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To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Hazel Cameron, Fairfull, Farquhar, Henrickson, Hutchison, Macdonald, Massey and van Sweeden and one Labour Member to be confirmed.

Town House,
ABERDEEN, 2 May 2023

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, 9 MAY 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 (LEGAL)

B U S I N E S S

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 7 March 2023 - for approval (Pages 5 - 14)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 15 - 22)

NOTICES OF MOTION

- 7.1. Notice of Motion by Councillor Malik - referred from Council meeting of 26 April 2023

Notice of Motion by Councillor Malik – referred from Council meeting of 26 April

Notes Council policy on Pay and Display Parking allows for free Parking on a Sunday between 8am till 1pm.

Agrees that this policy allows many citizens to drive to church for worship and park without the fear of receiving a Fixed Penalty Notice.

Agrees that Aberdeen is an extremely tolerant city that is multicultural in its outlook where its citizens appreciate the importance of many faiths and do so in harmony and respect to all faiths within our community.

Agrees that not all religious days are on a Sunday with the Qur'an invoking the importance of Friday as its day of worship.

Agrees therefore to instruct the Chief Officer - Operations and Protective Services to bring forward a report to the Net Zero, Environment and Transport Committee as soon as possible on the feasibility of changing the current policy with options and estimated cost implications.

7.2. Notice of Motion by Councillor van Sweeden - referred from Council meeting of 26 April 2023

Notice of Motion by Councillor Kairin van Sweeden – referred from Council meeting of 26 April

1. Notes the adverse environmental effects of single use vapes which cause considerable levels of additional litter on our streets and in other public places as well as having a detrimental impact on public health;
2. Notes that research by Material Focus, an independent not-for-profit organisation, has identified that 1.3 million single use vapes are thrown away every week in the UK.
3. Understands that single use vapes pose a number of concerns, including but not limited to;
 - a. The loss of critical raw materials such as Lithium and Copper
 - b. The impacts of hazardous waste
 - c. The loss of plastic
 - d. Fire risk
4. Welcomes the decision by the Scottish Government to commission a review, led by Zero Waste Scotland into the environmental impacts and management of single use vapes.
5. Instructs the Chief Officer – Strategic Place Planning to write to the Scottish Government, as part of their review of the environmental impacts and management of single use vapes, expressing Aberdeen City Council's support for a proposed ban on single use vapes and management of single-use vapes, and to support measures to ban their sale.
6. Instructs the Chief Officer – Strategic Place Planning to report to the Net Zero, Environment and Transport Committee outlining any policy implications of a ban for the Council and to prepare a Council communications campaign highlighting the environmental and health impacts of single-use vapes; and
7. Instructs the Chief Officer – Strategic Place Planning to write to Lorna Slater MSP, Minister for Green Skills, Circular Economy and Biodiversity in the Scottish Government, and to Iain Gulland, Executive Director and Chief Executive Officer of Zero Waste Scotland, making them aware that Aberdeen City Council supports a ban on single use vapes.

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

- 8.1. There are no referrals at this time

PERFORMANCE AND RISK

- 9.1. There are no reports under this heading

NET ZERO

- 10.1. Place Based Strategy Framework - COM/23/121 (Pages 23 - 54)
- 10.2. Draft Net Zero Workplan - COM/23/129 (Pages 55 - 62)

ENVIRONMENT

- 11.1. Trees and Woodland - RES/23/132 (Pages 63 - 70)

TRANSPORT

- 12.1. Road Sign Policy - RES/23/120 (Pages 71 - 90)
- 12.2. Roads and Transport Related Capital Budget Programme 2023-2024 - RES/23/111 (Pages 91 - 110)
- 12.3. Aberdeen Rapid Transit Options Appraisal - COM/23/131 (Pages 111 - 146)
- 12.4. Bus Lane Enforcement Programme Update & Future Planning 2023/24 - COM/23/130 (Pages 147 - 178)

EXEMPT BUSINESS

- 13.1. Roads and Transport Related Capital Budget Programme 2023-2024 - RES/23/111 - Exempt Appendices (Pages 179 - 188)

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

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

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Steph Dunsmuir, sdunsmuir@aberdeencity.gov.uk

Net Zero, Environment and Transport Committee

ABERDEEN, 7 March 2023. 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, Kuszniir, Macdonald, Massey and van Sweeden.

Also in attendance:- Councillor Houghton for article 7 only.

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.

GRITTING / WASTE COLLECTION UPDATE / ORDER OF AGENDA

1. The Convener welcomed everyone to the meeting and advised that as a result of the adverse weather conditions, he had asked Mr Doug Ritchie, Roads and Infrastructure Manager, and Ms Pam Walker, Waste and Recycling Manager, to provide Members with a verbal update on the gritting programme and on bin collection. Members then heard from Mr Ritchie and Ms Walker.

The Convener further advised that to enable Mr Ritchie to leave the meeting timeously and return to overseeing the work being undertaken due to the bad weather, he intended to take item 11.1 (Expansion of the Property Level Protection Grant Scheme to include commercial properties) first, followed by item 9.1 (Net Zero, Environment and Transport Performance Report) before proceeding with the remaining items.

The Committee resolved:-

to thank staff involved in the gritting programme and waste collection for their efforts during the difficult weather conditions.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

2. There were no declarations of interest nor transparency statements made.

MINUTE OF PREVIOUS MEETING OF 10 JANUARY 2023

3. The Committee had before it the minute of its previous meeting of 10 January 2023 for approval.

The Committee resolved:-

to approve the minute as a correct record.

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EXPANSION OF THE PROPERTY LEVEL PROTECTION GRANT SCHEME TO INCLUDE COMMERCIAL PROPERTIES - RES/23/058

4. The Committee had before it a report by the Director of Resources which sought approval to expand the current grant support for a Property Level Flood Protection Scheme in relation to domestic properties to include commercial properties. The report advised that this would reduce the impact on commercial properties vulnerable to internal flooding.

The report recommended:-

that the Committee –

- (a) agree that the existing Property Level Protection Grant Scheme be expanded to include commercial properties with effect from the date of the Committee decision;
- (b) note the costs would be covered from the remaining amount of the original £500,000 budget, recorded in the General Fund Capital Programme and standing at £460,000;
- (c) authorise the Chief Officer – Operations and Protective Services to make grants for Flood Protection Surveys of i) £200 per qualifying property over 200m² ground floor area; and ii) £150 per qualifying property less than 200m² ground floor area to eligible commercial property owners;
- (d) authorise the Chief Officer – Operations and Protective Services to make grants of i) 50% of the cost of installing Property Level Protection up to a maximum of £5000 per property over 200m² ground floor area; and ii) 50% of the cost of installing Property Level Protection up to a maximum of £2500 per property less than 200m² ground floor area to eligible commercial property owners on receipt of proof of expenditure; and
- (e) instruct the Chief Officer – Operations and Protective Services to monitor take up of the grant and to report back to the Committee in September 2024.

The Committee resolved:-

- (i) to note that officers would update the £460,000 figure at (b) above to reflect the current figures outlined at the Council Budget meeting; and
- (ii) to approve the recommendations.

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - CUS/23/047

5. The Committee had before it a report by the Director of Customer Services which presented the status of appropriate key performance measures relating to the services falling within its remit (Environment, Fleet, Roads and Infrastructure, Waste) for the time period to the end of December 2022 or Quarter 3 2022/23.

Members asked a number of questions of officers.

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The report recommended:-

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

The Committee resolved:-

to note the report.

COMMITTEE BUSINESS PLANNER

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

The Committee resolved:-

- (i) in relation to item 4 (Building Performance Criteria), to note that officers were working on a specification and an update would be provided to either the next meeting or the one immediately after;
- (ii) to agree to remove item 8 (Various Small Scale Traffic Management – Stage 2) as there had been no objections received and therefore there was no requirement for a report;
- (iii) to agree to remove item 10 (Flood Risk Management Strategies) as no decisions were required from the Committee and therefore a service update had been made available instead;
- (iv) in relation to item 45 (Energy Transition Zone Training and Jobs Plan), to note that due to the timing of committee meetings, a report was due to be presented to the Finance and Resources Committee, and that the Chief Officer – Strategic Place Planning would seek confirmation from the Chief Officer – City Growth that this was on track, and advise Members accordingly;
- (v) to note the reasons for the delay to the other reports as set out in the planner;
- (vi) to note that although most reports on the agenda had relevance to Net Zero, officers were undertaking a review of what was presented to Committee and would prepare a report on strategies and a further report on the workplan for the next 12-18 months around Net Zero for the next meeting;
- (vii) to note that officers from Strategic Place Planning and Governance were reviewing the business planner to ascertain if report linkages to the six enabling strategies could be reflected, following the addition of the Aberdeen Adapts column;
- (viii) to note that officers were reviewing the Net Zero content on the Aberdeen City Council website and were in dialogue with the Met Office, and would take on board the suggestions from Members about the inclusion of information on long term climate trends and CO2 parts per million; and
- (ix) to otherwise note the planner.

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NOTICE OF MOTION BY COUNCILLOR HOUGHTON - REFERRED FROM COUNCIL MEETING OF 22 FEBRUARY 2023

7. With reference to the meeting of Council of 22 February 2023, the Committee had before it a Notice of Motion in the name of Councillor Houghton in the following terms:-

That the Committee:-

1. Notes the release of the Draft Energy Strategy and Just Transition Plan by the Scottish Government on 10 January 2023.
2. Notes the statements on page 9 that “We want to see the fastest possible just transition for the oil and gas sector” and on pages, 14, 55, 97 that “there should be a presumption against new exploration for oil and gas”.
3. Recognises the reaction to the Plan from Aberdeen and Grampian Chamber of Commerce who stated the presumption “has been met with complete disbelief in the North-East of Scotland” and that it is “a breath-taking betrayal of one of Scotland’s biggest industries” by the Scottish Government.
4. Believes that the thousands of workers in the oil and gas industry deserve the Council’s full support.
5. Agrees to instruct the Chief Executive to:
 - 5.1 write to the (a) Cabinet Secretary for Net Zero, Energy and Transport; and (b) Minister for Just Transition, Employment and Fair Work re-affirming Council’s view that there should be ongoing financial and training support for the oil and gas industry as part of a managed transition.
 - 5.2 invite the Cabinet Secretary for a meeting with Council Co-Leaders and Group Leaders in 2023 to discuss the Draft Energy Strategy and Just Transition Plan fully.
 - 5.3 formally respond to the Draft Energy Strategy and Just Transition Plan consultation by 4 April 2023, re-affirming the Council’s commitment to the oil and gas sector as part of the managed transition and noting the concerns of Council about the “breath-taking betrayal of one of Scotland’s biggest industries”.
 - 5.4 write to the Minister for Just Transition, Employment and Fair Work to ask the Scottish Government to collect and monitor renewable energy sector job creation data at a local authority level to ensure that a Just Transition is taking place in Aberdeen. With the North East region making up 30,000 (46%) of direct Scottish energy sector jobs, Aberdeen is more exposed to job losses from this energy transition, it is only morally right that there is an additional focus on renewable job creation for our region.

Councillor Houghton was in attendance at the meeting in relation to this item only.

At this juncture, the Convener advised that the Vice Convener would be moving an amendment and asked if any other Members were so minded. Councillor Blake advised that she also had an amendment, and both were circulated to the Committee. Following this, Councillor Houghton advised

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that he was content to accept Councillor Blake's wording into his Notice of Motion and Councillor Blake therefore withdrew her amendment.

Councillor Houghton, seconded by Councillor Blake, moved as an amended motion:-

That the Committee:-

1. Notes the release of the Draft Energy Strategy and Just Transition Plan by the Scottish Government on 10 January 2023.
2. Notes the statements on page 9 that "We want to see the fastest possible just transition for the oil and gas sector" and on pages, 14, 55, 97 that "there should be a presumption against new exploration for oil and gas".
3. Recognises the reaction to the Plan from Aberdeen and Grampian Chamber of Commerce who stated the presumption "has been met with complete disbelief in the North-East of Scotland" and that it is "a breath-taking betrayal of one of Scotland's biggest industries" by the Scottish Government.
4. Notes that Friends of the Earth Scotland have said that "there is very little by way of new measures in this long-awaited Scottish Government Energy Strategy to tackle the climate crisis or the immediate impacts of the cost of energy crisis" and "The Strategy contains lots of fine talk about job creation but no detail about how they will be secured. A huge dose of realism is required for many of the jobs estimates, particularly on potential for the hydrogen sector."
5. Believes that the thousands of workers in the energy industry deserve the Council's full support.
6. Agrees to instruct the Chief Executive to:
 - 6.1 write to the (a) Cabinet Secretary for Net Zero, Energy and Transport; and (b) Minister for Just Transition, Employment and Fair Work re-affirming Council's view that there should be ongoing financial and training support for the oil and gas industry workers as part of a managed transition;
 - 6.2 invite the Cabinet Secretary for a meeting with Council Co-Leaders and Group Leaders in 2023 to discuss the Draft Energy Strategy and Just Transition Plan fully;
 - 6.3 formally respond to the Draft Energy Strategy and Just Transition Plan consultation by 4 April 2023, re-affirming the Council's commitment to the oil and gas sector and worker and community-led just transition, which will support workers and the economy in the North East of Scotland, and noting the concerns of Council about the "breath-taking betrayal of one of Scotland's biggest industries"; and
 - 6.4 write to the Minister for Just Transition, Employment and Fair Work to ask the Scottish Government to collect and monitor renewable energy sector job creation data at a local authority level to ensure that a Just Transition is taking place in Aberdeen. With the North East region making up 30,000 (46%) of direct Scottish energy sector jobs, Aberdeen is more exposed to job losses from this

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energy transition, it is only morally right that there is an additional focus on renewable job creation for our region.

The Vice Convener, seconded by the Convener, moved as an amendment:-

That the Committee:-

- (a) note the release of the Draft Energy Strategy and Just Transition Plan by the Scottish Government on 10 January 2023;
- (b) note the Scottish Government's 10-year £500 million investment of the Just Transition Fund for the North East and the National Transition Training Fund (NTTF) which benefitted over 9,000 workers transition to the Renewable energy sector in its first year;
- (c) note the Co-Leaders recently met with the Minister for Just Transition, Employment and Fair Work to reaffirm the Council's commitment to work with the Scottish Government to deliver a Just Transition for the City;
- (d) instruct the Chief Officer - Strategic Place Planning to respond to the Scottish Government's Consultation on the Draft Energy Strategy and Just Transition Plan, affirming that the Council's approach to shaping the transition to Net Zero and for the economic future of the city and the region will be led by the learning from our Regional Economic Strategy; and
- (e) instruct the Chief Officer - City Growth to collaborate with our Scottish Government partners and other bodies, as appropriate, with the ambition of developing and collating the relevant data as indicators, i.e. on sector skills and jobs, to assist in monitoring that a Just Transition is taking place in Aberdeen and regionally.

On a division, there voted:- for the motion (6) – Councillors Ali, Blake, Farquhar, Kuszniir, Macdonald and Massey; for the amendment (7) – the Convener; the Vice Convener; and Councillors Hazel Cameron, Fairfull, Henrickson, Hutchison and van Sweeden.

The Committee resolved:-

to adopt the amendment.

CLUSTER RISK REGISTER - RES/23/059

8. The Committee had before it a report by the Director of Resources which presented the Cluster Risk Register and Assurance Maps in accordance with Net Zero, Environment and Transport Committee Terms of Reference to provide assurance that risks were being managed effectively within the Operations and Protective Services cluster.

The report recommended:-

that the Committee note the Cluster Risk Registers and Assurance Maps set out Appendices A and B.

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The Committee resolved:-

to note the report.

ABERDEEN CROSS CITY CONNECTIONS - ACTIVE TRAVEL SCHEME DEVELOPMENT - COM/23/052

9. The Committee had before it a report by the Director of Commissioning which provided an update on the outcomes of the Review of Scottish Transport Appraisal Guidance (STAG) Part 2 Appraisal Report, draft Outline Business Case and Programme Delivery Plan undertaken for the Aberdeen Cross City Connections Active Travel schemes. The report included information on the findings from the various reports, and recommendations on the next steps for the options identified.

The report recommended:-

that the Committee –

- (a) note the findings and outcomes of the Review of STAG Part 2 Appraisal Report – Aberdeen Cross City Transport Connections (Appendix 1);
- (b) agree that the Active Travel options 7, 8, 9, 11 and 20 identified in the STAG Part 2 report (and listed in Appendix 1) for Aberdeen Cross City Connections were the preferred priority Active Travel options that should proceed to further development work;
- (c) instruct the Chief Officer – Strategic Place Planning to seek external funding to allow the continued development of the options agreed in 2.2, including the full development of the draft Outline Business Case (OBC) (Appendix 2) for these options; and
- (d) subject to external funding being secured, instruct the Chief Officer - Capital to progress the next stages of project delivery, including but not limited to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements, and consents required to fully develop the Outline Business Case (OBC) for the project, as defined in Paragraph 3.9, and to report back to this Committee upon completion of the OBC, and to provide an annual update on progress of detailed design and delivery thereafter.

The Committee resolved:-

to approve the recommendations.

A93 BANCHORY TO ABERDEEN MULTI-MODAL CORRIDOR STUDY - COM/23/010

10. The Committee had before it a report by the Director of Commissioning which presented the outcome of the Scottish Transport Appraisal Guidance (STAG)-based preliminary options appraisal on the A93 Banchory to Aberdeen Multi-Modal Corridor Study and sought approval of the proposed recommendations.

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The report recommended:-

that the Committee –

- (a) note the preliminary appraisal report and its outcomes, as summarised in the Executive Summary at Appendix 1, and detailed in the Full Report at Appendix 2;
- (b) instruct the Chief Officer – Operations and Protective Services to implement the “Small Scale, Low Risk Options” for Aberdeen City identified in Table 1 (para 3.12), subject to funding availability;
- (c) note that Aberdeenshire Council acknowledged the outcomes of the report and would progress the “Small Scale, Low Risk Options” within Aberdeenshire, as detailed in Table 2 (para 3.13), where officers had delegated authority to do so, within current policy and subject to resource availability;
- (d) agree that work to further develop the Options detailed in Table 3 (para 3.15) be progressed and instruct the Chief Officer – Strategic Place Planning to undertake a Detailed Appraisal and Outline Business Case (OBC)), subject to additional funding being secured;
- (e) subject to recommendation (d) above, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal, Outline Business Case, and next steps to the Net Zero, Environment and Transport Committee by summer 2024; and
- (f) agree that the Options listed in Table 4 (para 3.16) be taken forward in the upcoming Active Travel Network Review project for full oversight when reviewing the city as a whole.

