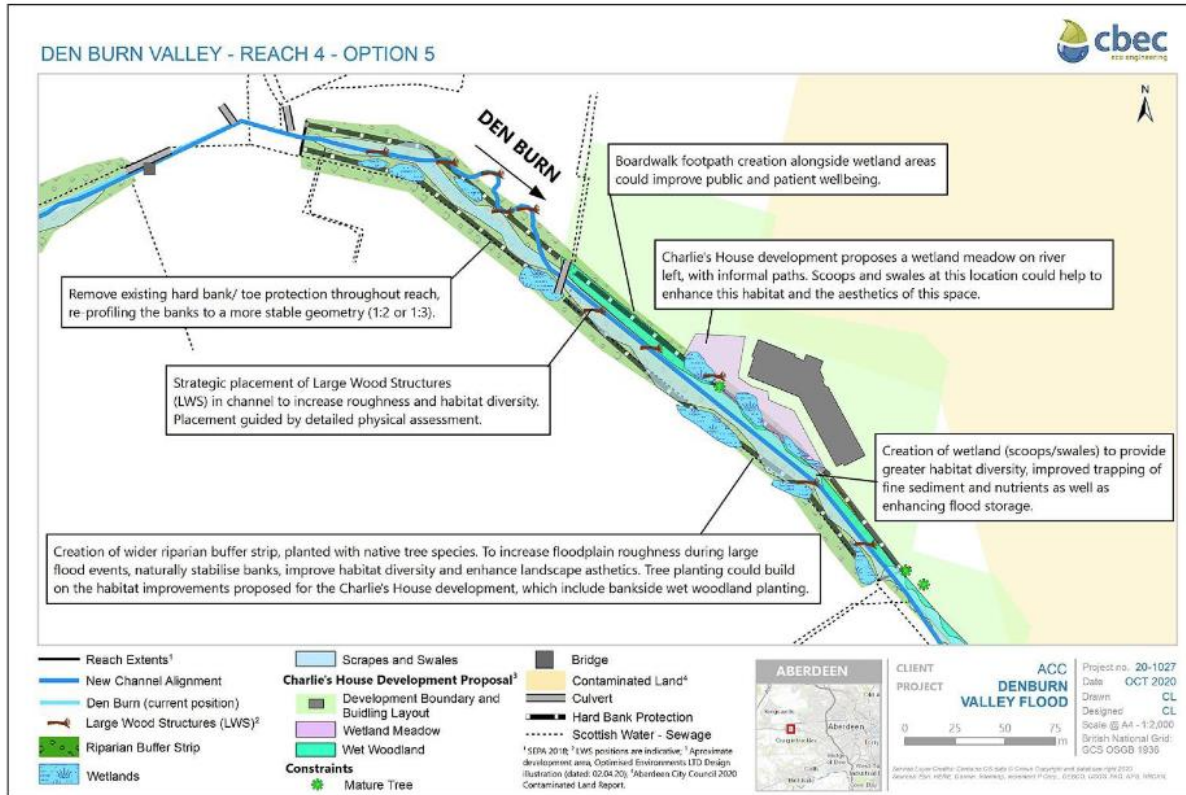


Figure 6.8: Management Reach 4 – Option 5.