The Convener, seconded by the Vice Convener, moved the recommendations as contained in the report.

Councillor Massey, seconded by Councillor Farquhar, moved as an amendment:-

That the Committee:-

agree the recommendations contained within the report subject to the following changes:

1. 3.15 - remove PT1 (Implement an eastbound bus lane along the A93 corridor) and PT2 (Implement a westbound bus lane along the A93 corridor) from the Options for Detailed Appraisal; and
2. 3.15 - add Review of the Deeside Way as a supporting Option for Detailed Appraisal.

On a division, there voted:- for the motion (10) – the Convener; the Vice Convener; and Councillors Ali, Blake, Hazel Cameron, Fairfull, Henrickson, Hutchison, Macdonald and van Sweeden; for the amendment (3) – Councillors Farquhar, Kusznir and Massey.

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The Committee resolved:-

- (i) to note the concerns raised by Cults Academy school pupils about the volume of parked cars on Quarry Road and that officers would provide further information on how this might be addressed to Members outwith the meeting; and
- (ii) to adopt the motion.

- **COUNCILLOR IAN YUILL, Convener**

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	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 and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3	9 May 2023									
4	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	R	There is no requirement for a report this cycle
5	Strategy Framework	Net Zero, Environment & Transport 17/11/22 - 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 (including the Local Transport Strategy and Open Space Strategy) Net Zero, Environment & Transport 07/03/23 - to note that officers would present a report on the workplan for the next 12-18 months around Net Zero to the next meeting		David Dunne	Strategic Place Planning	Commissioning	1	All		
6	Draft Net Zero Aberdeen Workplan	To seek approval of a work plan for city collaborative place-based climate change work; in line with the objectives of the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.		Emma Young	Strategic Place Planning	Commissioning	5	All		
7	Trees and Woodland	To provide an update on ongoing work to trees and woodland and seek approval to source funding		Steven Shaw	Operations and Protective Services	Resources	1	Natural Environment		
8	Road Sign Policy	Operational Delivery Committee 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.		Tolu Olowoleru / Vycki Ritson	Operations and Protective Services	Resources	7	N/A		
9	Aberdeen Rapid Transit Options Appraisal	To inform Members of the outcomes of the Aberdeen Rapid Transit Options Appraisal and to gain agreement from Members on the preferred option to take forward to Business Case development.		Will Hekelaar	Strategic Place Planning	Commissioning	7 and 8	Mobility		

	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 and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	Roads and Transport Related Budget Programme 2023 - 2024 (ANNUAL REPORT)	This report is Business Critical to spend the allocated capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2023/2024. This is presented as a provisional programme and Members are asked to approve specific schemes where detailed and the budget headings for the remainder. In addition provisional programmes for 2024/25 and 2025/26 are also included where possible.		Paul Davies	Operations and Protective Services	Resources	7	N/A		
15										
16	20 June 2023									
17	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
18	Denburn Restoration Project	Net Zero, Environment & Transport 10/01/23 - to 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 7 March on next steps.	Officers are still working through the project scope with Environmental Services, as well as the range of funding options for the different stages and elements of the project. It's a complex scenario and further time is required to be able to develop and report back realistic, clearly defined options. A full report is anticipated by June's meeting, if not sooner.	Sue Cumming	Strategic Place Planning	Commissioning	1 and 6	Natural Environment		
19	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 / Mai Muhammad	Corporate Landlord	Resources	1	Building, Heat & Infrastructure		
20	Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund)	City Growth & Resources Committee on 3/2/22 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 we plan to bring to NZET Committee in either June or August	Kevin Pert	Strategic Place Planning	Commissioning	TBC	Mobility		Transferred 07/12/22 from Finance & Resources Committee
21	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 and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
22	29 August 2023									
23	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations and Protective Services	Resources	8	N/A		
24	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	Commissioning	General Delegation 8.5	N/A		
25	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
26	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		
27	31 October 2023									
28	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
29	Aberdeen Coastal Management report	To provide an update		Doug Ritchie	Operations and Protective Services	Resources	TBC	Natural Environment		
30	A92 (Bridge of Don to Bridge of Dee) Multi-Modal Transport Corridor Study	City Growth & Resources 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 Outline Business Case and next steps by March 2023	The initial appraisal was conducted in September 2022. Work required means that both the detailed appraisal and the outline business case are now expected to be reported in late Summer. It is therefore recommended by officers that this be reported in September	Tony Maric	Strategic Place Planning	Commissioning	8	Mobility		
31	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		
32	Climate Change Report 2022-23	To approve and sign the annual Aberdeen City Council 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	Empowerment		
33	To Be Confirmed/Beyond 2023									
34	Carbon Budget Monitoring	Council Budget 01/03/23 - To instruct the Chief Officer - Strategic Place Planning, in consultation with the Chief Officer - Finance, to submit provisional quarterly carbon budget monitoring reports to the Net Zero, Environment and Transport Committee.	It is expected that this will be included as part of regular performance reporting to the Committee	David Dunne	Strategic Place Planning	Commissioning	TBC	Energy Supply		
35	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January 2024	Vycki Ritson	Operations and Protective Services	Resources	8	N/A		

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	9 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Place Based Strategy Framework
REPORT NUMBER	COM/23/121
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	David Dunne
TERMS OF REFERENCE	1

1. PURPOSE OF REPORT

- 1.1 This report explains the framework of place-based strategies which the Council has, and the interrelationship and interdependencies between them. It also aims to set out their role in the decision-making process and the timeline for their development and review.
- 1.2 This report also sets out a high-level programme and timeline for the review of some of the key strategies.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the details of the plans and strategies set out in the report and the indicative timelines provided; and
- 2.2 Instruct the Chief Officer of Strategic Place Planning to keep the framework up to date and report back to this Committee annually, noting that this will be in addition to the ongoing reports to Committee required as part of each plan and strategy review.

3. CURRENT SITUATION

- 3.1 The Council produces a wide range of strategies, emblematic of the broad range of roles and responsibilities that the council holds. Many of these strategies are statutory, others are necessary for investment purposes and others are focused on delivering joint objectives with partner organisations. Regardless of their individual focus, all of the Council's plans and strategies aim to deliver sustainable positive outcomes across social, environmental and economic indicators.
- 3.2 To better explain how the matrix of plans and strategies fit together, the following paragraphs, and the attached Appendix 1, set out a brief explanation of the key plans and strategies and show how they interrelate. The *Tiers*

referred to below are simply for illustrative purposes and are not meant to indicate the importance of any one plan or strategy. As an example, the majority of the statutory documents which the Council is responsible for sit at *Tier 3* simply because the level of detail they contain makes them more a-kin to a delivery plan than a true strategy. Likewise documents at *Tier 1* and *2* are developed by the Council and partners to set out the Council's strategic direction and will influence, and be influenced by, documents above and below them. In that sense some of the documents could sit within a number of *Tiers*.

Strategy Board

- 3.3 The Strategy Board is the officer board within the Council tasked with overseeing the development of plans and strategies. The Board also coordinates responses to consultations on legislation or plans and strategies being developed at a regional or national level. The broad membership of the Board (table 1.) ensures that, as plans or strategies are developed, they face strong challenge from a wide range of senior officers. Responsible Chief Officers are required to agree timetables for the development and review of plans and strategies and to bring drafts of the documents to Strategy Board at varying stages through the process.
- 3.4 All plans and strategies are required to be presented to the Strategy Board in advance of going to Committee, and at any additional agreed stage in their development.

Membership of the Strategy Board
Director of Commissioning (Chair)
Director of Resources
Chief Officer Aberdeen Health & Social Care Partnership
Chief Officer City Growth
Chief Officer Integrated Family and Children's Services
Chief Officer Education
Chief Operating Officer Aberdeen Health & Social Care Partnership
Chief Officer Data and Insights
Chief Officer Early Intervention and Community Empowerment
Chief Officer Strategic Place Planning
Strategy and Community Planning Manager
Service Manager (PMO)
Interim Chief Officer Governance / Legal Services Manager

Table 1 – Membership of the Strategy Board

Statutory Relationships

- 3.5 Many of the plans and strategies the Council has to produce under a statutory requirement have to follow legislation which is focused on the delivery of that specific theme. For example, the legislation around the Local Development Plan (LDP), our local land-use strategy, is focused on the delivery of that document and is not generally connected to other documents which may feed into it. While it may refer to other plans and strategies that should be considered when developing an LDP, its primary goal is to deliver an LDP. In that context, it is important that the strategy framework, and the Council's own procedures such as the Strategy Board, act as the bridge between the relevant documents to ensure that all of the Council's plans and strategies are focused on the same overarching goals.
- 3.6 This becomes even more critical where timelines set out in legislation differ. To continue with the example of the LDP, the Council have just completed one LDP under a 5-year cycle, whereas new legislation is forthcoming which will change this to a 10-year cycle, within which time many other Council plans and strategies will have been reviewed more than once. It is therefore critical that there are procedures in place within the overarching strategy framework to ensure all the individual strands work to deliver on the Council's wider strategic outcomes.

Process of Developing a Plan or Strategy

- 3.7 Figure 1 below sets out the process that development of a typical plan or strategy would follow, however the process for developing and adoption, as mentioned earlier, will vary depending on the role of the plan or strategy, and whether or not it's production is linked to a statutory requirement. Where plans or strategies are required by statute, the relevant legislation governing the development of the document will determine the key process which must be undertaken.



Figure 1: Process for Typical Plan/Strategy Development

National Plans and Strategies

- 3.8 At a national level the Council is an active consultee and contributor in the preparation of relevant national plans and strategies. While the strategic direction for the UK and Scotland is set at this national level, the Council has a strong record of working with governments and supporting the delivery and development of these through representative bodies such as COSLA, Heads of Planning Scotland (HoPS), Society of Local Authority Chief Executives (SOLACE) etc. Although this work can put additional strain on the relevant services in terms of resourcing pressures, it is felt that this input is important to ensure Aberdeen's views are considered when national plans or strategies are being developed. As noted above, the Strategy Board leads in coordinating responses to consultations on legislation and plans/strategies being developed at the national level, thus ensuring that contributions can be co-produced between various council services rather than being developed in isolation by one individual team.

Regional Plans and Strategies

- 3.9 At a regional level the Council is a partner in the development of all relevant regional strategies, including the Regional Economic Strategy, Regional Spatial Strategy and Regional Transport Strategy. The Aberdeen City Region has a strong history of partnership working in the development of these plans and strategies, which in turn has delivered strong outcomes such as the City Region Deal, Bus Partnership Fund, and a range of key infrastructure projects such as the Aberdeen Western Peripheral Routes. These plans and strategies also help to give strategic direction to the respective councils in preparing local plans and strategies.

- 3.10 As an example, the Strategic Development Plan, soon to be replaced by a new Regional Spatial Strategy and the National Planning Framework, identified the number of homes and the volume of employment land expected to be included within the two council's Local Development Plans. Continuing with this strong history of regional planning as a new Regional Spatial Strategy is developed will be key in continuing to promote the Aberdeen City Region as a sustainable and investable region.

Tiers of the Plan/Strategy Framework

- 3.11 To better explain how the Council's plans and strategies fit together, a means of grouping has been prepared to explain how the key plans and strategies interrelate. This system has split plans and strategies into "Tiers" for illustrative purposes only – this approach is not meant to indicate the importance of any one plan or strategy. The majority of the statutory documents which the Council is responsible for sit at Tier 3, however some key documents could sit within a number of different Tiers. Further explanation around the various Tiers is provided below, and more detail is set out in Appendix 1. Appendix 1 also sets out in a diagrammatic form the interrelationships between the Tiers and key plans and strategies.

Tier 1 – Key Overarching Strategies

- 3.12 Net Zero Aberdeen (NZA) and Aberdeen Adapts (AA), along with the Local Outcome Improvement Plan (LOIP), set the overarching objectives for Aberdeen's place-based strategies. While these three overarching documents are influenced by a range of other national, regional, and local documents, their role is to distil those documents and set the strategic direction for the Council. Not all the objectives within these strategies are the responsibility of the Council, and in some cases the Council has limited, if any, power to delivery them alone. In that context, the importance of partnership working to achieve our strategic goals is fundamental, and in a time of ever-reducing resources for local government, focusing what resources are available in an effective and efficiently way is crucial.

Net Zero Aberdeen

- 3.12.1 Net Zero Aberdeen is the overarching strategic route map to move Aberdeen City, as a place, to Net Zero. The route map is not a Council document and was authored by leaders from a range of industries and organisations across the city. Delivering the outcomes within the route map is the responsibility of everyone across the city and, in that context, everyone has a role to play.
- 3.12.2 All strategies and plans which the Council produces are required to feed into and help deliver our net zero objectives. The most obvious of these is the Council's own Net Zero Plan which aims to focus Council resources in the areas where the Council is a significant emitter of carbon. In parallel to this, the Council is also responsible as roads authority and planning authority for setting and implementing the strategic direction in these areas. Clearly subject specific plans have their own roles and responsibilities, but the objectives within those plans, where relevant, must also contribute to our Net Zero journey.

Aberdeen Adapts

3.12.3 Aberdeen Adapts is an adaptation framework for Aberdeen in dealing with a changing climate: *“The global climate is changing, and this is expected to accelerate in coming decades. For Aberdeen this will mean warmer, wetter winters; hotter, drier summers; a rise in sea level; and less snow, ice and frost. This framework sets the direction for adaptation, with priorities, goals and action areas that will help Aberdeen to prepare.”* While a number of the challenges which Aberdeen will face in coming years will fall to the Council to address, many others will not, and all partners and residents will play a part in making Aberdeen a resilient place. All relevant plans and strategies which the Council produces will also therefore be required to feed into our adaptation requirements.

Local Outcome Improvement Plan (LOIP)

3.12.4 Like Net Zero Aberdeen, the LOIP is the collective responsibility of a range of partner organisations: *“The LOIP sets out how Community Planning Aberdeen will improve outcomes for and with local people and communities. The vision set out in the LOIP is that Aberdeen will be ‘a place where all people can prosper’ by 2026. By this we mean that we want everyone in the city to have the same opportunities, regardless of their background or circumstances. To achieve this we have developed 15 goals that we are working to achieve over the next seven years. They cover three themes: Economy, People and Place, with over 100 improvement projects planned to help achieve our goals. (...) The LOIP is a ten year plan which is reviewed in consultation with partners every two to three years to make sure that we are making a difference.”* All relevant plans and strategies which the Council produces must also detail how they support the vision set out in the LOIP and the related goals.

Tier 2 – Enabling Strategies

3.13 Below Net Zero Aberdeen and Aberdeen Adapts sit six enabling strategies, which expand on the objectives of both strategic documents. Below the LOIP sit three Locality Plans which focus delivering the LOIP’s objectives across the North, Centre, and South of the city. These enabling strategies and Locality Plans sit as Tier 2 in the framework. The six Net Zero Aberdeen strategies are:-

Mobility

3.13.1 The Mobility Strategy sets out the key strategic objectives that should be achieved across all forms of mobility and, in turn, helps shape other key documents such as the Local Transport Strategy and the Active Travel Action Plan. In that way, the Mobility Strategy looks to national and regional policy, and highlights the key drivers which are used to shape the Council’s local strategies and plans.

Mobility Key Objective – Reducing the demand for travel, moving to low and zero emission vehicles and boosting active travel.

Natural Environment

3.13.2 The Natural Environment Strategy is closely linked to Aberdeen Adapts and reads across a number of strategies while again interpreting at the local level key aspects of national policies such as the National Planning Framework 4. Under this Strategy sit a range of natural environment documents such as the Open Space Strategy and Audit, the Tree and Woodland Strategy and Granite City Growing in order to provide one comprehensive strategy on the natural environment.

Natural Environment Key Objective – Protecting and enhancing nature across the city to avoid emissions from land and to increase carbon stores.

Empowerment

3.13.3 A significant aspect of addressing the challenges of climate change is empowering people to both make changes themselves, but also to influence wider change. This is particularly important in the area of community resilience. The purpose of the Empowerment Strategy is therefore to provide and develop mechanisms for the community to feed into and influence decision makings while also providing the tools to empower communities to become resilient themselves.

Empowerment Key Objective – Setting the means and mechanisms for input, participation and collaboration vital to all the other themes.

Energy Supply

3.13.4 A crucial aspect of achieving Net Zero and reducing our impacts on climate change is decarbonising our energy supply. Equally as important is the need to improve its resilience in the context of an ever more extreme climate. Recent storm events across the northeast have shown how fragile the network can be. The recent volatility in the energy sector has also shown how exposed we are to global events such as the war in Ukraine. The purpose of the Energy Supply Strategy is therefore to explore opportunities to decarbonise while also building local resilience through decentralised means. Examples of this could include the Hydrogen Hub, Energy from Waste, Donside Hydro, Heat Network, Solar Farms and battery storage.

3.13.5 **Energy Supply Key Objective** – Increasing decentralised energy, developing green hydrogen, offshore wind; alongside expanding skills and supply chains.

Buildings and Heat

3.13.6 Transitioning away from fossil fuels and adopting low-carbon alternatives such as renewable energy sources is one of the greatest challenges we face on our journey to Net Zero. This will include retrofitting buildings with insulation, efficient heating and cooling systems, and installing renewable energy sources. Additionally, promoting energy-efficient practices such as reducing energy consumption and implementing smart energy management systems can also help to reduce carbon emissions. Overall, the Building and Heat Strategy is

crucial in addressing climate change and achieving the goal of net-zero emissions.

- 3.13.7 Buildings and Heat Key Objective** – Reducing energy demand, energy efficiency and transitioning to low and zero carbon heat.

Circular Economy

- 3.13.8 The Circular Economy Strategy aims to eliminate waste and reduce resource consumption by designing and producing products that can be reused, repaired, and recycled. Instead of the traditional linear model of take-make-dispose, a circular economy focuses on creating closed-loop systems where materials and products are continuously reused and regenerated. This approach requires a shift in the way we think about resources, design products, and organize production and consumption systems. By keeping resources in use for as long as possible, a circular economy can help to reduce environmental impacts, increase resource efficiency, and create new economic opportunities.

Circular Economy Key Objective – Making better use of valuable resources.

Tier 3 – Delivery Plans and Policies

- 3.14 Below the 6 Net Zero enabling strategies sit a range of statutory and other local plans and strategies . Many of these are historically referred to as strategies but in most cases are too detailed, and are often too focused on delivery, to be strategies in the strictest sense. Nevertheless, these documents are vital to the delivery of a range of functions across the Council, and often form the basis for statutory decision making as well as public and private investments.
- 3.15 For example, the Local Development Plan (LDP) forms the basis for statutory decision making on planning applications, both in terms of the allocation of land as well as the policy framework under which social and environmental issues are protected. At the same time the LDP is the basis for hundreds of millions of pounds worth of investment through the identification of sites for a range of developments. Similarly, the Local Transport Strategy is the basis on which we allocate a range of funding and is used to seek funding for active travel and public transport projects.

Governance and Strategy Development

- 3.16 As noted above, the governance for the preparation of many of the Council's plans and strategies is determined by the legislation relevant to that particular topic. Irrespective of whether a plan or strategy is a statutory requirement, the preparation of all relevant plans and strategies are reported to the Council's Strategy Board before being reported to elected members through the relevant committees.

Outline Timelines

- 3.17 Table 2. below gives an indication of the timelines for some of the key plans and strategies prepared by the council. Please note that this is not an exhaustive list of plans or strategies, and the timelines quoted may be subject to change.

Strategy Title		Live / Fixed	Adopted	Next Review (Approx)	Next Adoption Date
Net Zero Aberdeen		L	2022	2024/5	2025
Aberdeen Adapts		L	2022	2024/5	2025
Local Outcome Improvement Plan		F	2021	2025	2026/27
Mobility Strategy		L	2022	2024/5	2025
Building and Heating Strategy		L	2022	2024/5	2025
Circular Economy Strategy		L	2022	2024/5	2025
Energy Supply Strategy		L	2022	2024/5	2025
Natural Environment Strategy		L	2022	2024/5	2025
Empowerment Strategy		L	2022	2024/5	2025
Local Development Plan		F	2017	2024	2023(28)
Local Transport Strategy		F	2016	2021	2024
Local Housing Strategy		F	2018	2021	2024
Flood Risk Management Plan		F	2022	2027	2028
Waste Strategy		F	2015	2022	2025
Active Travel Action Plan / Network Review		F	2021	2023	2026

Table 2 – Key dates for a range of strategies.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications from this report. Preparation of individual Council plans and strategies will be met through existing budgets.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 As the purpose of this report is to explain the relationships between Council plans and strategies there are no direct implications arising from this report. Individual plans and strategies may be required to undertake a Strategic Environmental Assessment to identify the likely environmental effects, and to avoid any adverse environmental effects occurring.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure where the Council has scope of influence to contribute to place based targets.	Strengthened place-based governance approach.	M	Yes
Compliance	Failure to contribute to the delivery of national targets/ programmes.	Strengthened place-based governance approach.	L	Yes
Operational	Failure to support the governance structure.	Strengthen the strategic direction to the delivery of operation services and to focus resources accordingly.	L	Yes
Financial	Failure to focus resources on preventative spend and in a coordinated way to ensure strategic delivery.	Provide support and strategic direction for resource spend.	L	Yes
Reputational	Failure to support the governance structure.	Council Core Co-ordination Group in place for place based climate work.	M	Yes
Environment / Climate	Risk to the delivery of Net Zero Aberdeen & Aberdeen Adapts.	Ongoing support for the delivery of collaborative place based climate work programmes; as well as the Council project pipeline	M	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>	There are no direct proposals within this report the purpose of the report is to explain how the policies developed by the council will aim to deliver the policy statement, where the Council has scope to do so.
<u>Aberdeen City Local Outcome Improvement Plan</u>	
Prosperous Place Stretch Outcomes	The purpose of this report is to explain how the strategies which the council develops must help deliver the objectives of the LOIP and other key strategies. As such this report does not specific outcomes in itself.
Regional and City Strategies	The purpose of this report is to explain the relationship between regional and city wide strategies rather than delivering any objectives in and of itself.

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

N/A

11. APPENDICES

Appendix 1. – Outline Strategic Framework for Place Based Strategies

12. REPORT AUTHOR CONTACT DETAILS

Name	David Dunne
Title	Chief Officer - Strategic Place Planning
Email Address	ddunne@aberdeencity.gov.uk

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Appendix 1 – Outline Strategic Framework

Place Based Strategies

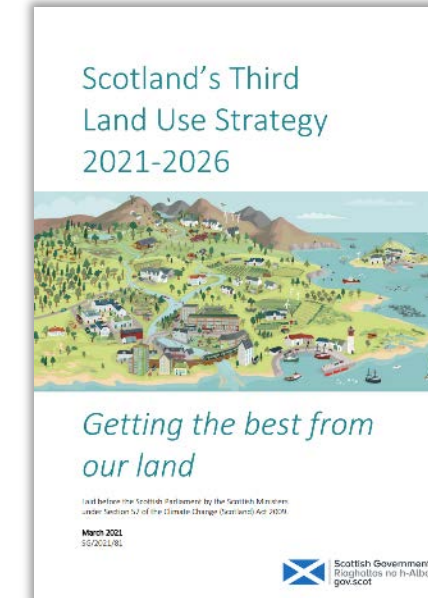
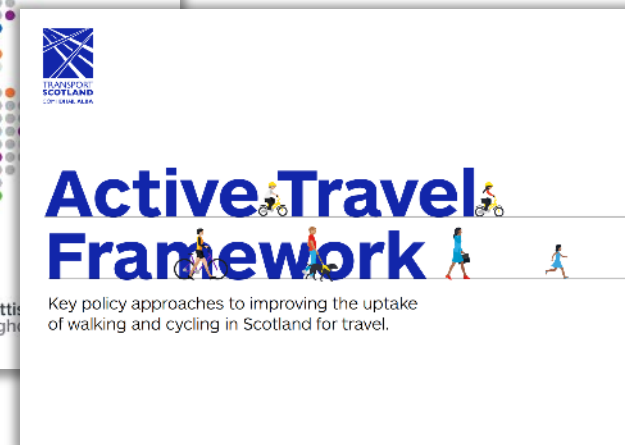
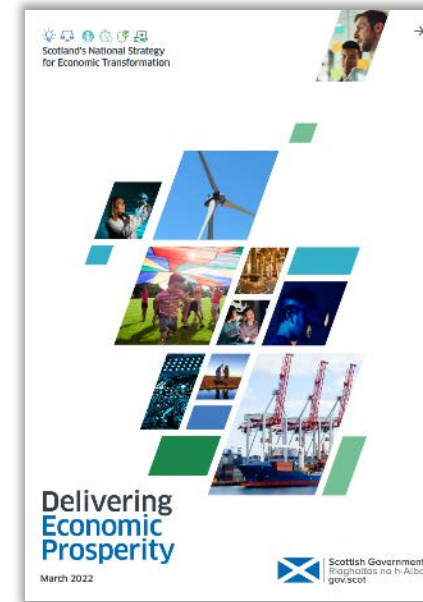
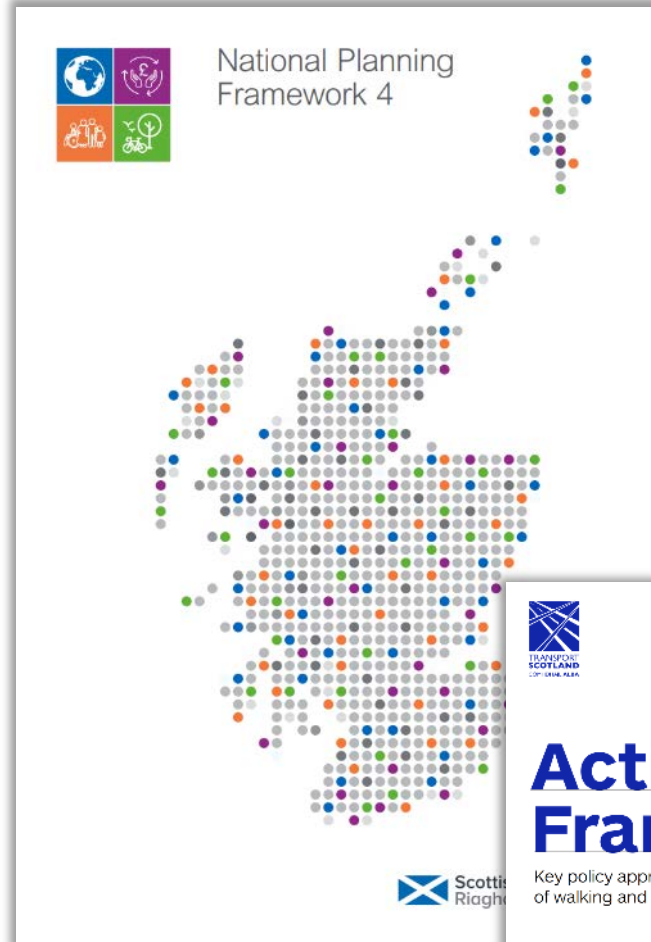


Aberdeen City Councils Role

Consultee	National Strategies and Plans (International)	Climate Change Plan, National Planning Framework 4
Partner	Regional Strategies and Plans	Regional Economic Strategy, Regional Transport Strategy
Partner + Author	Tier 1 – Key Overarching Strategies	Net Zero Aberdeen, Aberdeen Adapts, Local Outcome Improvement Plan.
Partner + Author	Tier 2 – Enabling Strategies	6 Enabling Strategies, 3 Locality Plans.
Author	Tier 3 – Delivery Plans and Policies	Majority of Statutory Documents
Author + Partner	Tier 4 – Programmes, Masterplans,	Project Specific Documents

Tier 1	Aberdeen Adapts			Net Zero Aberdeen			Local Outcome Improvement Plan		
Tier 2	Circular Economy Strategy	Empowerment Strategy	Mobility Strategy	Natural Environment Strategy	Buildings & Heat Strategy	Energy Supply Strategy	Locality Plan North	Locality Plan Central	Locality Plan South
Tier 3 (Examples)	Local Development Plan	Local Transport Strategy	Open Space Strategy	Local Housing Strategy	Waste Strategy	Core Paths Plan	Granite City Growing	Tree and Woodland Strategy	
	Open Space Audit	Sustainable Urban Mobility Plan	Roads Hierarchy	Electric Vehicle Charging Infrastructure Plan	Active Travel Action Plan	Flood Risk Management Plans			
Tier 4 (Examples)	City Centre & Beach Masterplans. (Associated Projects)	Aberdeen Planning Guidance. Townscape and Landscape. Modifications to existing buildings and curtilages. Retail and Commercial. Planning Obligations, affordable housing & specialist housing provision. Transport, air quality and noise. Natural Environment. Etc...			Site Specific Masterplans Grandhome. Rowett North. Countesswells. Bridge of Don AECC. Dubford. Loriston. Etc...		Projects Bus Partnership Fund. Energy from Waste. Hydrogen Hub. Strategic Growth Agreement. Etc...		

National Strategies and Plans

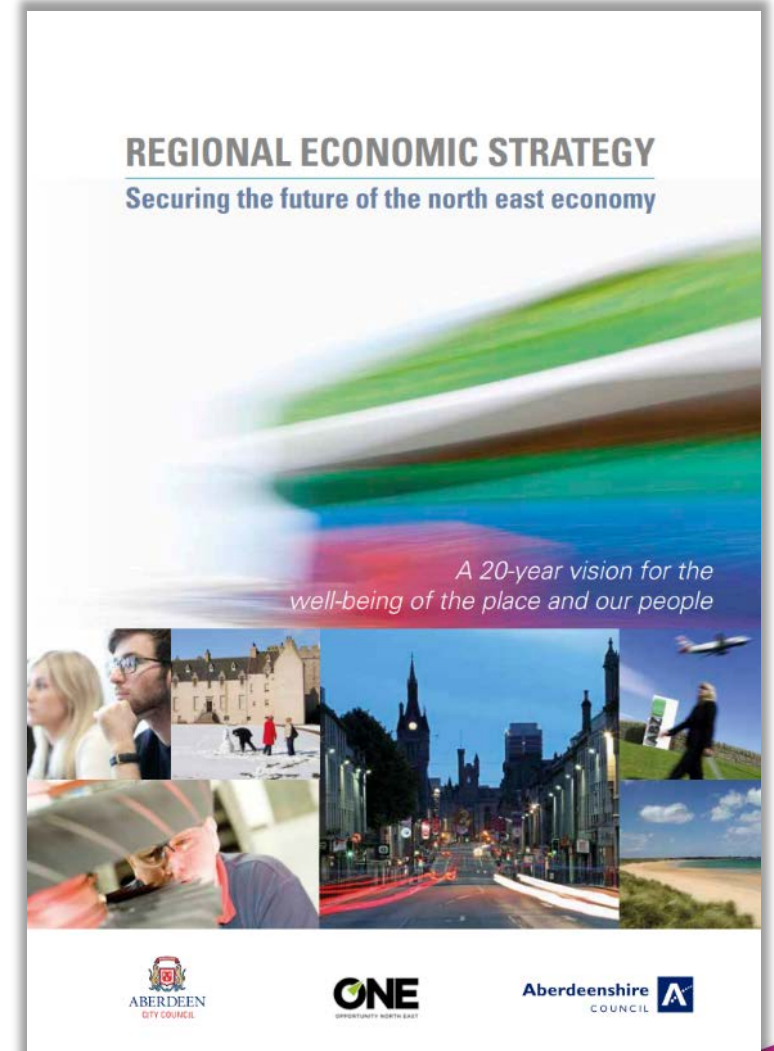
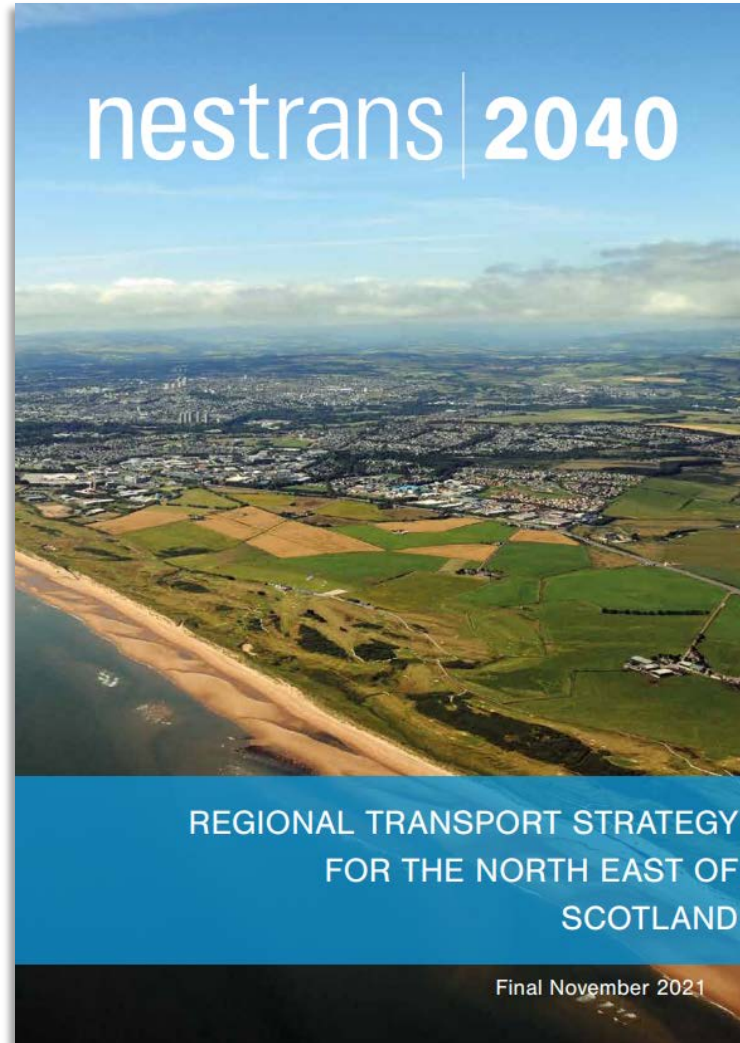


Regional Strategies and Plans

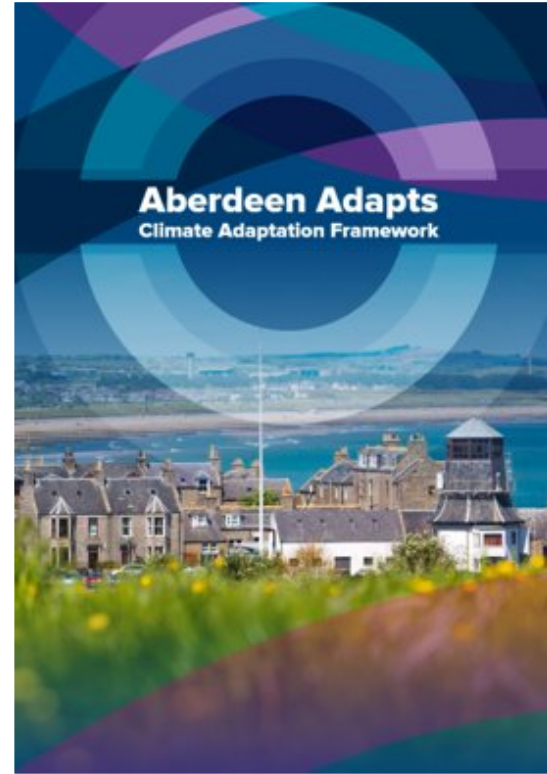
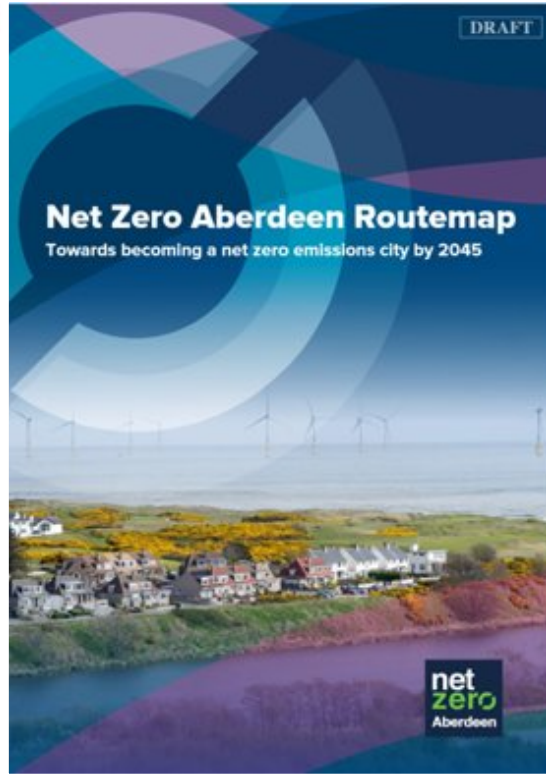
ABERDEEN CITY REGION DEAL