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

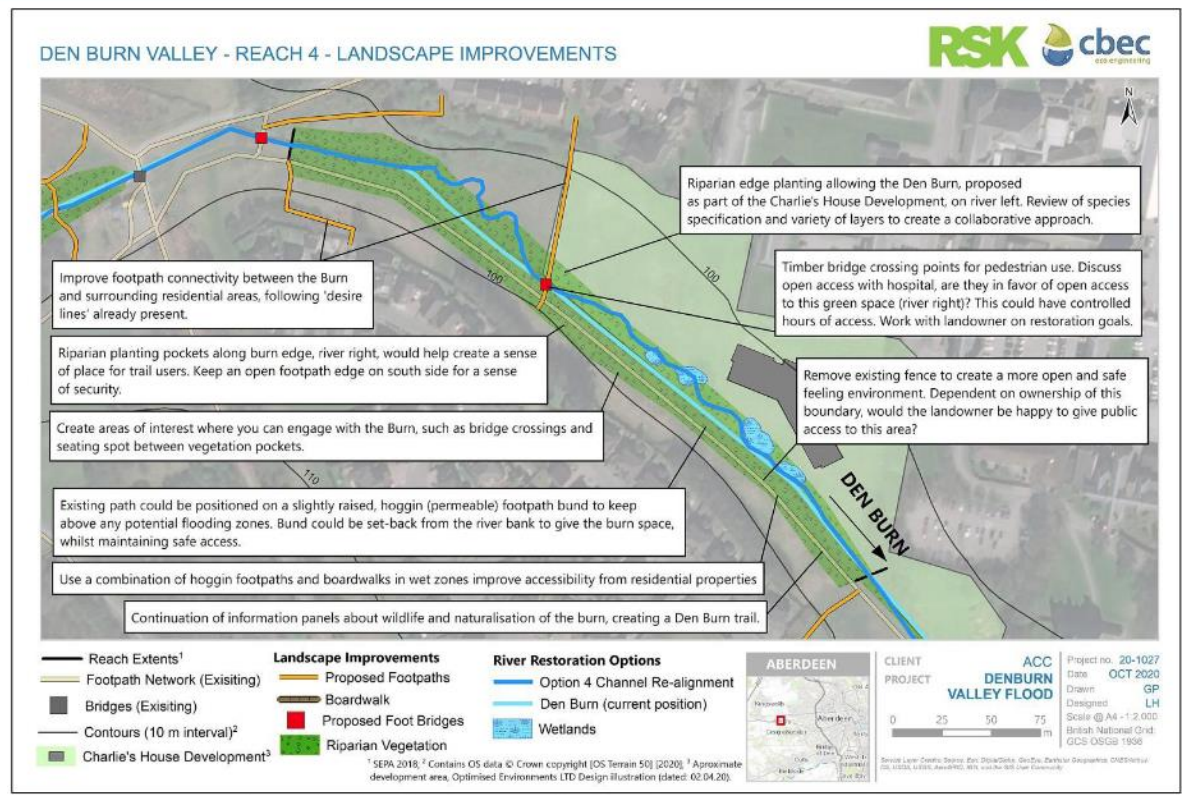


Figure 6.9: Management Reach 4 – Landscaping and Access Opportunities

Reach 4 – Option 4



DEN BURN VALLEY - REACH 5 - OPTION 3

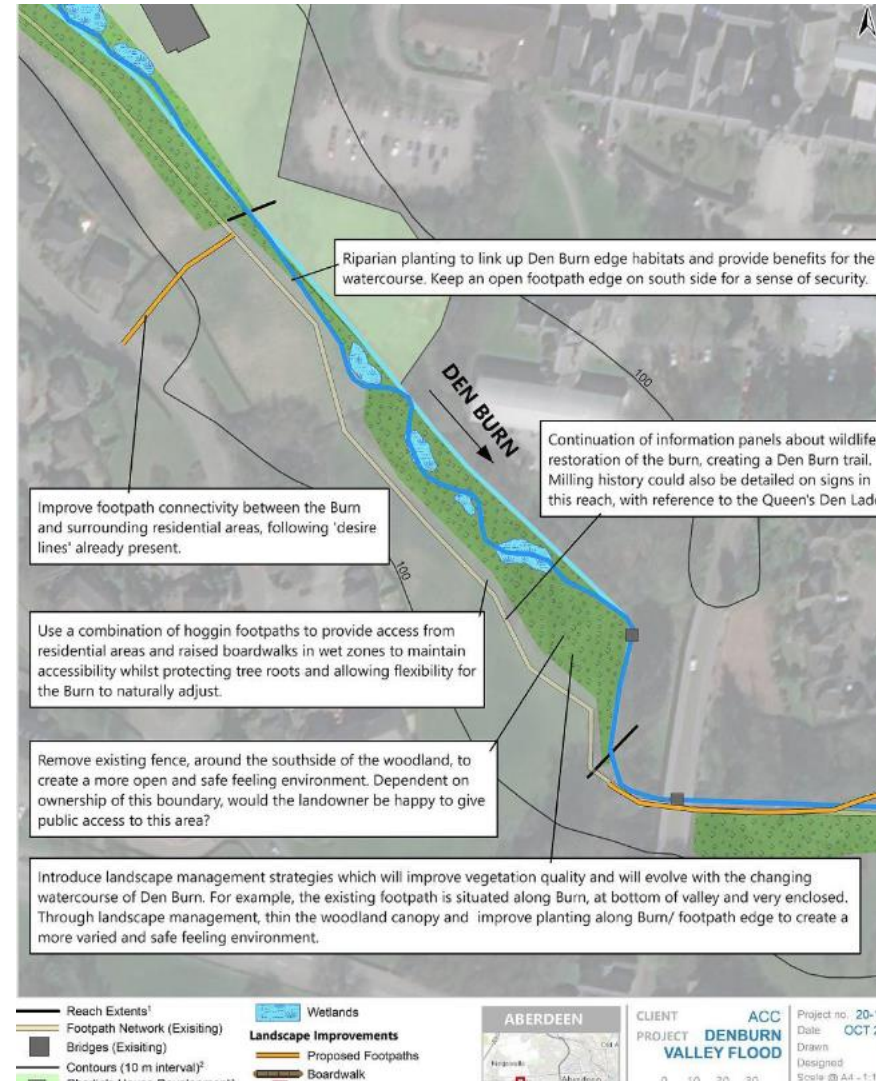
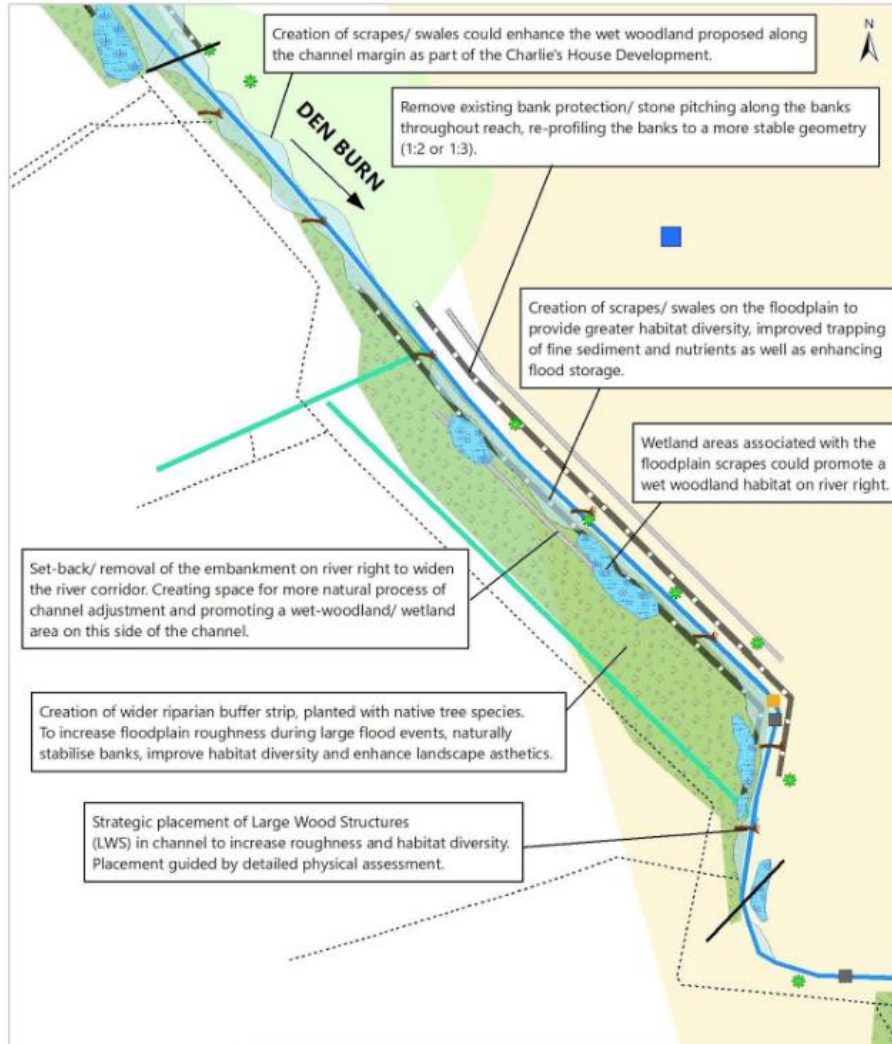


Table 7.1: Ranking of Preferred Options

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

Reach 5 – Option 2



Den Burn: Feasibility



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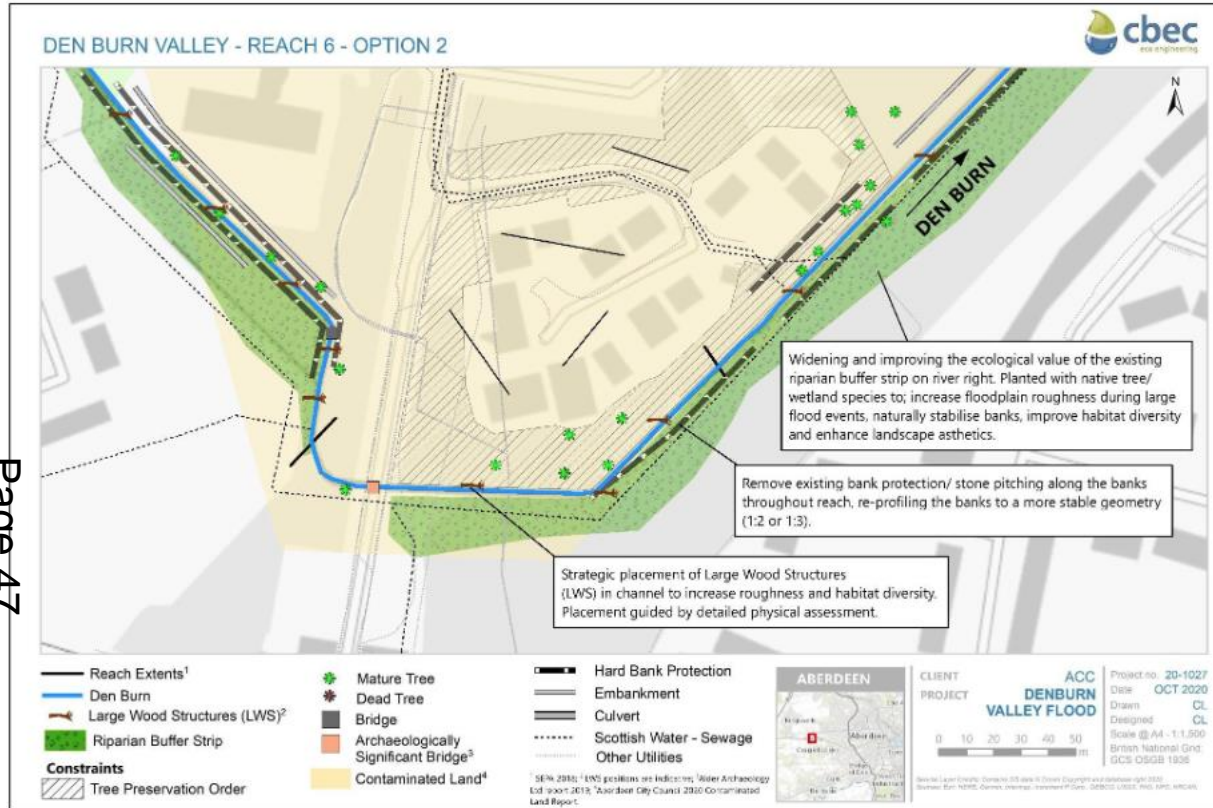


Figure 6.14: Management Reach 6 – Option 2.