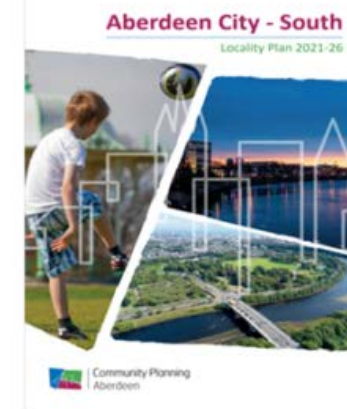
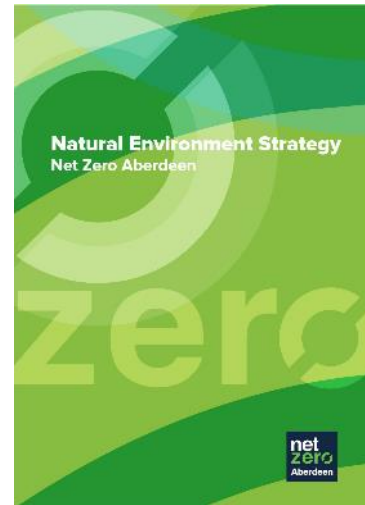
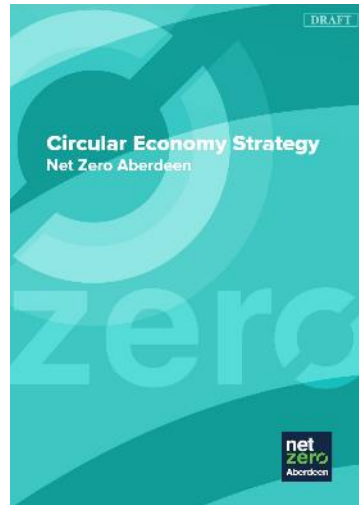
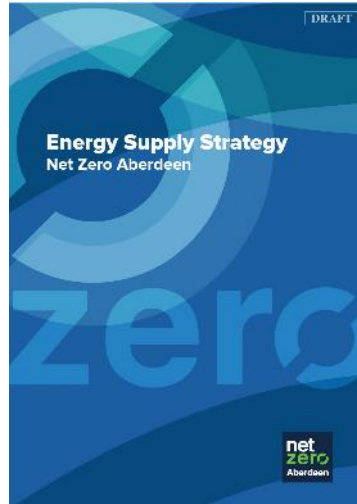
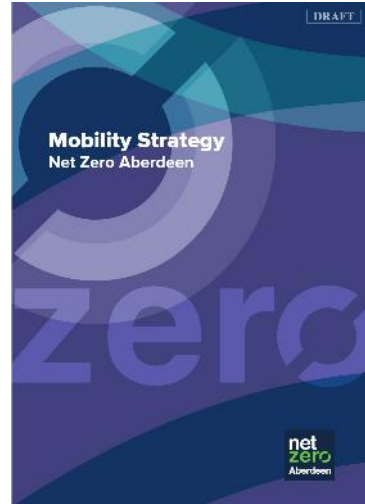
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Tier 1 – Key Overarching Strategies



Tier 2 – Enabling Strategies



Tier 2

Improve energy efficiency of buildings

Expand district and communal heating connections

Reduce fuel poverty

Buildings and Heat Strategy

Net Zero Aberdeen



Tier 2

Low carbon transport

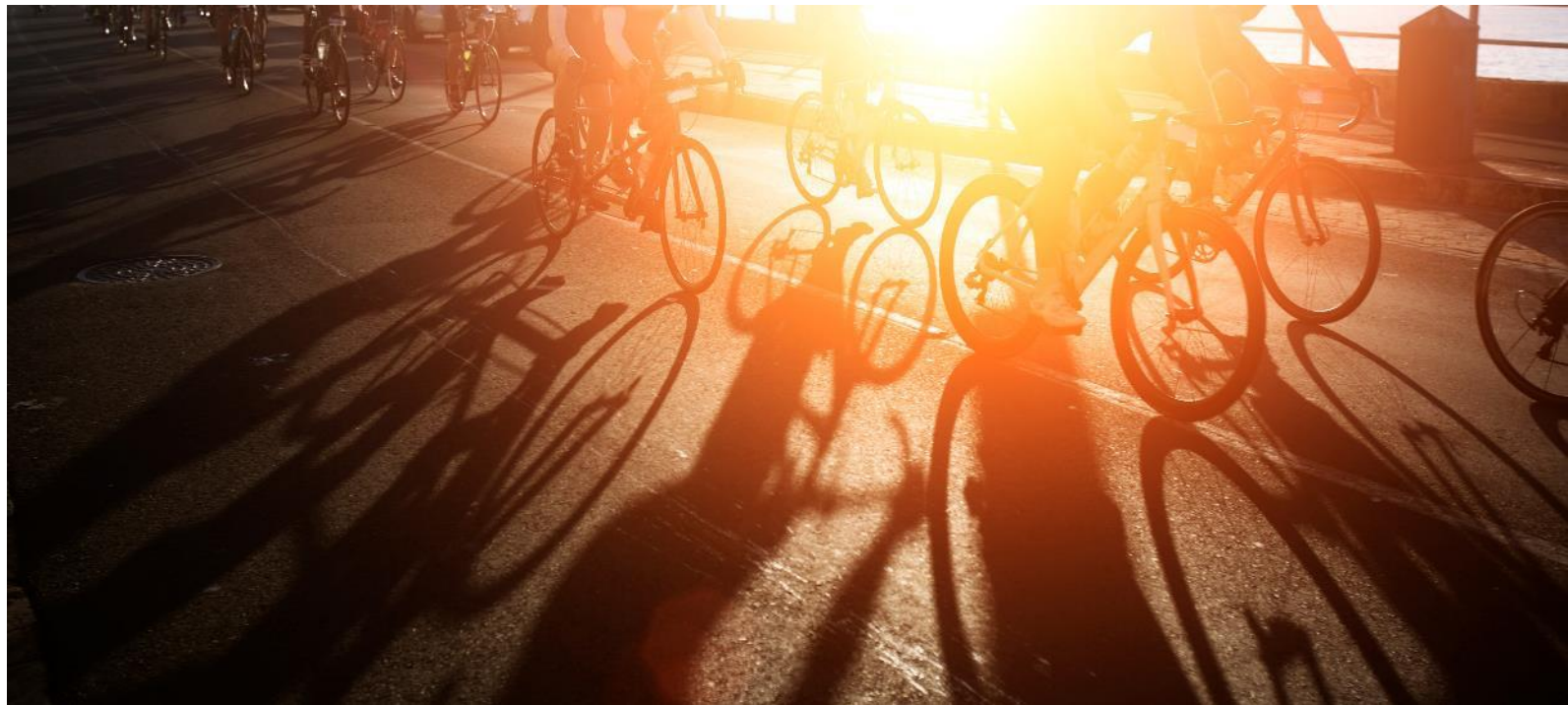
Increase walking, wheeling & public transport

Facilitate local services

Reduce need for car travel

Mobility Strategy

Net Zero Aberdeen



Tier 2

Develop affordable low-carbon energy choices for citizens

Decentralised energy, green hydrogen, micro renewables, carbon capture

Skills transition and supply chain diversification

Energy Supply Strategy Net Zero Aberdeen



Tier 2

Natural Environment Strategy

Net Zero Aberdeen

Increase biodiversity and use of nature based solutions

Protect and expand nature, contributing to reduction in carbon emissions



Tier 2

Make things last and avoid waste

Reduce life cycle emissions of products

New jobs, business models and business resilience

Circular Economy Strategy

Net Zero Aberdeen



Tier 2

Communication,
consultation, collaboration,
participation

Embed fairness and a just
transition to Net Zero

Empowerment Strategy

Net Zero Aberdeen



Tier 3

Proposed Aberdeen Local Development Plan 2020



Page 48

Flood Risk Management (Scotland) Act 2009

Local Flood Risk Management Plan 2022 – 2028

Aberdeenshire Council **SEPA**

ABERDEEN CITY COUNCIL **Scottish Water** **CAIRNDOMHAIL DISTRICT COUNCIL**

Abstract
This is the second Local Flood Risk Management Plan for the North East Local Plan District, describing the actions which will contribute to managing the risk of flooding and recovering from any future flood events. The task for local authorities, Scottish Water, the Scottish Environment Protection Agency (SEPA), the Scottish Government and all other responsible authorities and public bodies is to deliver this plan.

Published by Aberdeenshire Council, December 2022

The next Aberdeen Local Transport Strategy

What has been achieved so far

ABERDEEN CITY COUNCIL

ABERDEEN CITY COUNCIL

Local Housing Strategy

2018 - 2023

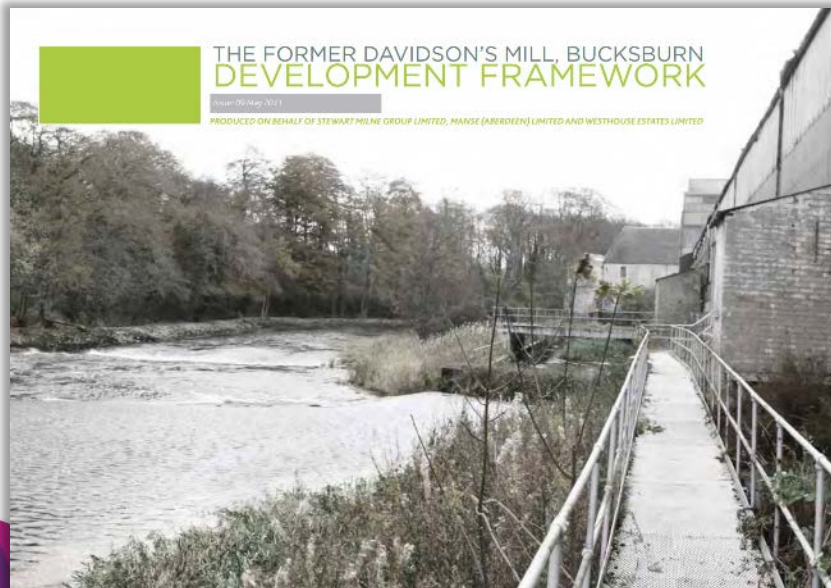
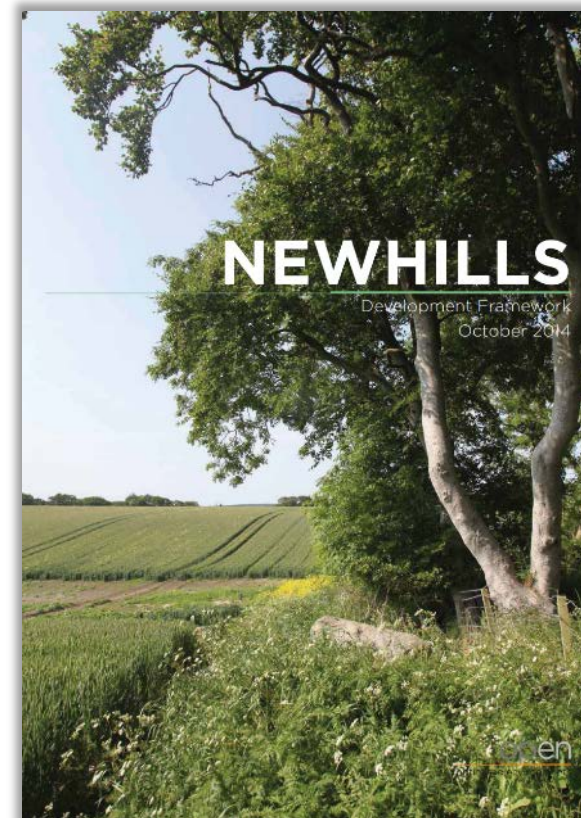
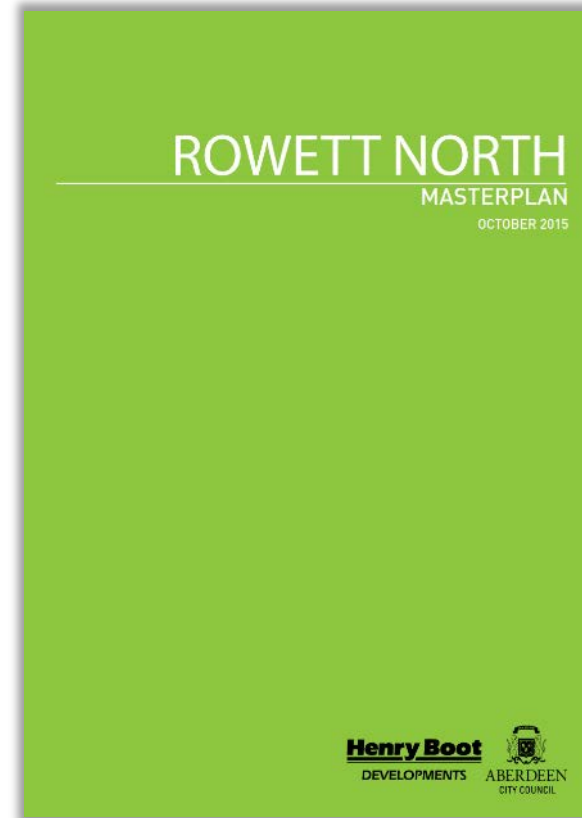
ABERDEEN CITY COUNCIL