Reach/ Option	Rank
Reach 8 Option 4	1
Reach 7 Option 5	2
Reach 3 Option 4	3
Reach 4 Option 5	4
Reach 5 Option 3	5
Reach 6 Option 2	6

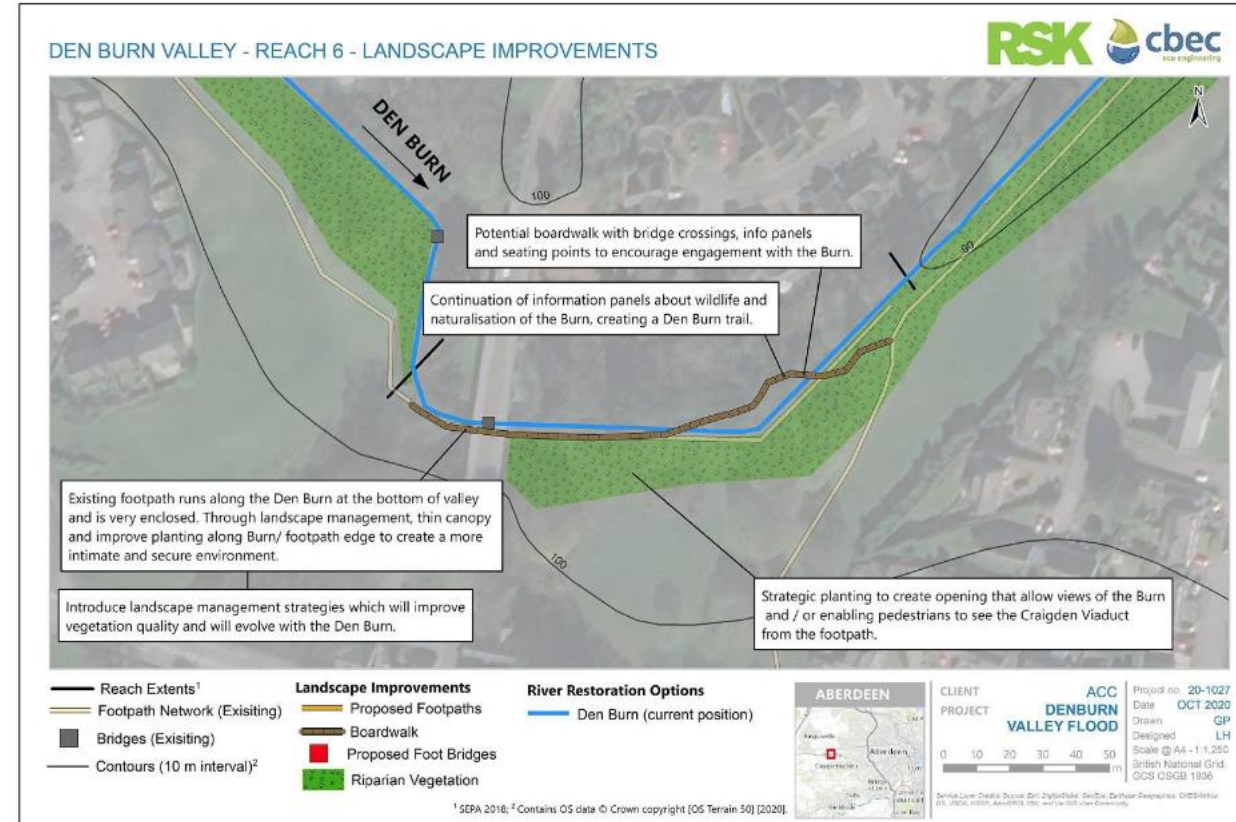


Figure 6.15: Management Reach 6 – Landscaping and Access Opportunities

Reach 6 – Option 2





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APPENDIX F

ARTISTIC VISUALISATIONS OF RESTORATION OPTIONS

Note: The options illustrated for each reach do not necessarily reflect the preferred option for that reach. A range of options were selected to provide the Project Group and stakeholders with sufficient examples of the suite of potential measures available.

Reach 3 – Option 3



Reach 4 – Option 4



Reach 5 – Option 2



Reach 6 – Option 2



Reach 7 – Option 3



Reach 8 – Option 4





cbec eco-engineering UK Ltd

The Green House

Beechwood Business Park North

Inverness

IV2 3BL

01463 718831

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 January 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Annual report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner
REPORT NUMBER	RES/23/001
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Kevin Abercrombie
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination teams following the publication of the annual performance report by the Scottish Roadworks Commissioner.

2. RECOMMENDATION

That the Committee: -

- 2.1 Note the contents of the Roads Commissioner's report, dated 26th of May 2022 (Appendix 1).

3. CURRENT SITUATION

- 3.1 The Scottish Roadworks Commissioner oversees improvements to the planning, co-ordination and quality of road works by both Local Authorities and statutory undertakers in Scotland. All works as undertaken within the adopted highways in Scotland require to be noticed in accordance with the conditions and timescales as set out in the New Roads and Street Works Act 1991.

These works are recorded on the Commissioner's noticing system (Aurora). Any proposed works entered onto the Aurora system without the requisite information, or out-with the prescribed timescales (both prior to and after the works are undertaken) will incur a 'noticing failure'.

The office of the Scottish Roadworks Commissioner (OSRWC) issues quarterly figures to all local authorities and undertakers which shows the performance of each organisation.

Following the publication of the Quarter 4 figures, the OSRWC issues annual performance review letters to all works promoters in Scotland. Any organisation that fails to meet the identified performance figures may be required to attend

a joint meeting with representatives from the Commissioner's office to discuss the figures in greater detail.

- 3.2 The most recent annual performance review letter was issued by the OSRWC on the 26th of May 2022 (Appendix 1). This concluded that Aberdeen City Councils performance during the period between the 1st of April 2021 and 31st of March 2022 was 'satisfactory'.
- 3.3 Within the above letter from the OSRWC, reference was made to specific areas where action was required to be implemented by ACC's Roadworks Coordination team. This was with regards to both 'Early Starts' and 'Works Awaiting Final Reinstatement Notice'.
- 3.3 The accepted limit for Early Start requests, as set by the Roads Commissioner is 9%. ACC's figure for 2021/22 was 29%. This issue was discussed between ACC's Roadworks Coordination Team Leader and the Roads Commissioner directly. During the meeting it was identified that the problem lay with the poor programming of a specific utility company. This directly impacted on ACC's ability to confirm the start dates in our internal programme of works. After investigation by the OSRWC it was agreed that this was an accepted mitigating circumstance. The matter was progressed between the OSRWC and the affected utility company accordingly.
- 3.4 For reference, the most recent updated figure from the OSRWC, issued on the 17th of October 2022, indicated that for Quarter 2 of 2022 (period between July and September 2022), ACC's figure for Early Start requests was 5.6%. This was well within the accepted 9% as set by the Roads Commissioner.
- 3.5 The other area for specific action was in relation to 'Works Awaiting Final Reinstatement Notice'. As mentioned in the letter, dated 26 May 2022, this related to a basic administrative task, which required specific information to be updated onto the Aurora system by ACC.
- 3.6 ACC's Roadworks Coordination Team have identified the specific works in question and are currently ensuring that all outstanding information is updated accordingly

4. FINANCIAL IMPLICATIONS

- 4.1 There is the potential that the Roadworks Commissioner may apply a fine on Aberdeen City Council if the performance in relation to any of the previously identified areas within the Improvement Plan falls below the required level for a significant period of time (more than three months). The level of the fine would depend on the severity of the non-compliance, along with any undue delay in taking remedial action to address the failings. In the most severe case, this could be up to £30,000 (figure as set by the Roads Commissioner's Office).