OPENSOURCE
Aberdeen Open Space Strategy
2011-2016

Granite City Growing:
Aberdeen Growing Food Together 2020

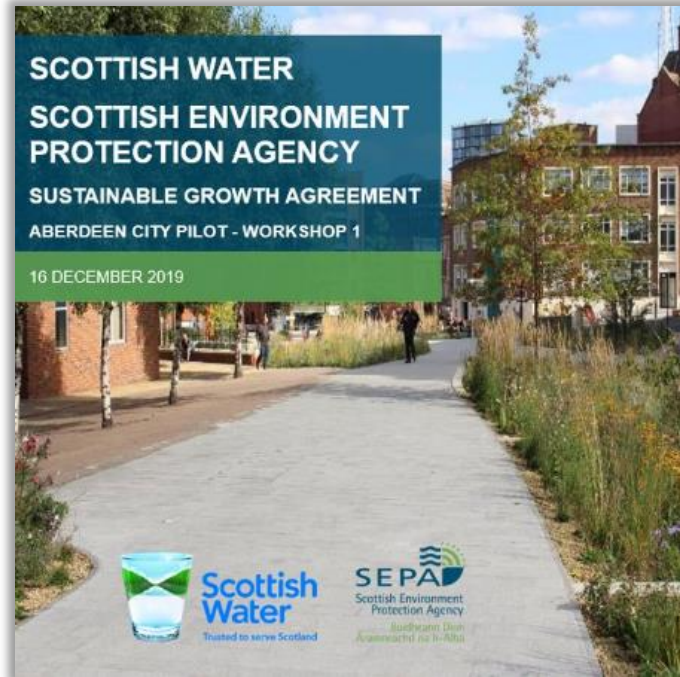
2014
Aberdeen City Waste Strategy
2025

Tier 4



Masterplans Statutory and Non Statutory

Tier 4

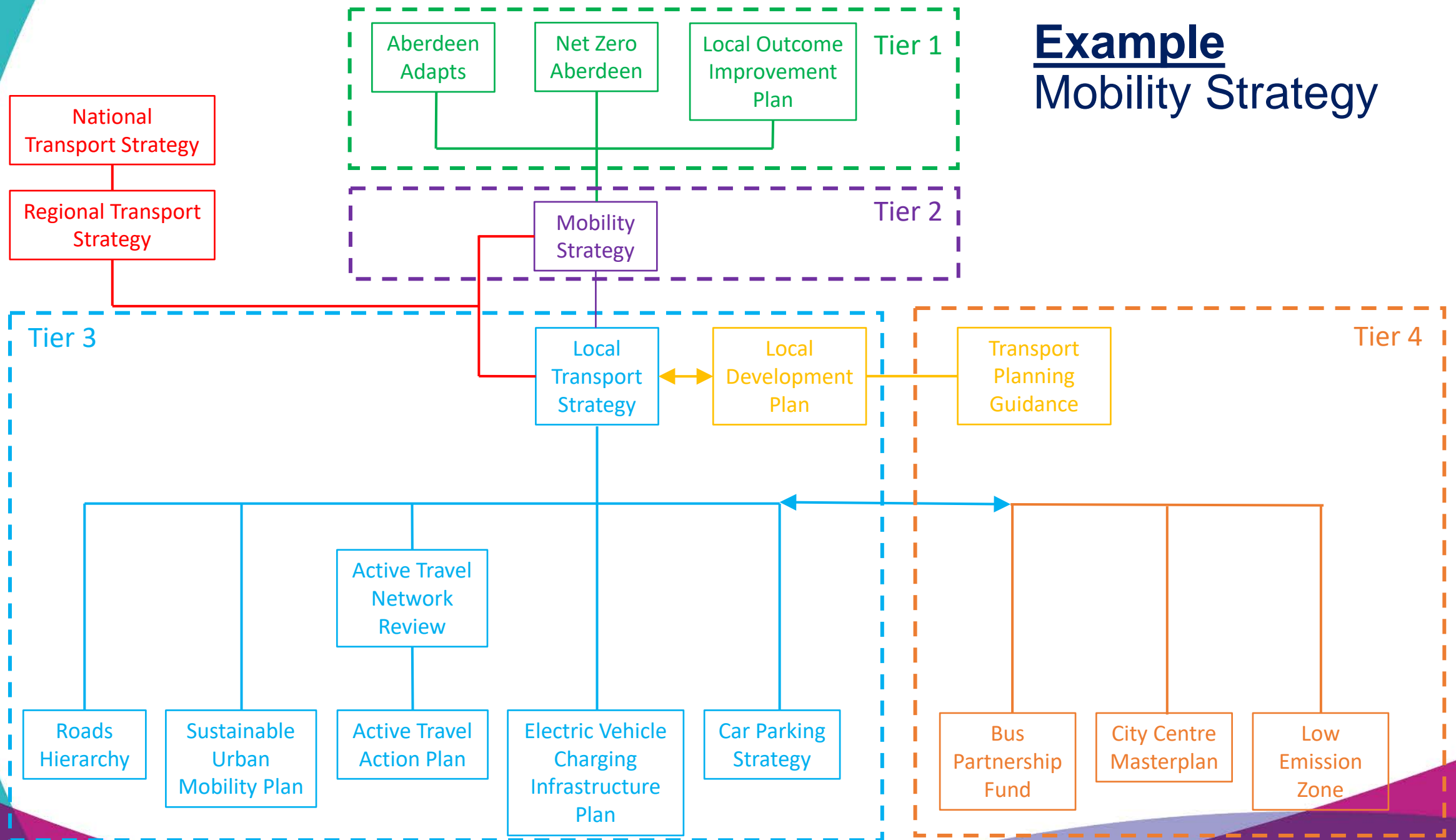


Projects and Programmes

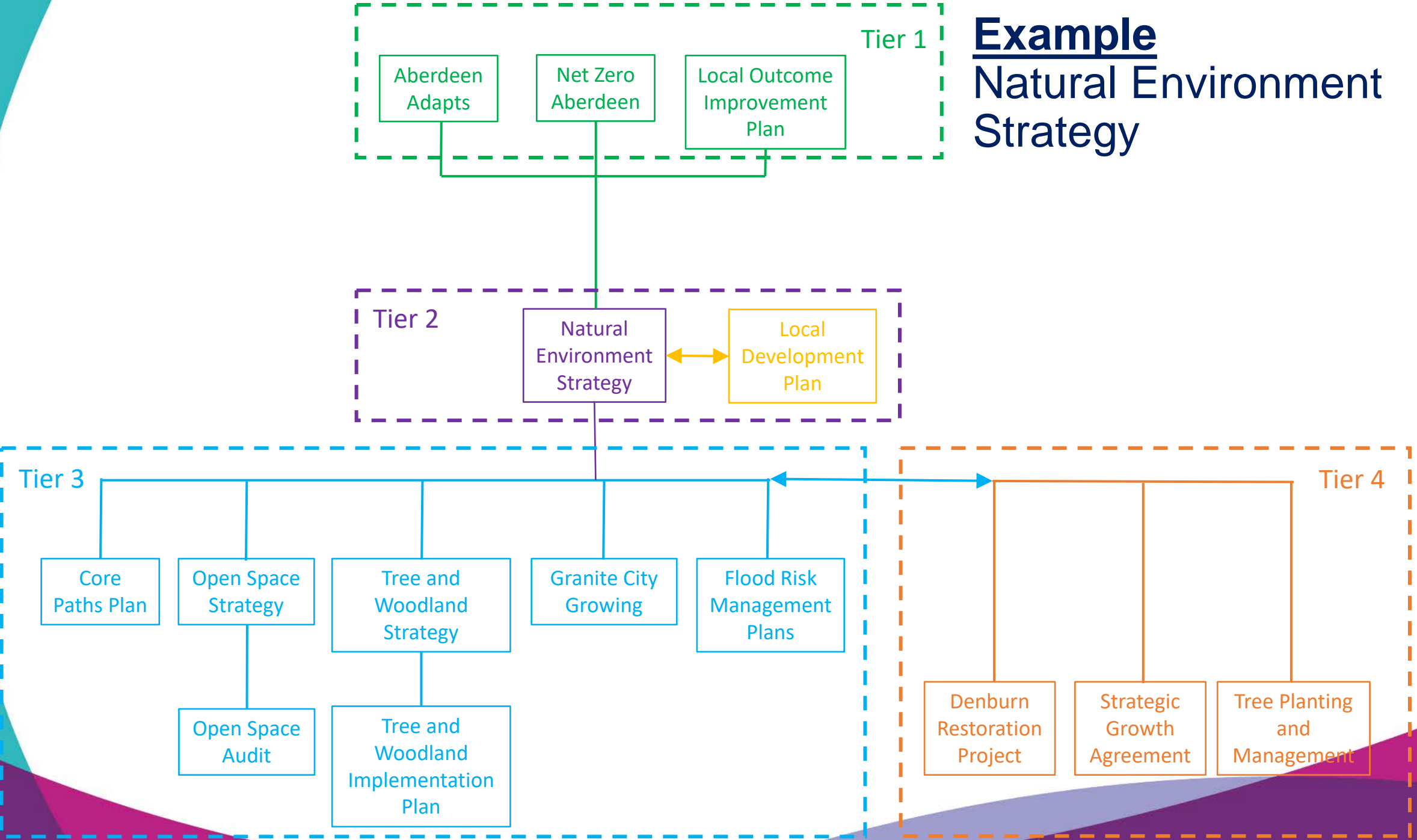
Outline Process for Developing Strategies



Example Mobility Strategy



Example Natural Environment Strategy



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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	09 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero Aberdeen Work Plan
REPORT NUMBER	COM/23/129
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Emma Young
TERMS OF REFERENCE	5

1. PURPOSE OF REPORT

- 1.1 This report seeks approval of a work plan for city collaborative place-based climate change work; in line with the objectives of the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

2. RECOMMENDATIONS

That the Committee: -

- 2.1 Note the summary of key collaborative actions progressed in 2022/23; and
- 2.2 Approve the indicative work plan 2023/24 (Figure 1) for partnership activity to support delivery of Net Zero Aberdeen and Aberdeen Adapts.

3. CURRENT SITUATION

Background

- 3.1 The Net Zero Aberdeen Routemap, 6 enabling strategies and a refresh of Aberdeen Adapts were approved at Council on 28 February 2022.
- 3.2 These are collaborative documents:
- Work to inform Aberdeen Adapts was developed in partnership and had input from 41 organisations.
 - Net Zero Aberdeen Routemap and 6 enabling strategies were co-created by the Net Zero Leadership Board and Delivery Unit, composed of 24 public, private and community sector partners.
- 3.3 In moving to the delivery phase, the approach will be iterative and collaborative involving identification and execution of city-wide projects which may be owned or led by external organisations, and revision of work plans as further projects are identified.

Net Zero Aberdeen and Aberdeen Adapts Progress Summary 2022/23

- 3.4 The Net Zero Aberdeen Routemap indicates the key high-level areas of activity to be progressed in the first 12 months. This report summarises the range of actions that have taken place to move from strategy to implementation.
- 3.5 A governance review was completed working with the Net Zero Leadership Board, Delivery Unit and in dialogue with other organisations and updated governance structure was approved at Council in February 2023 including:
- Transition of the Net Zero Leadership Board to a Net Zero and Adaptation Board; providing expertise, advice, and scrutiny to support the city transition to net zero and to increase climate resilience.
 - Evolution of the Singular Delivery Unit to multi stakeholder Strategy Delivery Hubs for the collaboration, co-ordination, development, and delivery of net zero and adaptation work programmes.
 - Continued Council Officer support through a Core Co-ordination Group.
- 3.6 Zero Waste Scotland provided funding and support for the design and facilitation of circular economy theme workshops for relevant Net Zero Aberdeen partners and wider stakeholders. This pilot approach with stakeholders was to inform the development of the Circular Economy Strategy Project Programme. 13 organisations attended 3 facilitated online workshops, in March 2023, to identify circular economy projects in the area and opportunities for new circular economy projects. The workshops are summarised below:
- **Workshop 1 – Valuing our Resources for a Circular Future**
This session covered material recovery, avoiding waste, recycling at end of life and maximising value from waste. 29 participants registered.
 - **Workshop 2 – Business and Jobs for a Circular Future**
This session explored circular business and behaviour models, job creation and enhanced business resilience. 24 participants registered.
 - **Workshop 3 – Maximising Product Life for a Circular Future**
This session covered product/service design for a circular economy, reducing emissions from the whole life cycle of products, making things last and maximising use of assets. 21 participants registered.
- The pilot has tested an approach to developing the Project Programmes. Learning from this will be applied to the other net zero and adaptation theme areas.
- 3.7 Progress on data, monitoring and reporting included:
- The Council Climate Change Report was approved at the Net Zero, Environment and Transport Committee on 17 November 2022. As well as the statutory section which includes emissions data and updates on progress relevant to Council assets and operations; the report included a section on Council and Council partnership contributions to area-based emissions.
 - A review of voluntary reporting mechanisms to evaluate data and report on city climate change adaptation and mitigation in support of city Race to Zero commitments was completed.

- In addition, work is taking place nationally to examine tools and mechanisms to support and develop Local Authority skills and knowledge around area-based emissions.

3.8 Following Council’s decision (28 February 2022) for the Chief Officer - Strategic Place Planning to engage with communities, business and third sector partners to develop and implement an engagement plan to support delivery of the objectives of the Routemap and Adaptation Framework, a number of actions have been completed. These include:

- Production of a Communication Plan and branding for Net Zero Aberdeen and Aberdeen Adapts established.
- Launch of a microsite, covering Net Zero Aberdeen, Aberdeen Adapts and H2 Aberdeen.
- Launch of an Aberdeen Climate and Nature Pledge Scheme in November 2022, which at the time of writing this report has had 50 individual and 23 organisation sign ups.
- 14 presentations and webinars delivered to a range of local, national, and international stakeholders and delegations.

3.9 The Core Co-ordination Group has continued to support the delivery of Net Zero Aberdeen and Aberdeen Adapts including; Net Zero Aberdeen microsite maintenance; development and administration for the Aberdeen Climate and Nature Pledge; progressing actions through regular project meetings; providing stakeholder updates; completing funding applications. In addition, officers have responded to 8 national consultations in relation to net zero and adaptation context; and a number of national enquiries around the public sector and climate change. These include Scottish Government, Role of Local Government and its cross-sectoral partners in financing and delivering a net-zero Scotland; Audit Commission on Scotland’s Approach to Addressing Climate Change; and an Environmental Standards Scotland investigation on support for the public sector on climate change.

Next steps - Indicative work programme 2023-24

3.10 The below table summarises key milestones in the work plan for 2023/24. Dates included in the work plan are indicative, this is due to the collaborative nature of the work which involves external organisations and stakeholders.

Figure 1: Indicative work plan 2023-24

Timeline	Milestone/Key Work	
Q1 2023-2024	Circular Economy Workshops - Report/Output	In progress
	Develop Project Programme 1 - Circular Economy	
	Youth climate change event	In progress
	Net Zero, Environment and Transport Committee	
	- <i>Report – Strategies Framework</i>	✓
	- <i>Report – Net Zero workplan 12-18 months</i>	✓
	Scope/initiate carbon data and scenario tool	In progress
Q2 2023-2024	1st "Net Zero and Adaptation Board" meeting	
	Commence Development Project Programme 2 - Theme tbc	

	MSc Sustainability Transitions - Student Project (pledge)	In progress
	Child Friendly Documents Project – Expected Output	In progress
	Populate carbon data and scenario tool	
Q3 2023-2024	Communications block - Scotland's Climate Week 2023	
	Pledge Signatories Mailing List - Initial Communication	
	Net Zero, Environment and Transport Committee	
	- <i>Report – Climate Change Report</i>	
	- <i>Report – Net Zero Aberdeen 1st year summary</i>	
	Nature Awareness Campaign	
	Communications block – COP 28	
Q4 2023-2024	Pledge Signatories Event	
	2nd "Net Zero and Adaptation Board" meeting	
	Commence Development Project Programme 3 – Theme tbc	
	Communications block – Climate Week North East	

3.11 Developing the collaborative project programmes 2023/24

- A Circular Economy Project Programme will be produced following the collation of the findings from the Circular Economy workshops. Further work is scheduled to take place with Zero Waste Scotland; to review outputs from the workshop sessions, prioritise project ideas, identify stakeholders and review funding options for these.
- There has been further dialogue with Zero Waste Scotland regarding potential additional support for the Circular Economy Project Programme, the scope of this support is to be determined.
- Officers from the Core Co-ordination Group are taking part in a regional “Circular Economy Business Project Group” alongside officers from City Growth and Resources, Aberdeenshire Council, Business Gateway, and Zero Waste Scotland.
- Learning from the Circular Economy pilot will feed into the development of the Project Programmes for the additional net zero and adaptation themes (Adaptation, Buildings & Heat, Energy Supply, Mobility, Natural Environment, Empowerment). The indicative timeline (Figure 1) includes the development of Project Programmes for 3 themes in this 12-month period, with the details for this and theme selection to be confirmed by the Net Zero and Adaptation Board.
- The Project Programmes will be developed by bringing together stakeholders relevant to those themes through facilitated means to collate information on what is already happening, identify areas to prioritise activity, address gaps and develop collaborative actions.
- Within an 18-month period, develop and cost a pipeline of projects for Net Zero Aberdeen and Aberdeen Adapts workstreams in collaboration with partners and stakeholders.

3.12 Data, monitoring, and reporting 2023/24

- Progress implementation of a software tool for collaborative place-based climate planning for the city to track progress against the Project Programmes. This will produce scenarios and emission reduction pathways, and support public and stakeholder engagement and decision making around emission and targets.

- Information on Council and Council partnership actions contributing to place-based climate activity will be included as part of the annual Council Climate Change Report, on the planner for the Net Zero, Environment and Transport Committee, 31 October 2023.
- A Net Zero Aberdeen and Aberdeen Adapts 1st year summary document will be produced, with the format of this to be agreed by stakeholders.

3.13 Engagement 2023/24

- Communications activities will be carried out in alignment with relevant local, national, and international events including; Climate Week North East (March/April), Scotland's Climate Week (September), United Nations Climate Change Conference, COP 28 (November/December).
- Growth in sign up to the Aberdeen Climate and Nature Pledge will be encouraged, building on initiatives such as the Climate and Nature Pledge Community Information Webinar held for Climate Week North East, on 30 March 2023 and work through a student project placement.
- Regular dissemination of relevant information to pledge signatories is due to commence during Quarter 3, issuing updates to existing Net Zero Aberdeen and Aberdeen Adapts stakeholders and the Pledge signatories, that have consented to receiving newsletter updates.
- Build on the activities of the existing Green Champions network, supporting and increasing awareness of sustainability and climate agendas through information sharing, green activities and learning opportunities.
- An event for pledge signatories is proposed to take place during Quarter 4 to be agreed by the Net Zero and Adaptation Board, allowing time for the number of pledge signatories to increase prior to the event.
- Core Co-ordination Group officers are part of a joint working group with Local Development Planning and Master Planning, providing input to incorporate Net Zero Aberdeen and Aberdeen Adapts key messaging in child friendly versions of key city documents. Output from this project is expected during Quarter 2.
- Completion of the non-technical summaries of Net Zero Aberdeen and Aberdeen Adapts information will be progressed separately to the child friendly documents. Non-technical summaries of information relevant to the city on climate projections will also be developed.
- Sharing information on Net Zero Aberdeen to support the planned Youth Climate Change Event.

4. **FINANCIAL IMPLICATIONS**

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

5. **LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from the recommendations of this report.
- 5.2 Work towards emission reduction targets under Net Zero Aberdeen and adaptation goals under Aberdeen Adapts contributes to the Council's and other

public bodies duties under Part 4 of the Climate Change (Scotland) Act 2009 and the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The recommendations in this report will have a positive impact on the development and delivery of place-based climate actions to support emission reduction and the delivery of city net zero targets and on climate resilience supporting adaptation goals.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure where the Council has scope of influence to contribute to place based targets for Net Zero and adaptation goals.	Work plan established for 2023-24.	L	Yes
Compliance	Failure to align with and contribute to the delivery of national targets/ programmes.	Monitoring and review of emerging legislation	M	Yes
Operational	Failure to monitor progress.	Use of climate project and scenario tools.	L	Yes
Financial	No direct financial risk.			Yes
Reputational	Failure to support place-based climate plans and targets.	Communication Plan and Council Core Co-ordination Group in place for place-based climate work.	M	Yes
Environment / Climate	Risk to the delivery of Net Zero Aberdeen & Aberdeen Adapts.	Ongoing support for the delivery of collaborative place-based climate work programmes.	M	Yes

8. 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 aspects of the policy statement:</p> <ul style="list-style-type: none"> • Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city • Support efforts to move towards a circular economy • Improving cycle and active transport infrastructure
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
<p>Prosperous Place Stretch Outcomes</p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>The paper seeks approval for an indicative net zero workplan which supports the LOIP key driver 13.1 Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap.</p>
<p>Regional and City Strategies</p>	<p>The proposals within this report support the Net Zero Aberdeen Routemap; Net Zero Buildings and Heat Strategy; Net Zero Energy Supply Strategy; Net Zero Mobility Strategy; Net Zero Circular Economy Strategy; Net Zero Natural Environment Strategy; Net Zero Empowerment Strategy; Aberdeen Adapts: Climate Adaptation Framework.</p>

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

10.1 [COM/22/504](#) Climate Change – Citywide Strategy and Council Carbon Budget

10.2 [COM/23/054](#) Climate Change (Place) Governance Proposals

10.3 [CFS/23/084](#) 2022 Education Climate Change Report

11. APPENDICES

None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	9 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Trees and Woodland
REPORT NUMBER	RES/23/132
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Steven Shaw
TERMS OF REFERENCE	1

1. PURPOSE OF REPORT

- 1.1 The report provides an update on the ongoing Council work to Aberdeen's public trees and woodland following the storms of 2021 and 2022.
- 1.2 The report also gives an update on Environmental Services' sustainability projects and initiatives undertaken to protect and enhance Aberdeen's public trees and woodlands including the work to deliver elements of the Tree & Woodland Strategic Implementation Plan.
- 1.3 This report also seeks approval for Environmental Services to explore funding options, including grants and sponsorship to help fund further tree planting programmes in Aberdeen.

2. RECOMMENDATIONS

That the Committee:

- 2.1 Notes and endorses the information contained within this report; and
- 2.2 Instructs the Chief Officer – Operations and Protective Services, to explore funding options, including grants and sponsorship to help fund further tree planting in Aberdeen.

3. CURRENT SITUATION

3.1 Storm Damage Work

- 3.1.1 On 26 November 2021 Aberdeen experienced a severe storm, Arwen. The severity of the storm and the direction of the wind saw widespread damage to the Council's tree population and had a significant impact on Aberdeen's open spaces.
- 3.1.2 All types of trees were affected. A substantial number blew down, many uprooted, branches and limbs snapped off, and several trees were left in a

precarious and dangerous position. Trees in schools, parks, play areas, open spaces, streets, and woodlands were equally affected.

- 3.1.3 Storms Malik and Corrie followed and although not as severe as Storm Arwen, their impact saw more damage to Aberdeen's trees and woodlands.
- 3.1.4 The Arboricultural team were called out and worked in the worst of the storms to ensure trees were made safe and that roads were cleared for safe access. The team has continued to work continuously on trees and woodland impacted since the storms.
- 3.1.5 The wider Environmental Services teams were involved daily to support the recovery work. Local teams are cleaning up, removing debris, uplifting branches, and clearing and sweeping open spaces and streets.
- 3.1.6 The number of incidents recorded resulting from the storms is over 500. Thousands of trees in Aberdeen were affected. All high risk and priority tree work has been completed but there is still much tree work to do to recover from the impact of the storms. Routine tree work programmes have been impacted and delayed as the team has concentrated on storm damage work. The team do not have a timescale when the recovery work will be completed but timely progress is being made. The demand on the team prior to Storm Arwen was fierce and the storms have increased this demand.
- 3.1.7 In February 2022 City Growth and Resources Committee agreed to set aside a sum of £500K from the General Fund Contingency budget, for the Council to deal with the storm damage caused by Storms Arwen, Malik, and Corrie.
- 3.1.8 This additional funding has made an enormous difference to the recovery work. The funding has allowed for additional resources to be brought in to help repair the devastation and tree loss caused by the storms. The team has been able to clear damaged areas, remove high risk trees and replant where trees have been lost. It has allowed woodland devastated by the storms such as Carnie Woods and Hazlehead, to be clear felled and restocked. The funding has also allowed for repair works to be completed. This has included path repairs and fence repairs. To date approximately £350K of the funding has been used and the remainder will be spent in 2023.
- 3.1.9 The impact of the storms has had a devastating impact on Aberdeen's trees, but the team has done an incredible job working through the hundreds of incidents that resulted from the storms and the recovery work is going well.

3.2 **Tree & Woodland Strategic Implementation Plan**

- 3.2.1 The Tree & Woodland Strategic Implementation Plan was approved by the former Operational Delivery Committee in June 2022. The plan sets out the vision, priorities and an action plan stewardship and expansion of Aberdeen City's urban, street trees, rural trees, and woodlands. It provides a long-term framework for ensuring that their qualities are measurable, recognised, properly valued, protected, and permanently enshrined in the environmental fabric of the city.

- 3.2.2 Work is currently ongoing to deliver Priority 2 of the plan - Expanding and enhancing the Granite City Forest.
- 3.2.3 This work will see a report completed that will provide a rationale to identify the best and most suitable sites for woodland creation in the city. The report that is currently being drafted will categorise areas for planting. This will include a searchable and quantifiable spatial register with analysis maps showing potential sites to take forward and develop as woodland creation schemes.
- 3.2.4 This work will also include Carbon Code (or equivalent) certifications to underpin our Climate Plan and Carbon Budgets.
- 3.2.5 The report will be complete later in 2023 and shared with committee. The next step is for an operational plan to be drawn up with target planting schemes identified. This work will allow for tree planting to begin for the 2023/24 season.

3.3 Community Tree Planting Schemes

- 3.3.1 Environmental Services worked in partnership with communities, including schools and businesses, to plant trees across Aberdeen. Our community tree planting saw over 20,000 trees planted across the city in 2021 and 2022.

Environmental Services have planted more trees in the last year than we have for many years, and we are proud of what has been achieved. We need to say a huge thank you to the local communities who have helped us plant the trees.

The planting was funded through corporate sponsorship and grant funding. There was minimal direct cost to the Council.

3.4 Street Tree Planting

- 3.4.1 A commitment to plant new and replacement street trees has seen more than 800 street trees planted in 2021/2022. Street trees bring much needed greenery to our urban areas. Scottish Government Nature Restoration grant funding and additional Council funding paid for the street trees.

3.5 Queen's Green Canopy Champion City

- 3.5.1 The Queen's Green Canopy is a unique tree planting initiative which invites people from across the United Kingdom to 'Plant a Tree for the Jubilee' to create a legacy in honour of The Queen's Platinum Jubilee and Aberdeen has been selected as one of the initiative's Champion Cities. The Champion City programme has been launched to celebrate some of the nation's outstanding cities which have trees as a central part of their plans for green spaces.

Being a Champion City is a great honour and Aberdeen is one of only 20 cities across the whole of the UK to be awarded this.

In Aberdeen, there has been a programme of tree planting throughout the 2021 and 2022 seasons which includes:

- 70 oak trees provided to schools and community groups for planting.
- All our formal parks (Duthie Park, Hazlehead Park, Victoria Park etc) have planted a Queen's Green Canopy tree.
- Queen's Green Canopy was very much a headline in our Beautiful Scotland campaign for 2022 and is to be included throughout the 2023 tour and campaign.

Further information on The Queen's Green Canopy is available at the [The Queen's Green Canopy webpage](#).

3.6 Woodside Wee Forest

- 3.6.1 The first Wee Forest was planted in Aberdeen thanks to the joint efforts of Aberdeen City Council's Environmental Services team, NatureScot, and pupils and staff of Woodside Primary School.

The Woodside Wee Forest will join a group of 20 such forests across Scotland which are being planted.

Led by NatureScot, the programme aims to give people the opportunity to help tackle the twin crises of climate change and biodiversity loss by creating and caring for their own forest in their own neighbourhood.

To create each forest, around 600 native trees have planted by "Wee Foresters" in an area the size of a tennis court. Volunteer keeper teams look after the forest over the long term and school will use the forest for outdoor learning.

The 600 plants, which include alder, cherry, Scots pine, crab apple, holly, juniper, elder, willow, oak, rowan, and hazel trees along with dog roses, broom, gorse, blaeberry, heather, hawthorn, and blackthorn, have been planted by staff and pupils in a grassy area across Clifton Road from the school with help from the City Council's Countryside Rangers.

Pupils contributed many fantastic designs for the project and the overall winner demonstrated excellent design principals which will fit the Wee Forest ideals.

Woodside Primary School created a fantastic film to accompany the launch of the wee Forest. <https://youtu.be/9jVHbuanSRI>

This is a fantastic project, and it is thanks to the efforts of everyone involved that generations to come will enjoy the benefits of these native trees which have been planted in these green spaces.

4. FINANCIAL IMPLICATIONS

- 4.1 Funding required to meet the Tree & Woodland Strategic Implementation Plan and Council's ambitions will be identified through commissioning intentions.
- 4.2 Funding will be a challenge but there are opportunities to access funding and options will be explored by the service through continued positive and

constructive collaboration with partners, sponsorship, and appropriate grant funders.

- 4.3 Environmental Services has funded recent projects with Scottish Government Nature Restoration grant funding, Paths for All grant funding and sponsorship.

Over £100,000 of external funding has been accessed in 2022/23 to fund tree planting and woodland paths projects.

- 4.4 Street tree planting has been allocated £15,000 revenue funding from the Council’s budget and this will be used to plant new and replace street trees across Aberdeen in the 2023/2024 planting season.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Aberdeen’s trees and woodland can help to address the climate change and biodiversity loss crises through sustainable management of the natural environment, by planting the right trees in the right places.

- 6.2 Our tree and woodland work and projects focus strongly on implementation and helping to deliver against the City Council and City’s strategies, notably Net Zero Aberdeen Natural Environment Strategy, Goals 7 and 9 of Aberdeen Adapts, the Council Climate Change Plan and Granite City Growing amongst others.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks.	Future trees and woodland works will link and align to a future ACC Forest and Woodland Strategy.	L	Yes
Compliance	No significant risks.	Continue to monitor.	L	Yes

Operational	Suitable space for future tree planting.	To work with internal and external partners to identify suitable spaces.	L	Yes
Financial	Lack of internal and external funding sources and the inability to continue to fund further storm damage works and any proposed tree planting programmes.	Build programme as part of commissioning intentions and budget process. Continued positive and constructive collaboration with partners and appropriate grant funders.	M	Yes
Reputational	Failure to fully support Aberdeen's tree planting programme identified through Climate Plan and LOIP.	Continued positive and constructive collaboration with partners and appropriate grant funders.	L	Yes
Environment / Climate	Tree planting programmes identified through Climate Plan not realised. Carbon impacts of tree planting not measured and not usable in carbon budgets.	Continued positive and constructive collaboration with partners and appropriate grant funders. Ensure woodlands are climate certified to support Council Climate Plan. .	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	Supports the delivery of Aberdeen City Council Policy through the Council's commissioning intentions, aligned to the LOIP key drivers, and stretch outcomes.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Supports Outcome 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.
Prosperous People Stretch Outcomes	Supports Outcome 8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026.
Prosperous Place Stretch Outcomes	Supports Outcome 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. Supports Stretch Outcome 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.
Regional and City Strategies	<p>The proposals within this report support the Council's contribution to a wide number of regional and city strategies. Most specifically, Aberdeen Local Development Plan 2017 – outlining at the local level under its Policy NE5 (Trees and Woodlands). Aberdeen Adapts - the City's climate change adaption framework to enable Aberdeen to become more resilient to the impacts of climate change such as extreme weather. Goal 7, Increased space for nature and Goal 9, Trees & woodlands, protected and enhanced.</p> <p>The report is relevant to the Scotland's Forestry Strategy 2019–2029 and the Climate Change Act 2008.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment completed.
Data Protection Impact Assessment	Not required.
Other	None

10. BACKGROUND PAPERS

None.

11. APPENDICES

None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	9 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Road Sign Policy
REPORT NUMBER	RES/23/120
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	7 & 8

1. PURPOSE OF REPORT

- 1.1 To respond to an instruction at the Operational Delivery Committee of August 22, to present a proposed Road Sign policy which includes the criteria for determining requests and associated costs.

2. RECOMMENDATION

That Committee:-

- 2.1 approves the Road Sign Policy as a suitable document for approving discretionary signs applied for in Aberdeen City.

3. CURRENT SITUATION

- 3.1 Traffic signs in United Kingdom must comply with the Traffic Signs Regulations and General Directions 2016 (as amended) (TSRGD). Their design and use must follow the guidelines stated in the current Traffic Signs Manual. The TSRGD and Traffic Signs Manual control which signs are currently permitted on our roads, as well as where and under what circumstances each sign can be used. Signs such as warning, regulatory and general directional signs are well regulated by the TSRGD therefore, Local Authorities are not required to develop an independent policy to govern their use. However, there are other types of signs that may be provided at the discretion of individual Local Roads Authorities. These types of signs are normally provided to give the road user additional local information over and above the necessary route and road safety information.
- 3.2 Under the Roads Scotland Act (1984) only Roads Authorities may provide or authorise the provision of any sign on roads within their area. Hence, Aberdeen City Council being the Local Roads Authority is responsible for setting the guidance for siting discretionary signs within the city and managing the policy.
- 3.3 Aberdeen City Council receives applications for discretionary signs from various businesses, organisations, clubs, centres, developers etc. Our current

process of approving signs makes it challenging to decline some applications, this can result in sign clutter. Hence, the need for a Road Sign Policy.

3.4 Furthermore, this policy will regulate discretionary signs on the Council's road network. Through this policy, Aberdeen City Council being the Local Roads Authority, can review applications from organisations, clubs, groups, tourist centres, housing developers etc. and only approve requests that meet the standard set out in the policy. In the same manner, information relating to the application process will be available to applicants. This policy will provide the public with guidance and information on the criteria needed to apply for a road sign. Approving this policy will eliminate the potential for inconsistency in decision making.

4. FINANCIAL IMPLICATIONS

4.1 The cost of installation of discretionary signs will continue to be met by the applicant, as is the current practise. The new policy sets out an updated structure for charging for the review of developer signs. These charges are to cover the cost of staff time in assessing applications. The charges will be reviewed regularly in future through the annual Fees & Charges Review as part of the Council's budget cycle.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications associated with the recommendations in this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The recommendations in this report if approved will contribute positively to the environment as traffic congestion and mileage wastage that may occur when a destination cannot be found will be mitigated. Also, environmental/climate risk that may result from vehicular carbon emission will be minimized.

7. RISK

7.1 The recommendations in this report have been assessed for risk and are found to be consistent with the Council's Risk Appetite Statement

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Non-observance of the Aberdeen City Council's	Implementation of the Road Sign Policy will prevent the	L	Yes

	Local Transport Strategy (LTS)	occurrence of this risk		
Compliance	Non-compliance with the Traffic Sign Manual and TSRGD	Approval of the Road Sign Policy will avert this as signs of the right standard will be installed on our roads while following the guidance within the Traffic Sign Manual and TSRGD in their placement.	L	Yes
Operational		No significant risks identified		
Financial		No significant risks identified		
Reputational	The Council might be criticised for inconsistency in decision making	Approval of the recommendation in this report will mitigate against this risk as Officers as well as members of the public will be guided and make an informed decision	L	Yes
Environment / Climate	Environmental pollution, traffic congestion and mileage wastage	Introduction of a Road Sign Policy will limit this risk as obscured destinations will be signed appropriately	L	Yes

7.2 The policy has been reviewed and approved by the Council's Risk Group.

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>minimise the carbon footprint</i> • <i>support local businesses as customers will be able to find destinations that would be otherwise obscured</i>
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	<i>The proposal within this report supports the delivery of LOIP Stretch Outcome 15 – Addressing climate</i>

	<i>change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. The recommendations within this report will contribute towards Aberdeen City Council’s Net Zero emission target, because drivers will get clear direction to their destinations thereby reducing travel time and consequently reduce carbon emission.</i>
Regional and City Strategies <u>Local Transport Strategy</u>	<i>The proposals within this report support the Local Transport Strategy “A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment”. Managing discretionary signs will ensure clear and efficient signing on our road network, signs to the correct standard, unambiguous, easy to understand and correctly located. This will assist a sustainable transport system. In addition, the effective signing of destinations will result in a safer road network as it will reduce road safety related risks and risks to pedestrians.</i>

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 Minute of Meeting of the Operational Delivery Committee – Wednesday, 31 August 2022
<http://councilcommittees/ieListDocuments.aspx?CId=619&MId=8010&Ver=4>

11. APPENDIX A

11.1 Road Sign Policy

12. REPORT AUTHOR CONTACT DETAILS

Name	Tolu Olowolu
Title	Technical Officer
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Tel	

APPENDIX A – Road Sign Policy

1 Why does the Council need this policy?

- 1.1 This policy seeks to manage discretionary road signs in Aberdeen City as excessive and unnecessary levels of traffic signs can clutter pedestrian areas, become overwhelming for drivers, detract from the character of an area and incur additional maintenance costs.
- 1.2 This policy is to regulate discretionary signs on the Council's road network, where there is no specification, there can be inconsistency in approval process. The provision of this policy will help prospective applicants know if they can apply for a sign or not, likewise, officers will be guided on applications to accept or decline.
- 1.3 Through this policy, Aberdeen City Council being the Local Roads Authority, can review applications from organisations, clubs, groups, tourist centres, housing developers etc. and only approve requests that meet the standard set out in the policy. In the same manner, information relating to the application process will be available to applicants. This policy will provide the public with guidance and information on the criteria needed to apply for a road sign.
- 1.4 Through this policy Aberdeen City Council wishes to
 - Standardise the use of certain sign types throughout the Aberdeen City area
 - Regulate the types of destinations that will be considered for permanent signs
 - Regulate the overall number of permanent signs provided
 - Closely regulate the use of temporary signing
 - Reduce the overall impact of signing in high amenity or conservation areas

2 Application and Scope Statement

- 2.1 As it will not be appropriate to sign every destination, this policy applies to applicants, any person or organisation such as religious organisations, educational organisations, various clubs/groups, tourist operators, Housing Developers, contractors etc. who wishes to apply for discretionary road signs, either permanent or temporary.
- 2.2 Under the Roads (Scotland) Act (1984) only Local Roads Authorities may provide or authorise the provision of any sign on roads within their area. Hence, Aberdeen City Council being the Local Roads Authority is responsible for setting the guidance for siting discretionary signs within the city and managing the policy.
- 2.3 This policy does not apply to warning, regulatory and general directional signing as they are already well regulated by the Traffic Signs Regulations and General Directions. Also, exempted from this policy are temporary signs required to indicate works or conditions on the road network, local direction signage for local amenities such as, individual businesses or premises, private clubs requiring membership and unaccredited tourist attractions.

3 Responsibilities

- 3.1 Applicants must make an application through the relevant Council webpage, in line with the

policy details stated there.

- 3.2 Applications will be reviewed in relation to the policy. Council officers will respond to applicants within 30 working days. When an application is approved, a response stating conditions for approval will be sent to applicant electronically. When an application is declined, officers will respond to applicant electronically giving reasons why their application has been declined.
- 3.3 There is also a responsibility upon the Council to ensure that any sign permitted are erected, maintained and removed in a manner that is safe for all road users.
- 3.4 This policy will be managed by the Roads Infrastructure Manager.
- 3.5 Signs installed on the Council's roads without approval or misuse of approved signs are at risk of being removed. Also, signs will be removed at locations where the conditions for which sign was originally installed are no longer fulfilled. When such signs/locations are identified, the cost of their removal (including traffic management requirements and staff cost) along with the reinstatement of the affected footway, verge or carriageway will be provided by the offender.
- 3.6 For temporary signs, non-compliance with the terms of this policy may hinder the sign provider from getting approval for future installation of signs on any road in the Aberdeen City area.
- 3.7 Declined applications can only be appealed where the applicant can show the Road Sign Policy has not been applied correctly in their application process.
- 3.8 Any signage within Aberdeen City that is suspected to have been illegally installed can be reported to the Council through our website <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/report-problem-road-pavement-or-road-sign>
- 3.9 Feedback and suggestions relating to this policy can be communicated to the Team Leader of the Traffic Management and Road Safety team of Aberdeen City Council by writing to TrafficManagement@aberdeencity.gov.uk.