5. LEGAL IMPLICATIONS

- 5.1 Please refer to 'Financial Implications' which highlights the potential of fines for non-compliance and where there is any undue delay in taking remedial action to address failings.

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	Conflicting or increased demands on the service may impact on the ability to ensure that all works are recorded and processed timeously.	Ensure close communication between the various teams is maintained to ensure that any potential issues are dealt with before they incur any noticing failures.	M	Y
Compliance	Failure in compliance will risk a potential fine to be imposed by the Roadworks Commissioner if figures fall below expected targets for an extended period of time.	Continue to manage noticing system to ensure compliance with timescales as set by the Roads Commissioner	L	Y
Operational	Ongoing high levels of service demand are placing additional pressure on existing staff resources.	There is a need to ensure that there are sufficient, suitably qualified staff available to manage the various works elements.	M	Y

Financial	Potential for fine to be imposed by Roadworks Commissioner if figures fall below expected targets for an extended period.	Continued monitoring and management of noticing system will offset the risk of any fine being imposed.	L	Y
Reputational	Failure to maintain a high level of performance may result in ACC being placed back on an Improvement Plan.	It is vital that the current operating model and close communication channels between the various teams is maintained to offset any potential noticing issues.	M	Y
Environment / Climate	N/A			

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the delivery of the following aspect of the policy statement: - - Seek to invest in our road and pavement network.
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Economy Stretch Outcomes	Closer monitoring and programming of works will reduce disruption to road users and assist in maximising the economy of the city.
Prosperous People Stretch Outcomes	Better management of roadworks associated with the roads and footways, street lighting and traffic safety measures will assist in making safe and resilient communities for people to live in.
Prosperous Place Stretch Outcomes	Supporting and promoting more efficient working methods in an effort to reduce the overall disruption to all road users on a day-to-day basis will ensure that works are undertaken in a safe and managed method which will be an overall benefit to everyone.
Regional and City Strategies	Aberdeen City Council has a statutory duty to ensure that all planned works are undertaken within the parameters as set by the Scottish Roadworks

	Commissioner. Failure to achieve certain key targets has the potential to adversely impact on the delivery of schemes by other statutory undertakers. Regular monitoring of all information as uploaded onto the Roads Commissioner’s website is vital to ensure that disruption to the road network is minimised. Better management of all planned works, in terms of multi-utility coordination is essential to maximise productivity and reduce long-term, or multiple occupations on the adopted roads network, which merely serves to increased disruption and delays to all road users.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Not required
Data Protection Impact Assessment	
Other	

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

11.1 Appendix 1 – Roadworks Commissioners Annual Review letter, 26 May 2022

12. REPORT AUTHOR CONTACT DETAILS

Name	Kevin Abercrombie
Title	Roadworks Coordination Team Leader
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Tel	01224 523886

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Mrs Angela Scott
Chief Executive
Aberdeen City Council
Marischal College
Business Hub 12
Broad Street
Aberdeen, AB10 1AB

Contact: Graham Milne
Direct Tel: 0131 528 5518

26 May 2022

Our Ref: PER/GM/2022/ACC

Dear Mrs Scott

Scottish Road Works Commissioner 2021/21 Road Works Performance Review

Please find enclosed Aberdeen City Council's 2021/22 annual road works Performance Review in respect of the period 1 April 2021 to 31 March 2022.

As a road works community we have spent the last two reporting years managing the continual disruption caused by the Covid-19 pandemic. As we progress through 2022, I trust that your organisation has succeeded in negotiating the many additional processes required, especially with the emphasis on remote working and have now concluded any business developments to deliver a compliant road works performance.

In terms of section 118(1) of the New Roads and Street Works Act 1991 (the 1991 Act), roads authorities have a statutory duty to co-ordinate the execution of works of all kinds (including works for road purposes) in roads for which they are responsible:

- a) in the interests of safety;
- b) to minimise inconvenience to persons using the road; and
- c) to protect the structure of the road and integrity of apparatus in it.

This review considers how well you are meeting your statutory obligations.

In addition to your annual review, Aberdeen City Council's road works performance is routinely discussed at quarterly Area Roads Authorities and Utilities Committee meetings.

Management and Performance Reports

Organisations are expected to routinely monitor their own performance utilising reports which are downloadable from the Scottish Road Works Register (SRWR). This ongoing performance review process allows your organisation to take appropriate action throughout the year to improve performance. If your performance falls at any point during the year, it is

expected that an explanation will be provided to my representative before or at the relevant Area RAUC meeting. Organisations can also generate reports to assist benchmarking against similar authorities. Your organisation's performance against the expected targets is detailed in the Annex 1.

Consistent failure to achieve the expected level of performance may result in further formal action.

Aberdeen City Council Road Works Performance – Primary Indicators

Number of Road Works		681				
	Indicator	Full Year	Expected	RA Average	Utility Average	Notes
Administrative Functions	Gazetteer Submissions	4	4			
	Noticing Failure rate (%)	4%	< 4%	7%	3%	
	Notices without correct Contact Details	3	0			Originator and Contractors names and telephone numbers must be recorded prior to works commencing.
	Notices without Traffic Management Type	2	0			Prior to works commencing the correct traffic management type must be recorded on all notices of 7 days or less.
Works Planning and Operational Functions	Works requiring Early Start (%)	29%	< 15%	8%	9%	
	Works requiring Late Start (%)	3%	< 2%	0%	1%	
	Works requiring Works Extension (%)	12%	< 15%	8%	8%	
	Overrunning Works (%)	4%	0%	3%	0%	
	Unplanned Works (%)	4%	< 4%			Excessive use suggests poor works planning and a lack of co-ordination and co-operation.
	Works Awaiting Closure at year end	0	0			
	Works awaiting Final Site Reinstatement Details Notice at year end	11	0			
	Works registered per 100km	68		0		This metric considers a roads authorities performance against their respective SCOTS peer group. The RA Average is shown for SCOTS Group - City.
Sample Inspections	Category A Undertaken	86%	100%			It is expected that all roads authorities undertake all target sample inspections in each of the 3 categories.
	Category B Undertaken	101%	100%			
	Category C Undertaken	101%	100%			
Miscellaneous	Fixed Penalty Notices (FPNs) Issued	467	> 0			All roads authorities are encouraged to issue FPNs to drive improvement of utility performance. Currently 17 authorities issue FPNs.
	Attendance at Area RAUC meetings	75%	100%			Regular attendance at Area RAUC meetings demonstrates a commitment to meeting your statutory obligations to co-ordinate road works.
	Vault Submissions	6	4			Whilst not a statutory requirement, organisations are encouraged to submit regular updates in the interests of safety and to assist good works planning.

Specific action is required in respect of:

Early Starts – The managed use of Early Starts can be viewed as good co-ordination. However, excessive use suggests that works are not being well planned and managed. Across Scotland, roads authorities on average use Early Starts in 9% of their road works. At 29%, your use of Early Starts is in excess of the expected performance of <15% which is regularly achieved by a number of roads authorities and utility companies. Early Starts are largely a co-ordinating function and improvements should be achieved through training and works planning and management. Action is required to reduce your failures.

Works Awaiting Final Site Reinstatement Notice – At the year end, Aberdeen City Council had 11 outstanding works awaiting their final site reinstatement notice. This is a simple administrative task and should be completed in all cases.

Summary

In general terms, the road works performance of Aberdeen City Council was satisfactory during 2021/22.

Administrative Functions

No specific action is required.

Works Planning and Operational Functions

Early starts (29%) exceed the required target and is currently unacceptable. You are required to review this and revise current practice with some urgency.

Sample Inspections

No specific action is required.

Miscellaneous

The number of FPN's (285) issued by your organisation at 83% is acknowledged.

It is anticipated that it will become a statutory duty to submit plant and apparatus information to the SRWR VAULT system in 2023. In the meantime, I continue to encourage all roads authorities and utility companies to upload their plant information in the interests of improved plant protection, road works management and co-ordination. This is particularly beneficial when other organisations are responding to “out of hours” emergency and urgent works.

Data and statistics relating to your road works performance is available from the Scottish Road Works Register throughout the year. It is expected that your organisation will continue to self-monitor this information and take appropriate action. In particular, it is recommended that your mid-year performance is made available to senior managers in November.

Should you wish to discuss any part of this letter please do not hesitate to contact my Performance Manager Graham Milne at: enquires@roadworks.scot

Yours sincerely

A handwritten signature in blue ink, appearing to read 'KH', followed by a long horizontal flourish.

**Kevin Hamilton BSc CEng MCIHT
Scottish Road Works Commissioner**

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 January 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Update on Northern Roads Collaboration Joint Committee – Annual Report 2021 / 2022
REPORT NUMBER	RES/23/005
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Doug Ritchie
TERMS OF REFERENCE	7 & 8

1. PURPOSE OF REPORT

- 1.1 At its meeting on 25 June 2021, the Northern Roads Collaboration Joint Committee approved an annual report and recommended that each of the partners take that report back to the relevant Committee within their Authority.

2. RECOMMENDATIONS

That the Committee: -

- 2.1 Note the annual report from the Northern Roads Collaboration Joint Committee as attached at Appendix 1;
- 2.2 Note the stock taking exercise which was carried out by the Northern Roads Collaboration Officer Group as attached at Appendix 2; and
- 2.3 Note the continued role of Aberdeen City Council in the Northern Roads Collaboration Joint Committee.

3. CURRENT SITUATION

- 3.1 The purpose of this report is to make members aware of the work being undertaken by the Northern Roads Collaboration of which Aberdeen City Council is a partner. The terms of the Minute of Agreement among the member Authorities provide that an annual report will be submitted to each authority on the work of the Northern Roads Collaboration Joint Committee.
- 3.2 On 30 July 2016 (Item 9) Aberdeen City Council approved a report on the formation of a Joint Committee for Roads Collaboration. Since its first formal meeting on 18 May 2018, the Northern Roads Collaboration Joint Committee has now met on a quarterly basis with a range of activities having been taken forward on a joint basis.

3.3 At its meeting on 25 June 2021, the Committee approved an annual report and recommended that each of the partners take that annual report back to the most relevant Committee within their Authority. The annual report of the Northern Roads Collaboration Joint Committee for 2020 / 21 is attached at **Appendix 1**.

At its meeting on 10 December 2021 the Committee approved a further report following a stock taking exercise which was carried out by the Northern Roads Collaboration Officer Group and is attached at **Appendix 2**.

3.4 At the same meeting on 25 June 2021 it was confirmed that Aberdeenshire Council would retain the role of Lead Authority supporting the Northern Roads Collaboration Joint Committee until a review of the governance arrangements is completed and up until the Local Authority elections in May 2022.

3.5 The Northern Roads Collaboration Joint Committee will continue to consider a range of joint working and procurement opportunities and the potential for inter-authority commissions and for shared contracts.

3.6 The elected members / substantive members and Lead officer are listed below:

	Members	Substitute Members	Lead Officer
Aberdeen City Council	<u>Post May 2022 Elections</u> Cllr M. Hutchison Cllr I. Yuill	Cllr M. Radley Cllr G. Graham	Doug Ritchie
	<u>Pre May 2022 Elections</u> Cllr M. Hutchison Cllr S. Macdonald	Cllr R. Grant Cllr Alex. Nicoll	Doug Ritchie

4. UPDATED INFORMATION SINCE THE ANNUAL REPORT WAS ISSUED AND POST ELECTIONS IN MAY 2022

4.1 Since May 2022 all three meetings of the Northern Roads Collaboration Joint Committee have been cancelled on 24th June / 9th September and 25th November 2022.

4.2 The next meeting of the committee will have to agree on a Lead Authority / support arrangements and its governance.

Since the establishment of the committee the financial monitoring has been carried out by Highland Council. The Legal, Committee and Lead Officer support has been provided by Aberdeenshire, however they have intimated that this will now be stopping and at the first meeting of the new Committee it will have to appoint and agree the following:

- Appointment of Chair & Vice Chair
- Agree on Lead Authority
- Review of Governance Arrangements & Financial Monitoring
- It's proposed that an Introductory Session to New Members will also be held.

4.3 The Northern Roads Collaboration Joint Committee will continue to receive presentations, be informed through briefings, consider reports, share experiences / knowledge and hopefully take decisions on joint work / collaborations.

4.4 Potential reports on future topics are as follows:

- A9 / A96 Road Improvements – Dualling
- Road Safety Framework & Action Plan
- Network Status & Resilience
- Shared Training Opportunities
- Annual Plan
- Highland Timber Transport Group
- Pavement Parking
- EV Infrastructure
- 20mph

5. FINANCIAL IMPLICATIONS

5.1 There are staffing and financial implications associated with participation in the Northern Roads Collaboration Joint Committee. The costs are shared across the 7 partners and our current share for 2021 / 2022 is £3060.

5.2 Whilst there are no cost savings directly achieved by Aberdeen City Council's involvement in this partnership it provides officers with contacts in other local authorities, strong and direct links with the National Roads Collaboration Programme and Transport Scotland and also the wider opportunity for knowledge sharing. This participation within this collaboration is therefore considered value for money.

5.3 It also provides the platform for future collaboration for example on delivering design services, the scale to reduce costs in the implementation and purchase of alternative fuel technologies and possible shared working practices with Trunk Road Operators. In previous years we have seen income from providing services to other partners and it is hoped that in future years there will be further opportunities for this approach.

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

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	Increased perception of poor-quality road infrastructure	The collaborative working between Local Authorities will assist to provide the necessary maintenance and improvements for the road network, thus increasing ease of travel whilst reducing the risk to all members of the travelling public	M	Yes
Compliance	Any lack of investment in roads is likely to contribute to an increase in claims against the Council	Continue to prioritise spend in order to repair higher used and higher damaged roads and footpaths	L	Yes
Operational	Ongoing high levels of service demand are placing additional pressure on existing staff resources.	There is a need to ensure that there are sufficient adequately trained staff resources to deliver the proposed programmes / schemes / strategies approved by the Northern Roads Collaboration Joint Committee and within the specified timescales.	H	Yes

Financial	<p>The additional road lengths and structures returned to the Council create additional demand for limited financial resources and may therefore impact on other maintenance budgets in the future.</p> <p>The staffing implications are low given the advantages received from more joint working with other Local Authorities</p>	<p>This will be minimised by prioritising works across the city, by using high-quality design and materials to ensure longevity of renewed infrastructure.</p> <p>The costs are shared across all 7 partners as part of the Northern Roads Collaboration Group</p>	M	Yes
Reputational	Lack of investment in Roads is likely to contribute to an increase in claims against the Council and adverse publicity	Continue to prioritise spend in order to repair higher used and higher damaged roads and footpaths. Works to be determined in line with Roads Asset Management Plan	M	Yes
Environment / Climate	The risks of inaction (not improving maintaining and increasing pedestrian / vehicular and cycle infrastructure) are also significant in terms of a poor quality environment, poor reputation for Aberdeen and a decline in active travel which would have significant implications for the health and wellbeing of the citizens of Aberdeen	Continue to work towards net zero and the implementation of EV / H2 infrastructure.	M	Yes

9. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspect of the policy statement: -</p> <ul style="list-style-type: none"> - Seek to invest in our road and pavement network and commit extra funding to resurface damaged roads and pavements throughout the city..
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Economy Stretch Outcomes	Investment and improvements to the road infrastructure will assist in maximising the economy of the city.
Prosperous People Stretch Outcomes	Using the roads and footways, street lighting and traffic safety measures to assist in making Safe and Resilient Communities for people to live in.
Prosperous Place Stretch Outcomes	Supporting different ways for active travel in everyday journeys, working with partners and volunteers to address safety, and infrastructure to assist in the increase of Active Travel.
Regional and City Strategies	<p>The views of affected residents and road users are sought on our performance on specific schemes. Records held in the Confirm (Roads Maintenance Management) System and records of claims by road users against alleged defects can be analysed to indicate areas of concern. Specific surveys may be carried out from time to time to address specific areas of concern. Results of these various analyses can be used in conjunction with inspection data to establish customers' areas of concern and expectations of the maintenance of the roads network.</p>

10. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	This report has no direct implications in relation to Equalities and Human Rights and a full IIA has been completed.