4 Supporting Procedures & Documentation

Traffic Sign Regulations and General Directions

<https://tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf>

Traffic Sign Manual

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/875167/Traffic_Signs_Manual_-_chapter_8.3.pdf

Traffic Sign Policy (existing)

<https://aberdeencitycouncil0365.sharepoint.com/sites/Service->

[RoadAndInfrastructureServices/Shared%20Documents/General/TMRS/Admin/Library/Policy/Traffic-Signs-Policy.pdf](https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%20%282016-2021%29.pdf)

Local Transport Strategy

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

LOIP

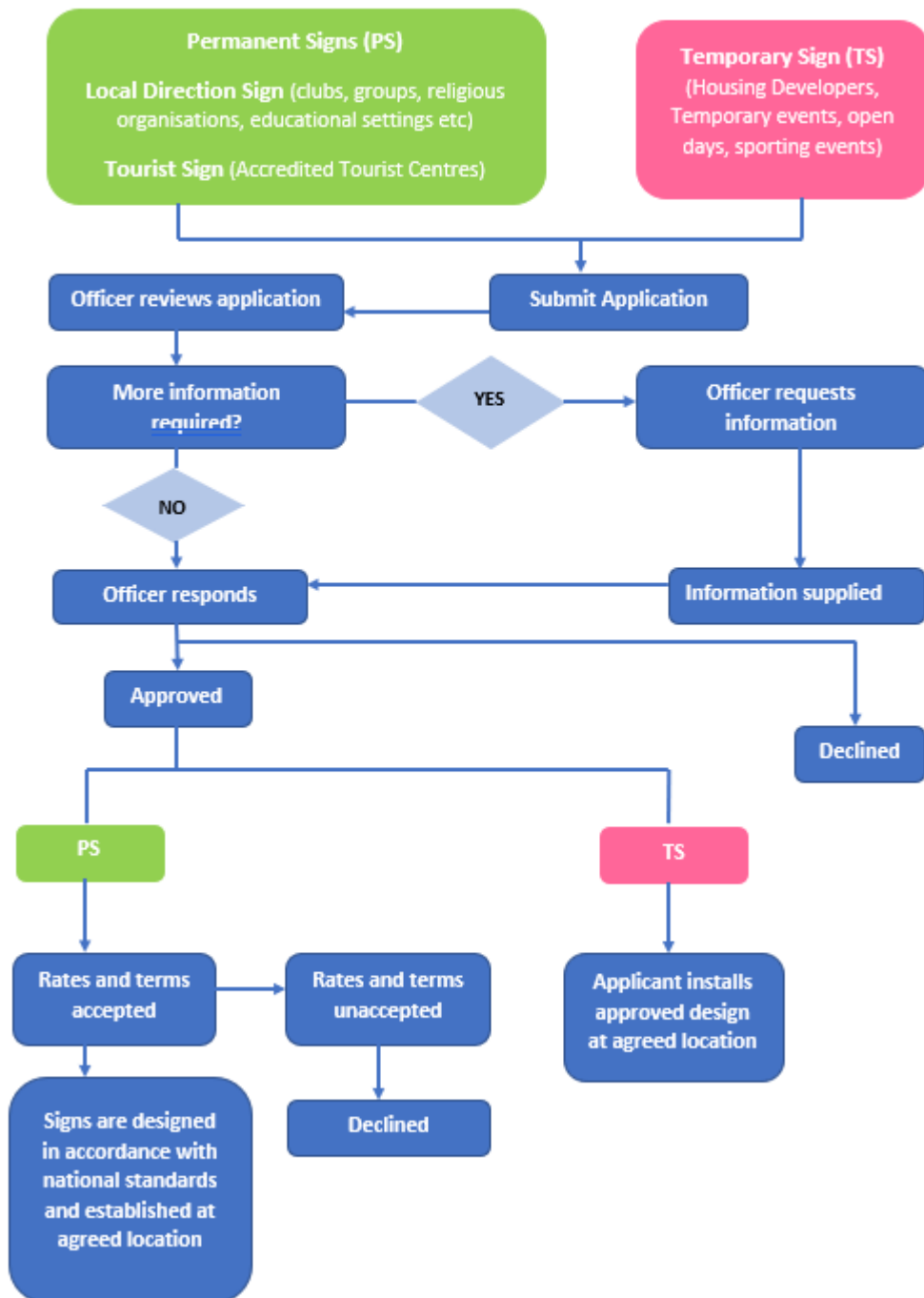
<https://aberdeencitycouncil0365.sharepoint.com/Shared%20Documents/Forms/AllItems.aspx?id=%2FShared%20Documents%2FFinal%2DLOIP%2D2016%2D26%2DRefreshed%2DJuly%2D21%5F55130%2Epdf&parent=%2FShared%20Documents>

Net Zero Aberdeen

<https://www.aberdeencity.gov.uk/net-zero-aberdeen>

5 About this policy

Discretionary Signs application process



5.1 Permanent Signs - General Guidance

All permanent signs will remain the property of the Council who may move, remove or modify as it sees fit, without prior consultation. All signs must comply with the current Traffic Signs Regulations and General Directions and guidance in the Traffic Signs Manual.

Permanent signs such as local direction signs and tourist signs will normally be provided at the applicant's expense. To reduce sign clutter, Aberdeen City Council reserves the right to refuse any application when there is deemed to be excessive signage or to suggest the rationalising of existing signage when a new local destination is being added. The cost of any rationalisation will be met by the applicant.

5.2 Local Direction Sign

Local direction signing will only be used where the premises

- is remote from either main roads or bus routes;
- is not readily apparent from the nearest main road;
- is open to the public during reasonable hours or during predetermined times throughout the year and have the facility for visitors to arrive without requiring membership or being required to pre-book;
- has their own off-street parking facilities with no less than 5 spaces and appropriate provision being made available for disabled parking and active travel modes;
- does not include any wording that could be considered to form an advertisement;
- is regularly attended by visitors, competitors or guests from outwith the area.

Organisations are encouraged to provide as much information as possible to allow potential visitors to easily find the destination. This can include appropriate directional information on websites or information leaflets.

5.3 Tourist Signing

Tourism is important economically for Aberdeen and as such, aiding visitors to find the attractions they wish to visit is important. Clear and comprehensive signing can therefore help tourists explore the city. The brown tourist signs are standard across the country and provide visitors with the assurance that the destination is part of Visit Scotland's Quality Assurance Scheme.

To be considered eligible for tourist signing, an attraction must comply with the general provisions and meet the following criteria:

Accreditation:

Eligibility for tourist signing is dependent on the attraction having been accredited by Visit Scotland. This accreditation is only given if attractions demonstrate that they are

participating in a relevant Quality Assurance scheme. This accreditation allows the member attraction the right to apply for the nationally recognised brown tourist sign, which in Scotland includes the “Thistle” symbol. Aberdeen City Council will only consider permanent tourist signs that fulfil this accreditation.

Accreditation should however not be seen by the attraction as a guarantee that signs will be provided. The provision of any sign, the text, the overall design and location of signs will remain solely at the discretion of the Council and must comply with the general provisions. The cost of erecting a tourist sign will be met by the applicant along with its removal if accreditation was to lapse.

5.5 Temporary Signs

In some instances, the provision of permanent signing is not a necessary nor viable option. Such instances could consist of events taking place over a short period of time where the signed destination would not otherwise be considered eligible.

Temporary signing can be split into two distinct types:

- Related to works or conditions on the road network
- Related to events remote from the road network.

Related to works or conditions on the road network.

This type of temporary sign is provided by Roads Authorities, their contractors, public utility contractors etc for the purpose of imparting important information relating directly to the status of the road network to road users.

Such signing may be used to indicate the effect of a road closure, diversion or other restrictions on traffic movement, to direct traffic to, from or around a major event or advise of a change in road layout.

This policy does not intend to regulate temporary signs related to works or conditions on the road network or impact the responsibility of the Council, or any other parties who currently provide this form of signing.

Related to events remote from the road network

These temporary signs are unrelated to the road network and provided solely for the purpose of directing road users to temporary events or destinations which would not be eligible for permanent signing. These signs will be accommodated at the discretion of the Council.

Examples of such instances of when temporary signage may be used include:

- Temporary events
- Sporting events

- Open days
- New housing developments.

This is the type of temporary signing this policy seeks to regulate.

Temporary Signing General Provisions

Temporary signing is generally provided by a third party. Under the Roads (Scotland) Act (1984) only Roads Authorities may provide or authorise the provision of any sign on roads within their area. This effectively means that the roads authority must specifically grant permission for each temporary sign before they can be erected around the road network.

The temporary signing must also be erected, maintained and removed at no cost to the Council. The sign provider must ensure and bears all responsibility for the sign adhering to the following:

- Signs are designed and manufactured to the appropriate standards and using appropriate materials
- Signs are mounted safely and securely using the appropriate fixings
- Signs are removed immediately the purpose of its erection is served
- The applicant or sign provider acting on their behalf must be able to demonstrate that they have appropriate insurance in place to indemnify the Road Authority against any damage caused to persons or property as result of the erection of these signs

Where applicable the Council may require the removal or repair of a temporary sign. This request will be made in writing to the relevant provider. If the sign is not removed or repaired within the timeframe specified by the Council, the Council may elect to undertake the necessary work. The Council will seek to recover all costs involved in such work from the sign provider.

Failure to adhere to the terms of this policy, or with any subsequent agreement made between the sign provider and the Council, may preclude the sign provider from any future consent to erect signs on any roads in the Aberdeen City area.

The provision of any temporary sign will remain entirely at the discretion of the Roads Infrastructure Manager.

Temporary Signing General Guidelines

- Only events taking place within venues without permanent signing will be considered eligible for temporary signs
- Temporary signing will not be permitted as a means of advertisement. The legend on each sign must be sufficient only to indicate to potential visitors the nature of the event
- Signed destinations should be regularly open to the public. It must be possible for a member of the public to visit the signed destination/take part/use the main

facilities without having to make an advanced booking. Exceptions to this will apply if the sign legend specifically indicates otherwise, i.e. “conference”.

- Temporary signing will not be considered appropriate to purely commercial enterprises. Signs will only be permitted to events or attractions
- Where an event or attraction takes place within commercial premises (Hotels etc.) the sign legend will consist only of the event name, not the name of the premises
- Temporary signing will only be permitted from the nearest arterial route
- All signs must be specifically authorised in writing by the Roads Infrastructure Manager or an appropriate officer nominated on their behalf prior to any sign being erected.

The Roads Infrastructure Manager may vary the above stated policy in the case of major events or in other exceptional circumstance.

Temporary Signing – Housing Developments

This type of sign can play an important role in traffic management by directing interested parties to new developments by the most suitable and appropriate routes. Guidance on housing development signs are provided for in the latest version of the TSRGD (2016) as diagram 2701/2701.1 and Traffic Sign Manual (Chapter 1). Previous guidance introduced by then Scottish Office Industry Department gave Councils the authorisation to use such signs and indicated the circumstance in which their use was appropriate. Below is a brief outline of the guidelines:

- Only developments with a minimum of 30 bedrooms will be eligible
- Developers would be required to show special reasons for requiring signs from greater than 0.5 miles, or two junctions from the development
- The signs should only be erected once work has commenced on the site substructures (i.e. roads etc) and should be removed within 3 months of the sale of 80% of the properties
- There should be no cost to the roads authority
- Signs can only be erected by the roads authority unless they specifically authorise an individual developer or external organisation to provide the signs on their behalf.

These guidelines, however, allow developers the flexibility to erect significant numbers of signs around their development. It is therefore proposed that the following guidelines should also be applied to this type of sign.

Temporary Signing – Housing Developments Additional Aberdeen City Council Provisions

- All signs must be specifically authorised in writing by the Roads Infrastructure Manager or an appropriate council officer as nominated by them
- Developers will be required to submit an anticipated sign removal date with their application, if less than 6 months, and to advise the Council of any revision to

that date. Unless otherwise agreed all signs will be required to be removed by this initial date

- The developer or sign provider acting on their behalf must be able to demonstrate that they have appropriate insurance in place to indemnify the Road Authority against any damage caused to persons or property as result of the erection of these signs
- No sign will be permitted to bear the name or logo of the developer, only the name of the development will be permitted
- Signs will only be permitted from the nearest main road
- Sign size should be minimised wherever possible and the size of the signs proposed must be included as part of the application
- No sign greater than 0.3 metres² will be permitted on any lighting column
- The minimum mounting height for any sign located above a footway will be 2.35 metres, or 2.40 metres if above a cycleway/shared used footways
- All signs must comply with the latest Traffic Signs Regulations and General Directions in terms of general layout and with the Traffic Signs Manual in terms of design, materials used and placement on street
- Directional signage with the house symbol (TSRGD diag. 2701) will only be permitted a maximum of 5 days before the completion of works to the development show home and when the site is open to the public
- Prior to this time, signage will only be permitted for site construction traffic. Signs of this nature must feature the lorry symbol (TSRGD diag. 804.1). Signing of this type will only be permitted a maximum of one week prior to the start of construction on the development and must be removed on completion of the show home, whereby visitor signage as described above should be erected where permission has been granted.
- Signing will only be permitted for a maximum duration of 6 months (as stated in Traffic Sign Manual) or completion of the construction of the development, whichever is earlier. Extensions may be requested to the Traffic Management and Road Safety Team but only up to the maximum of 18 months.

Where a developer fails to properly design, erect, maintain or remove when required any sign permitted under the terms of this policy, or erects additional signage above which permission has been granted for, the developer will be required to make the necessary alterations or repairs or removal of unauthorised signing at their own cost within a timeframe specified by the Council. Failure to do so will result in the works being undertaken by the Council and a fixed charge issued to the developer to cover the costs incurred.

Temporary Signing – Charges

Each temporary sign granted permission will be charged as follows

Timescale	Rate per sign (£)
1 month	35
Max. 6 months	135
That is £20 monthly fee and £15 administration fee	

The charge will cover the cost incurred by the Council of:

- All administration required as part of the authorisation process
- An inspection of signs once erected to ensure that they comply with this policy and appropriate legislation
- An inspection of the sign locations to ensure that the signs have been removed once their purpose has been served.

6 Risk

6.1 This policy and its supporting documentation will manage the following risks:

Strategic Risk

The introduction of this policy will ensure compliance with the Aberdeen City Council's Local Transport Strategy (LTS) (2016-2021). The vision of LTS is to develop "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment". Managing discretionary signs will ensure clear and efficient signing on our road network, signs to the correct standard, unambiguous, easy to understand and correctly located. This will assist a sustainable transport system. In addition, the effective signing of destinations will result in a safer road network as it will reduce road safety related risks and risks to pedestrians.

Compliance Risks

With this policy and its supporting documentation, the risk of non-compliance with the Traffic Sign Manual will be eliminated. The coming into effect of this policy will ensure Aberdeen City Council carries out its responsibilities as set out in the Traffic Sign Manual.

Environmental/Climate Risk

Signing locations that might not otherwise be seen from the main road reduces the risk of traffic congestion and mileage wastage that may occur when a destination cannot be found. This consequently reduces environmental/climate risk as vehicular carbon emission will be minimized.

Reputational Risks

The existing process of approving signs makes it impossible to decline some applications and sometimes, this results in sign clutter. As this policy details who can apply for signs and the conditions that must be met, applicants will be informed at the point of applying if they qualify for a sign or not. This will therefore ensure consistency in the decision Officers make. As a result, reputational damage that could result from inconsistency in the conditions for approving a sign is averted. The introduction of this policy update might unintentionally dissuade organisations, groups and clubs intending to apply for signs due to funds required for the erection of traffic signs.

6.2 Risk monitoring

Officers intend to monitor the risks identified above through site inspections and reliance on members of the public. Members of the public have been instrumental in reporting issues around the road network; defected, damaged and suspicious road signs can be reported to the Traffic Management Team by phone, email or through Aberdeen City Council's website. In terms of Temporary Signs, Officers will carry out site inspection to the location to ensure compliance to the terms and conditions surrounding the approval of the sign are met. Based on the Council's risk register, the risk will be monitored at operational level.

6.3 The terms for installing traffic signs within this policy indemnifies the Council from applicants who wish Aberdeen City Council to cover the cost for installing signs. This policy clearly states that, the cost for erecting any sign will be met by the applicant.

7 Environmental Implications

7.1 The effective implementation of this policy will bring about a safe road environment void of sign clutter that could potentially confuse drivers and other road users, it will also prevent environmental intrusion. This can indirectly prevent the danger of road collision and damage to road infrastructure.

7.2 In line with the Council's targets of net zero emissions by 2045, the implementation of this policy could contribute to achieving this target as appropriate signing will guide drivers to their destination, reduce traffic congestion and the risk of excessive emissions that could emanate from a journey where destination is obscured or not visibly seen from the main road.

7.3 This policy does not require an Environmental Assessment.

8 Policy Performance

- 8.1 A reduction in customer complaints relating to the application process for signages, traffic sign related complaint from road users and pedestrians, road collision resulting from inadequate signage, customer complaint relating to declined applications are some of the factors that will determine whether the policy is effective and adds the intended value. Also, uniformity of traffic signs throughout our road network is another indicator of the success of this policy.
- 8.2 The number and type of comments/complaints received from road users, customers, third parties, colleagues etc. pertaining to road signs will serve as indicators for monitoring the performance of this policy.
- 8.3 Information relating to the performance of this policy or any identified risk will be reported by an appointed Roads Officer as soon as they are received to the Team Leader of the Traffic Management and Development Team at the earliest team meeting.

9 Design and Delivery

The implementation of this policy will contribute to Aberdeen City Council's Net Zero emission target as drivers will get clear direction to their destinations thereby reducing travel time and consequently reduce carbon emission. This policy will therefore be supporting Local Outcome Improvement Plan (LOIP) objective to address carbon emission in the city.