	The Committee is being asked to consider the annual report for financial year 2020 / 2021 and the matter does not have a differential impact on any of the protected characteristics
Data Protection Impact Assessment	Not required
Other	None required

11. BACKGROUND PAPERS

11.1 N/A

12. APPENDICES

12.1 Appendix 1 – Annual Report on Activities. 25 June 2021

12.2 Appendix 2 - Stock Taking Exercise, 10 December 2021.

13. REPORT AUTHOR CONTACT DETAILS

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Northern Roads Collaboration Joint Committee

REPORT TO NORTHERN ROADS COLLABORATION JOINT COMMITTEE – 25 JUNE 2021

ANNUAL REPORT ON ACTIVITIES

1 Recommendations

The Joint Committee is recommended to:

- 1.1 Consider and comment on the Annual Report on Activities for 2020/21 at Appendix 1; and
- 1.2 Approve the Annual Report on Activities and agree to submit to each Member Authority for consideration.

2 Background/Discussion

- 2.1 In terms of Clause 4.1.2 of the Minute of Agreement entered into by the Member Authorities, the Joint Committee's remit shall include the approval of an annual performance report.
- 2.2 To meet that part of the remit an Annual Report on Activities has been prepared and forms **Appendix 1** to this report. It sets out the range of activity that the Joint Committee has overseen in the period to March 2021 and sets out some of the areas that are likely to be considered in the coming period to May 2022. Each of the Authorities on the Joint Committee can take this report back to the relevant Committees as an update on the work of the Joint Committee.
- 2.3 The Joint Committee's Legal Monitoring Officer within Aberdeenshire Council and Financial Monitoring Officer within the Highland Council have been consulted in the preparation of this report and had no comments to make and are satisfied that the report complies relevant legislation.

3 Implications and Risk

- 3.1 An equality impact assessment is not required because the Joint Committee is being asked to consider and approve the Annual Report on Activities and the matter does not have a differential impact on any of the protected characteristics.
- 3.2 There are no staffing and financial implications associated with this report.
- 3.3 There are no Risks which have been identified as directly relevant to this matter.

Ewan Wallace
Lead Officer

Report prepared by Mark Skilling, Business Collaboration Manager, Aberdeenshire Council
17 June 2021

Northern Roads Collaboration Joint Committee Annual Report 2020/21



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1. Foreword

Local Government has a proud record of working across physical and professional boundaries for the benefit of our communities.

The Northern Roads Collaboration Joint Committee is an excellent example of just such an approach with the added dimension of being able to bring other agencies and authorities to the table. The area covered by the 7 member authorities covers 58% of Scotland with 19% of the population and 38% of the road network that supports a diverse and successful range of economic activities.

With similar issues to deal with across our Authorities and the common purpose of ensuring we have a safe, sustainable and efficient transport network our formal collaboration is a first in Scotland. This last year has seen further steady progress and the Joint Committee is keen to see additional initiatives on our agenda that would enable joint working, increased resilience, knowledge transfer and reduced costs.

The period covered by this Annual Update obviously includes the full impact of the Covid 19 pandemic. It was during this period that I became Chair of the Joint Committee. The impact of the pandemic has been especially difficult for all but I know that the networks established through collaborations such as ours have only assisted our response. Indeed, as our authorities take stock of future priorities and available resources the opportunity to collaborate may become even more attractive.

Any collaboration is only as strong as its members make it and I would like to thank all of the elected representatives and their officers for how we have continued to work proactively and positively and I have every confidence that we will adopt the same approach over the next year and beyond.

Councillor Durno
Chair of the Northern Roads Collaboration Joint Committee

2. Northern Roads Collaboration Joint Committee

- 2.1 The Standing Orders for the Joint Committee allow for business to be conducted with members attending remotely. This has allowed a good level of attendance by members of the Joint Committee and also by officers presenting reports. It has also reduced costs and minimised the carbon footprint compared to an approach requiring physical attendance.
- 2.2 The first meeting of the Joint Committee was held on 18 May 2018 in Woodhill House, Aberdeen.
- 2.3 The Joint Committee had been preceded by an informal collaborative forum which had been established on the back of one of the workstreams under the national Roads Collaboration Program. That forum agreed that it should move to a formal Joint Committee arrangement and the appropriate papers were approved by each of the partner Authorities. The first meeting of the Joint Committee put in place the chairing and officer support arrangements.
- 2.4 The Joint Committee met a total of 4 occasions in its first year 2018/19. In 2019/20 the Committee met on a further 4 occasions.
- 2.5 This financial year 2020/21 the Committee has met on 3 occasions on 28 August 2020, 27 November 2020 and 5 March 2021. All meetings have been by Skype/Teams.
- 2.6 During the year, Councillor Durno (Angus Council) and Councillor Coull (Moray Council) were appointed Chair and Vice Chair respectively.
- 2.7 To support the Joint Committee the Officer Group met a total of 6 times and also ran a workshop in September 2020 on various topics including Workforce of the Future, Position and Opportunities on Electric and Hydrogen, Lessons from Spaces for People/Active Travel Implementation and Future Proofing the Network and Increasing Resilience.
- 2.8 Membership of the Joint Committee is shown in **Appendix 1** together with the officers from each local authority.

3 Reports presented at Joint Committee meetings in 2020/21

3.1 [28 August 2020](#)

Appointment of Chair and Vice Chair

Review of Governance Arrangements and Financial Monitoring

Annual Report on Activities

Covid-19 Roads and Transport Service Update

National Roads Collaboration Programme Updates

Update on the Procurement of Network

Management Contracts (NMCs) for the Scottish Trunk Road Network

3.2 [27 November 2020](#)

Appointment of Vice Chair

A Presentation on the Research into the Value of the Local Road Network with Initial Outputs

Infrastructure Investment and Resilience

An Update on the National Roads Collaboration Programme

3.3 [5 March 2021](#)

Autonomous Vehicle

Activity Plan

Electric Vehicle Infrastructure – Update Report 2021

4. Planning for the Future

- 4.1 An Activity Plan was developed for the planned areas of work for the Joint Committee to consider and this was approved at the Joint Committee at its meeting on 5 March 2021. A copy is appended to this document (**Appendix 2**).
- 4.2 Delivery of the Activity Plan is subject to available resources within the 7 Local Authorities making up the collaboration. It is clear that available resources do not match the demands of the Joint Committee and the ambitious programme set out in the Activity Plan.
- 4.3 To focus the limited resources to the areas where the Joint Committee can best deliver change, a stock taking exercise is taking place in May/June 2021 where the Lead Authority, Aberdeenshire Council will be interviewing officers from the 7 Local Authorities and 3 Regional Transport Partnerships. This will form a report to the Joint Committee in 2021/22 looking at the remit and format of the Joint Committee which will allow members to consider the future role and remit of the Joint Committee prior to the local authority elections in May 2022.
- 4.4 A workshop for officers, with guest presenters will be held on EV Infrastructure and Alternative Fuels on Monday 21 June 2021. This will include consideration of the matters to take into a Member Officer Working Group on this areas of work as requested by the Joint Committee.
- 4.5 For the foreseeable future, meetings will continue to be held remotely using Skype or Teams.

5. **Costs and Funding**

- 5.1 The central support costs to operate the Joint Committee in 2020/21 were £6,171.48. These reflect a reduction in the business of the Joint Committee as a result of the Covid-19 pandemic.
- 5.2 These have been split as per the approach agreed in May 2018. No formal bids for funding support have been made to national agencies or partner authorities at this time. However, this may be an approach that members would wish to see taken when engaging with Transport Scotland and Scottish Government in the period to May 2022.
- 5.3 The Joint Committee has historically received significant support from the Roads Collaboration Programme officers retained by the Improvement Service. The Roads Collaboration Programme was funded by Transport Scotland and the 32 Local Authorities.
- 5.4 However, during 2020/21 the Scottish Government's Improvement Service took the decision to stop hosting the National Roads Collaboration Programme. To date no alternative support arrangement has been put in place to replace this resource and the Lead Authority has sought to pick up as much of that role as they can.
- 5.5 The Joint Committee and the Officer Group are also supported by a nominated officer representative from Transport Scotland whilst 3 of the Regional Transport Partnerships are also included in the Lead Officer Group that supports the Joint Committee.
- 5.6 Members and officers time and expenses are covered by each authority.

Appendix 1 - Northern Roads Collaboration Joint Committee and Officers as of 31 March 2021

	Members	Substitute Members	Officer
Aberdeen City Council	Councillor M Hutchison Councillor S Macdonald	Councillor R Grant Councillor A Nicoll	Doug Ritchie
Aberdeenshire Council	Councillor D Aitchison Councillor J Gifford	Councillor J Cox Councillor A Kloppert	Ewan Wallace Philip McKay Legal Officer Ruth O'Hare Committee Officer Jan McRobbie
Angus Council	Councillor B Durno Councillor R Sturrock	Councillor R Proctor Councillor K Braes	Douglas Hill
Argyll & Bute Council	Councillor R Colville Councillor B Good		Jim Smith
Highland Council	Councillor A Henderson Councillor T Robertson	Councillor K Gowans Councillor L MacDonald	Robin Pope Tracey Urry Finance Officer Mike Mitchell

	Members	Substitute Members	Officer
Moray Council	Councillor G Cowie Councillor T Coull		Stephen Cooper Mark Atherton
Western Isles Council	Councillor U Robertson Councillor K MacLeod	Councillor I M Macleod Councillor J N Macleod	Callum Mackenzie

Appendix 2 - Northern Roads Collaboration – Activity Plan April 2021-March 2023

Activity	Responsible Officer	When	Comments
Joint Committee Meetings	Clerk to the Joint Committee	25 June 2021 10 September 2021 26 November 2021 February 2022 June 2022 September 2022 December 2022 February 2023	Dates are set for 2021. Future dates will be decided in due course.
Officer Group Meetings	Lead Officer	In advance and following each Joint Committee meeting	
Recurring Reports to Joint Committee	Lead Officer	Every second Joint Committee in June and November/December	Transport Strategy Update
	Lead Officer	Annually to June Joint Committee	Annual Report on Activities
	Lead Officer	Annually to June Joint Committee	Network Status and Resilience

Activity	Responsible Officer	When	Comments
	Lead Officer	Annually in September	Appointment of Chair and Vice Chair of Joint Committee
One off reports	Appropriate Report Author from Partners	June 2021	Road Safety
			A presentation on the dualling of the A9/A96 trunk roads
			The implications and opportunities to the Northern Roads Collaboration area of the National
			Review of Governance Arrangements and Financial Monitoring
			The implications and opportunities to the Northern Roads Collaboration area of the Transport (Scotland) Act 2019 and secondary legislation.
		September 2021	Shared Training Opportunities
			Continuing Joint Procurement intra-authority discussions and Joint contractual agreements

Activity	Responsible Officer	When	Comments
		TBC	Updates on National Roads Collaboration Programme (as required)
			The Strategic Timber Transport Fund and its possible extension beyond that for timber to other industries (such as distilleries, farm vehicles etc.) which impact on the rural road network.
			Updates on Research into the Value of the Local Road Network (as required).
			Maintenance of Cobble surface specialist repair issues
			The potential security implications for Ports in the context of BREXIT
			Updates on the use of recycled plastics and other materials in road surfacing
			Electric (and other low carbon) Vehicles
			Signage on the network and interrelationship with linkages to trunk roads.

Activity	Responsible Officer	When	Comments
Programme of Workshops for Officers	Lead Officer	3 times per year	Subject topics to be developed
Communication Strategy to make the work of the Joint Committee more known.	Lead Officer	September 2021	Strategy to be worked up and presented for approval to Joint Committee

Northern Roads Collaboration Joint Committee

REPORT TO NORTHERN ROADS COLLABORATION JOINT COMMITTEE – 10 DECEMBER 2021

STOCK TAKING EXERCISE

1 Recommendations

The Joint Committee is recommended to:

- 1.1 **Note the feedback from sessions with officers from Transport Scotland, each Local Authority and 3 Regional Transport Partnerships;**
- 1.2 **Consider the suggestions and options in paragraphs 2.5 to 2.12; and**
- 1.3 **Consider whether a similar exercise should be undertaken with the Elected Member representatives on the Joint Committee between December 2021 and February 2022 to allow findings to be reported back in March 2022.**

2 Background/Discussion

- 2.1 Given that the Northern Roads Collaboration Joint Committee and the supporting Officer Group have been in place on a formal basis for approximately 3 years, it was felt that it was an appropriate time to undertake an informal stock taking of views from officers before any more formal exercise may be offered to the members of the Joint Committee.
- 2.2 Calls took place during May, June and July between the lead officer supporting the Committee and officers from each of the 7 local authorities that cover the Northern Roads Collaboration area, the Chief officers of the 3 main Regional Transport Partnerships (RTPs) whose areas include the 7 local authorities in the collaboration plus officials from Transport Scotland who have been our key contacts.
- 2.3 The purpose of this exercise was to gauge views on how the Northern Roads Collaboration has been performing at an operational/officer level and also as a Joint Committee. In particular the following specific points were put to all of those interviewed;
 - what was working well;
 - what was not working as well, and
 - how could the collaboration be improved?
- 2.4 As expected, each contributor had their own views and perspective but there were some common themes that came out of the discussions. These are set out in paragraph 2.5 to 2.12.

Good support for the Officer Group and the Joint Committee but could be better

2.5 There was good support for the Officer Group, with the Joint Committee seen as important to enable the Officer Group's work. The benefits of the joint working across this group of officers included:

- The group had strengthened recently.
- There were some examples of cashable and non-cashable benefits.
- Early meetings were very operational, now more balanced between operational and strategic.
- Good group of officers in the north, not a lot of formal collaborations, but informally the officers are working well and supporting each other.
- Enjoy the group discussions.
- Very worthwhile group to discuss common issues.
- Everyone in same boat, which is reassuring in a way.
- This is the benefit of the Northern Roads Collaboration officer group, to speak to like-minded colleagues.

2.6 Views on the role and operation of the Joint Committee included:

- Politicians are not so linked up as the officers and so not as clear on what to collaborate on.
- Very limited opportunity for discussion outside of Joint Committee sessions.
- Members may need to follow it through (in their own organisations) with resources to allow collaboration.
- Difficult to get budgets committed to support work.
- Committee may need to set a more strategic direction.
- Often light agendas.
- Councillors have seen opportunities and brought forward requests for reports/workstreams.

2.7 Interestingly on the last bullet point when officers were asked where the Northern Roads Collaboration could focus, they also added more areas of work over and above that already suggested by the Joint Committee and in the Activity Plan.

Lack of Resources

2.8 This was a common theme. There did not appear to be any slack in any roads related section within any local authority to pick up some work on behalf of any other partner. This was always seen as one of the key benefits of the collaboration and it is disappointing, though unsurprising, that there is not an option for greater collaboration at the moment.

2.9 The lack of resources was also an issue when it came to supporting the work of the Joint Committee. Officers were unable to take on projects and reports due to the commitments of the "day job". Comments included:

- Staff within the local authorities and RTPs is limited.

- Collaboration needs staff time and it is not there.
- Real shortage of staff, no succession planning in place (within local authorities).
- Struggle to commit enough quality time.
- When volunteers are asked for too often there is a wall of silence.
- Day job has to take priority over Northern Roads Collaboration.
- Needs to be supported. Working at edge of the desk is not enough.

Working Together

- 2.10 Whilst Councils could not undertake work on behalf of others it was a common theme that all partners were facing similar asks, bidding for the same funding streams and always seeking good value for money. All officers felt there was potential for sharing of bids and even a joint team to look at putting together bids on behalf of partners for say road safety, active travel, Levelling Up Funds etc. This would save resources overall by developing a core specialist function within the Northern Roads Collaboration.
- 2.11 In a similar vein, officers see opportunities around policies and standards which could be standardised or shared to minimise overall workload across the Northern Roads Collaboration. Again this would need Officer Leads to be identified and core funding put in place.
- 2.12 More topic specific and localised opportunities exist to work together. Highland, Moray and Aberdeenshire Councils could look at setting up a team to manage expectations of Transport Scotland and their consultants, as well as meet the statutory duties as road authorities for all aspects related to the A9 and A96 dualling (even given recent announcements on the pause in A96 work). There is a key role for the Northern Roads Collaboration Joint Committee to help make this happen and existing frameworks could be used.
- 2.13 One key example raised by almost all the interviewees was the EV workshop and the Member Officer Workshop/Group that will result from it. It was seen as a model way to address an issue with challenges that is facing all of the partners. Since the discussions and the previous Northern Roads Collaboration Joint Committee, this topic has moved on with the Scottish Government via Scottish Futures Trust now looking to develop joint working arrangements.

Little Collaboration between Councils

- 2.14 Whilst officers were supportive of the Officers Group and the formal and informal opportunities to share information it was acknowledged there had been very little formal collaboration between any of the Councils and certainly not across the 7 local authorities. This is supported by the papers that went up to the Joint Committee over the last year which were largely information sharing or on specific topics of interest to the Joint Committee. None covered a formal collaboration between the Member authorities or proposed one for formal approval/support.

Within Councils

- 2.15 It was a key theme that beyond the officers and members involved with the Joint Committee there was little knowledge of the purpose of workings of the Joint Committee or indeed the possible opportunities and significant powers held by the Joint Committee. These powers are of course set within the context of the internal workings of each Council. An example was given that even to contribute a few thousand pounds or officer time to a collaboration project would require a time-consuming sign off process from others within their Council. This would seem to be a specific aspect that is worthy of including in any improvement plan for the Joint Committee.

National Roads Collaboration Programme

- 2.16 There was disappointment that the National Roads Collaboration Programme was no longer in place as the previous National Roads Collaboration Programme Lead (Mr Angus Bodie) and his team had provided significant support to both the Officer Group and the Joint Committee. There is now a real shortfall in the areas such as training and development that the National Programme led on. A couple of interviewees suggested the Joint Committee should look to engage someone with experience of the Roads Collaboration Programme as a consultant to support to the work of the Joint Committee.

Specific Suggestions on New Approaches

- 2.17 Several suggestions came up during the discussions on how to make the Joint Committee and Officer Group work better. The suggestions included the following:
- Employing someone with experience of the approach to Collaboration within the Roads and Transport Sector as a consultant (for reasons detailed above).
 - Engage with the Cairngorms National Park Authority on areas of mutual interest in some way such as inviting them to a specific meeting.
 - Re-Engage with Orkney Islands and Shetland Islands Councils to revisit whether they are interested in forming some alliance with the Northern Roads Collaboration Joint Committee. Orkney in particular was seen as having a lot of common issues to those being considered by the Joint Committee.
 - Use the Joint Committee and Officers Group more when reviews of some partner's operational and policy positions are underway, e.g., the recent reviews on winter maintenance undertaken in several of the more rural authorities.
 - Find a more effective way to disseminate the work of the Joint Committee into the 7 local authorities. One way was for councillors on the Joint Committee to become ambassadors for the Northern Roads Collaboration within their own organisations and similarly for officers.

- Revisit the approach to Transport Scotland for greater support in a similar way that Education colleagues have been supported in their work in their Collaboratives where much of the focus has been on the Attainment agenda. Network condition and Climate Change are probably the Northern Roads Collaboration Joint Committee equivalents.
- Officer group meetings to be less Committee Report/Agenda driven with perhaps every fourth meeting for example held as a workshop.
- Member Officer Working Groups to bring the Councillors more into the process, not just on Committee day.
- Occasional meetings to be held physically.
- Have more workshops for officers out with the core group to develop policies, standards etc and also to spread the word on the workings of the Northern Roads Collaboration Joint Committee.
- Refocus on fewer projects such as EVs for the period till the next local government elections in May 2022 (rather than the very ambitious Activity Plan) to reflect the very limited resources.

The Way Forward

- 2.18 At its meeting on 28 August 2020 the Joint Committee instructed the Lead Officer **“to commence a review of the governance arrangements for the Joint Committee and report back to the Joint Committee in due course”**. This is covered in a separate report on the agenda for 10 December 2021. This stock taking exercise can inform the governance review which is now proposed to take place post May 2022.
- 2.19 It is recommended that a similar stock taking exercise could be taken forward with the Councillors who make up the Joint Committee. This would then give an overall picture of the work of the Joint Committee that would allow formal recommendations on improvement actions to be considered in March, passed to the parent Committees pre the May 2022 Local Government elections and included in the Governance review.
- 2.20 On the basis of the first stage of the review process some of the actions/options for Members to consider would seem to be:
- 1) There is always the “Do Nothing” option and the Joint Committee and Officer Group could continue as at present. This is unlikely to be the preferred option given the concerns raised throughout this report, particularly in terms of available resources and the demands placed on officers by the Joint Committee.
 - 2) Cut back on the scale of the Activity Plan to 3 key areas, for example, and have more joint member/officer working.
 - 3) Produce a brief initial Infographic (a Communications Strategy is an item already in the Activity Plan) to get more buy-in from Directorate level in

Local Authorities which is largely lacking and to use Joint Committee members as Ambassadors.

- 4) It may be that one conclusion of this exercise would be to conclude that the Joint Committee approach is not working in its current format for roads and transport and should be formally brought to a close.
 - 5) Focus on fully developing joint staffing arrangements on issues such as A96 Dualling or ULEVs and ULEV infrastructure. These would be a positive use of the powers that the Joint Committee hold.
- 2.21 The Joint Committee's Legal Monitoring Officer within Aberdeenshire Council and Financial Monitoring Officer within the Highland Council have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with relevant legislation.

3 Implications and Risk

- 3.1 An integrated impact assessment is not required because the report summarises discussions between partners and does not have a differential impact on any of the protected characteristics.
- 3.2 There are no direct staffing and financial implications from the report but some of the future proposals to Joint Committee that develop from this report are very likely to have both staffing and financial implications.
- 3.3 No specific Risks have been identified as relevant to this matter.

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