10 Housekeeping and Maintenance

Roads Officers will review this policy annually. In the review process, factors that will be considered include, changes or updates to existing road legislation, sign related comments received from road users, any complaints. Officers will also consider suggestions or comments from customers relating to the policy and/or application process. Should an update to this policy be necessary, Officers will report this to the Net Zero, Environment and Transport Committee.

11 Communication and Distribution

This policy will be made available on the Aberdeen City Council's website along with the form for applying for discretionary signs. Organisations, businesses, clubs, groups or anyone who wishes to apply for a discretionary sign will first view the policy to ensure they qualify for a sign before submitting their application.

12 Information Management

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

13 Definitions and Understanding this Policy

Applicant	A person or organisation making the application.
Council	Aberdeen City Council with this policy being undertaken by the Traffic Management and Development Team.
Discretionary sign	Discretionary signs are signs that are provided at the discretion of a Local Roads Authorities, they are not a statutory requirement. Roads (Scotland) Act (1984) permit Local Roads Authorities to provide these types of sign as they provide local information and direction to nearby amenities and destinations in addition to any warning, regulatory and general direction signs that may already exist in their area.
Local direction signs	These are signs that provide direction to local destinations, they give information about nearby amenities. These amenities include schools, religious centres, clubs, schools etc
Tourist signs	Tourist signs are a distinct type of sign also known as brown signs. They provide visitors with clear and consistent directions on how to reach tourist destinations that might be otherwise hard to find. Tourist signs are provided only for accredited tourist centres.
Temporary signs	There are occasions when there are events taking place over a short period of time where the destination is not visible from the main road, sometimes, visitors to these events are not local to the area. Temporary signs are therefore considered ideal in cases like this.
Permanent signs	Contrary to temporary signs, permanent signs refer to signs that give direction to local amenities/ destinations. These types of sign are meant to remain until the destination ceases to exist or to operate under the same premise.
Traffic Signs Manual (TSM)	The TSM gives guidance on the use of traffic signs and road markings prescribed by the Traffic Signs Regulations and General Directions (TSRGD). It offers advice to traffic authorities and their contractors, designers and managing agents in the United Kingdom, on the use of traffic signs and road markings on the highway network.
Traffic Signs Regulations and General Directions (TSRGD)	The TSRGD establishes directions and regulations relating to traffic signs and road markings. It is a regulatory document which details every traffic sign and road marking prescribed for use and stipulates the conditions

	under which each sign may be used. Example of this are warning, regulatory and general direction signs.
Sign Clutter	Sign clutter is when there are more traffic signs, road markings and traffic signals than are necessary to convey enough information to allow a road user drive safely.
Environmental intrusion	Posts taking up spaces that could be put to other use in the environment

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	09/05/23
EXEMPT	Report - No Appendices – Yes, Paragraph 8 Schedule 7A (8) of the Local Government (Scotland) Act 1973. 'This report refers to the acquisition or supply of goods/services where disclosure to the public of the amount to be spent would be likely to give an advantage to a person or organisation seeking to enter a contract with the Council.'
CONFIDENTIAL	No
REPORT TITLE	Roads and Transport Related Capital Budget Programme 2023-2024
REPORT NUMBER	RES/23/111
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHORS	Paul Davies & Doug Ritchie
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 This report outlines the proposed Roads and Transportation programme for the approved 2023/2024 capital budgets. Members are asked to approve the schemes as detailed in this report and associated appendices. This report should be read in conjunction with the appendices.
- 1.2 It is vital and business critical that these schemes are approved at the Net Zero, Environment and Transport Committee to allow officers to continue with the design and procurement preparations necessary to facilitate the numerous capital schemes and associated contracts. Work has already commenced on a number of previously approved schemes in order that the approved budget can be delivered during the weather window for such works. It should be noted that for many of these works, the Scottish Roadworks Commissioner mandates a minimum three-month notice period prior to commencement of works, and in order to allow the completion of the programme outlined in this report, many of these notices have already been placed.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Approves the schemes listed in the appendices as the detailed proposals for expenditure within each budget heading; and
- 2.2 Instructs the Chief Officer Operations and Protective Services, following consultation with the Head of Commercial and Procurement Service, to undertake or instruct appropriate procedures in accordance with the Council's procurement regulations to procure the works referred to in the exempt appendices for the roads capital budget programme for the financial year 2023/24 and award contracts relating thereto.

3. CURRENT SITUATION

- 3.1 With the 2022/23 financial year being the first since 2020 to be entirely free of Covid restrictions, there has been a return to normal operating conditions. Covid measures presented a significant challenge to operations and led to works having to be condensed into a particularly short timeframe. Officers anticipate that a recurrence of similar measures is unlikely in 2023/24.
- 3.2 Last year officers reported concerns that the Russian invasion of Ukraine may have implications for the cost of road surfacing materials. Whilst an increase in bitumen was observed, cost increases were lower than feared at around 10% - previous predictions were that this figure could have been closer to 15%. However, officers have been cautious with the cost estimations for the coming years schemes as we have recognised that there is ongoing price volatility within the supply chain, especially with regards to oil derived products.
- 3.3 Estimated costs for the individual proposed works are included in the exempt appendices to this report. These estimated costs are exempt as some schemes will be put out to tender in the open market.

Carriageway Condition

- 3.4 An annual whole of network carriageway condition assessment was completed in September 2022. This survey gives officers a detailed condition assessment of the road network showing various wear and damage types. The survey provider also includes a network RAG rating. RAG ratings (Red Amber Green Ratings) show the percentage of the network given each rating. Network graded green gives no cause for concern and is free from any significant defects. Green roads are likely to require minimal routine maintenance. Amber roads are ones which, while largely free of any significant defects, are showing signs of wear and minor defects. Amber roads are likely to require some routine maintenance but remain serviceable with few issues which will impact users. Red roads are ones with significant functional impairment where some form of treatment or reinstatement is generally required and where the maintenance burden is greatest.
- 3.5 The 2021 and 2022 RAG ratings are show in the table below:

Total network length 997km.

Survey Year	Green	Amber	Red
2021	22.78%	50.71%	26.51%
2022	22.43%	51.44%	26.13%

- 3.6 The RAG ratings show that the overall condition of the network remained relatively stable from 2021 to 2022. Roads deteriorate over time, however the slight decrease in network classed as red is positive. It should be noted that post-covid restrictions there has been a significant resurfacing push and survey data indicates that the Aberdeen City road network condition has gone from being on a downward trajectory to a stabilised state. It is hoped that the continued investment in roads assets will see road condition ratings improve in the coming years and that the proposed programme of capital surfacing appended to this report will result in improvements in the network RAG ratings when the survey is completed again around September/October 2023.
- 3.7 It should be noted that the annual whole of network condition survey is completed prior to the completion of many capital schemes in any given financial year and so the results do not reflect all the work carried out in that financial year. The timing of the survey ensures the data from it is processed in time to inform the compilation of the capital programme of works for the following year.
- 3.8 The appendices to this report set out the proposed capital works which will be funded through the approved capital budgets for each of the following areas:

Appendix	Budget title	Budget Value
A	Traffic lights and pedestrian crossings	£274,000
B	Lighting improvements	£1,000,000
C	Lighting improvements – Reserve list	£ N/A
D	Cycling Walking Safer Routes (CWSR)	£1,453,000
E	Footway resurfacing	£1,000,000*
F	Footway resurfacing – Reserve list	£ N/A
G	Carriageway resurfacing	£5,066,000*
H	Carriageway resurfacing – Reserve list	£ N/A
I	Drainage	£200,000
J	Weak and major bridge repairs	£330,000
K	Signage	£30,000
L	Flooding and coastal protection schemes	£1,100,000
M	A92/A96 De-trunked programme	£970,000
N	A92/A96 De-trunked programme – Reserve list	£ N/A
O	NESTRANS – Presented for information only	£265,000
P	Road Safety Fund	£200,000
R	Roads Revenue Budget – presented for information only	£7,234,398

Total Capital (excluding revenue, NESTRANS and de-trunked money)	£10,653,000
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*Including money from the roads and additional investment in roads budget lines

- 3.9 Estimated costs for the individual proposed works are included in the appendices to the report which are contained in the exempt section of the agenda. These estimated costs are exempt as some schemes will be put out to tender in the open market.
- 3.10 The proposals presented are in line with the transportation strategy to provide safe crossings, promote active travel and reduce traffic speeds with the aim of contributing to accident reduction and the improvement of safety for all road users.

4. FINANCIAL IMPLICATIONS

- 4.1 Expenditure will be in accordance with the Council's approved capital budgets for the 2023/2024 financial year.
- 4.2 It should be noted that outside market challenges have the potential to significantly impact this, and future, year's programmes. The ongoing war in Ukraine, the continued post-pandemic economic climate and Brexit have led to increased and uncertain prices from suppliers. Whilst prices have stabilised somewhat since 2022, a significant degree of uncertainty remains. All financial values in this report are based upon best estimates of what costs will be this year, however if material prices, inflation & labour and plant costs continue to rise, sums significantly higher than those quoted in this report will be required. There is a significant risk that should material prices continue to rise, it may not be possible to complete the programmes outlined in the appendices to this report.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Resurfacing and renewing carriageway and footway assets with bituminous materials comes with an inherent negative environmental impact due to the use of quarried materials and oil-based binders. However, as material technologies evolve, opportunities for lower carbon surfacing are starting to come to market.
- 6.2 In February 2023 Aberdeen City Council laid a section of the North Deeside Road (A93) in Peterculter using warm mix asphalt. This material differs from a standard asphalt in that it is produced at lower temperatures than a standard asphalt. With significant carbon emissions associated with heating of asphalt material, this in turn has the effect of a lower carbon footprint product as well as reducing fumes. The performance of this material will be monitored and its value, both financial and environmental will be evaluated. Officers are continually monitoring the market for lower carbon surfacing solutions and will

investigate the viability of performing further trials of any products which may be suitable for use on the Aberdeen network.

- 6.3 The use of techniques to preserve carriageway which is in good condition to minimise resurfacing are also being investigated, however many asphalt preservation methods continue to be targeted at higher speed network and are not all particularly appropriate for urban networks.
- 6.4 Electric plant (including vans, diggers) and tools, such as saws, continue to be trialled with a view to reducing operational carbon output. Hydrogen powered vehicles remain a consideration for fleet replacement, however it should be noted that while some hydrogen powered vehicles exist as potential replacements to some diesel fleet, lead times and pricing can significantly reduce the viability of these options.
- 6.5 A multi-year programme replacing traditional halogen streetlighting with more efficient LED lighting heads has seen a significant reduction in electric consumption for these assets of up to 70%, although the financial benefits of this reduction have been masked by the increased costs of electricity. Lit bollards continue to be replaced with reflective boards, where appropriate, further reducing energy consumption.
- 6.6 The roads service will review sites where footway resurfacing is being carried out to identify sites where it may be appropriate to plant trees. While trees have a positive environmental impact, care must be taken to only plant where appropriate so as not to cause damage to the surrounding footway and carriageway assets which could negate any benefit brought by the tree.

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	Failure to appropriately maintain the assets outlined in this report will lead to network deterioration, risking the Council's ability to deliver on its LOIP.	By appropriately maintaining assets, the Council can ensure that strategic risk level is minimised.	L	Yes
Compliance	It is a statutory duty for the Council to maintain adopted assets. Failure to do so would be a breach of this duty and would render the Council open to legal claims for compensation.	By appropriately maintaining assets and operating a robust set of inspection regimes, the Council can minimise risk of statutory non-compliance.	L	Yes

Operational	Failure to adequately maintain assets will lead to deterioration and increased numbers of safety defects/maintenance issues on those assets. This will create a substantial operational burden.	By appropriately maintaining assets, the Council can ensure that the operational burden resulting from safety defects is minimised.	L	Yes
Financial	Failure to adequately maintain assets will lead to increased deterioration and increased future repairs costs across the network.	Appropriate maintenance of assets will lead to a lower whole of life asset maintenance cost.	L	Yes
Reputational	The deterioration of the assets to which this report relates are highly visible to our customers. Failure to maintain these will result in reputational damage. A significant number of customer enquiries relate to the conditions of these assets.	By appropriately maintaining assets, reputational damage can be minimised, although it is acknowledged that a level of dissatisfaction with asset condition will always exist.	L	Yes
Environmental	The activities associated with completing the works outlined in this report have a negative environmental impact	Appropriate maintenance of assets and using lower carbon solutions where available will mitigate negative environmental impact.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><i>Section iii Place 5. Continue to invest to resurface damaged roads and pavements throughout the city</i></p>	<p>The proposals within this report include the approved rolling programme of £19.5M of additional capital funding over the five-year period from 2023 to 2028 for the additional investment in roads.</p>
<u>Aberdeen City Local Outcome Improvement Plan</u>	
<p>Prosperous Place Stretch Outcomes</p>	<p><i>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>

	This report details footway and carriageway improvement schemes which are necessary to provide customers with a safe infrastructure for walking and cycling.
Regional and City Strategies NESTANS Regional Transport Strategy 2040	The proposals set out in the appendices to this report support the NESTRANS regional transport strategy and include schemes funded by NESTRANS.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	This report has positive implications for safer travel and improved network accessibility.

10. BACKGROUND PAPERS

10.1 Roads and Transport Related Budget Programme 2022-2023

11. APPENDICES

11.1 The full list of appendices is outlined below:

- Appendix A **Traffic lights and pedestrian crossings**
A capital budget of £274,000 has been allocated to allow the continued modernising of the systems across Aberdeen. Corridor delays are reduced by the upgrading of these outmoded systems ensuring improved connectivity and greatly minimising potential delays caused by the need to obtain outdated parts.
- Appendix B **Lighting improvements**
Planned lighting improvements have been allocated a capital budget of £1,000,000. This will be used for the replacement of lighting columns that have been identified as potentially dangerous or beyond their design life, as well as the continued modernisation of all lighting assets.
- Appendix C **Lighting improvements – Reserve**
The reserve programme should there be an underspend on any of the list as detailed in appendix B, or for substitution should unforeseen circumstances mean that scheme(s) from appendix B cease to be required, or become impossible to implement.
- Appendix D **Cycling Walking Safer Routes (CWSR)**

A grant of £1,453,000 has been awarded by the Scottish Government for Cycling Walking Safer Routes (CWSR) projects in Aberdeen. The programme for these works is detailed in appendix D. These projects aim to address the Active Travel Outcomes as set out in the Scottish Government's Active Travel Framework namely: Increase the number of people choosing walking, cycling and wheeling in Scotland; High quality walking, cycling and wheeling infrastructure is available to all; walking, cycling and wheeling is safer for all; walking, cycling and wheeling is available to all; and delivery of walking, cycling and wheeling is promoted and supported by a range of partners. All schemes will be implemented as soon as possible subject to the successful promotion of any required legislation.

Appendix E

Footway Resurfacing

A budget of £1,000,000 comprising £500,000 from the roads capital budget and £500,000 from the additional roads capital budget has been allocated for footway resurfacing. The programme has been formulated on the basis of detailed surveys and targeted at footways categorised as being in a bad or poor condition.

Appendix F

Footway Resurfacing – Reserve list

The reserve scheme list for substitution of schemes should it not be possible to implement any of the proposed 2023/2024 schemes, or should there be underspend of the schemes detailed in appendix E.

Appendix G

Carriageway Resurfacing

The capital carriageway resurfacing programme has been allocated a budget of £5,066,000 comprising £2,566,000 from the roads capital budget and £2,500,000 from the additional roads capital budget. The programme has been prepared using the most recent full network condition assessment carried out during September 2022. Based upon this survey, a scheme list was generated which used the road condition and strategic importance to rank proposed schemes. These were then reviewed and sense checked by officers to prepare the resurfacing list as detailed in appendix G. This approach is aimed at ensuring consistency of decision-making.

Appendix H

Carriageway Resurfacing – Reserve list

The reserve scheme list for substitution of schemes should it not be possible to implement any of the proposed 2023/2024 schemes, or should there be underspend of the schemes detailed in appendix G. The methodology used to prepare this list is the same as that of appendix G.

Appendix I

Drainage

A capital budget of £200,000 has been allocated for the drainage works including minor drainage improvement works, investigation and design for future works.

Appendix J

Weak and major bridge repairs

A capital budget of £330,000 has been allocated for bridge surveys, repairs and for major bridge works.

Appendix K

Signage

A capital budget of £30,000 has been allocated for a road sign replacement programme and for any new signage requirements.

Appendix L

Flooding and coastal protection schemes

A capital budget of £1,100,000 has been allocated for the initial design works for flood prevention, repairs, and coastal protection schemes.

Appendix M

A92/A96 De-trunked programme

The programme of works to be carried out on the A92/A96, de-trunked sections of road during 2023/2024. These works will be funded by the money passed from Transport Scotland to Aberdeen City Council as part of the previous de-trunking settlement.

Appendix N

A92/A96 De-trunked programme – Reserve list

The programme of works that will be carried out on the A92/A96, de-trunked sections of road in future years should there be underspend on any of the schemes detailed in appendix M, or should it not be possible to complete any of these schemes.

Appendix O

NESTRANS related works (presented for information only)

Summary of works to be completed during 2023/24 using NESTRANS funding.

Appendix P

Road Safety Fund

A new Road Safety Fund of £200,000/year was approved through the budget process at Council on 1/3/2023. The programme for these works is detailed in appendix P and will provide significant road safety benefits in an effort to achieve accident reduction as well as reduce the number and severity of injuries sustained in road traffic accidents across the city. All schemes will be implemented as soon as possible subject to the successful promotion of any required legislation.

Appendix R

Revenue works (presented for information only)

Summary of the proposed revenue budget.

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Appendix A - Traffic lights and pedestrian crossings

ITS Unit Traffic Signal Refurbishment Programme 2023/2024

Site	Type	Estimated Cost	Notes
Garthdee Road (outside ASDA)	Dual Puffin	£ exempt	Refurbishment
Victoria Street (Dyce) near Union Row	Single Puffin	£ exempt	Refurbishment
Great Southern Road near Murray Terrace	Dual Puffin	£ exempt	Refurbishment
Lang Stracht / Fernhill Road	Junction	£ exempt	Refurbishment
St. Machar Drive near Great Northern Road	Dual Puffin	£ exempt	Refurbishment
	Total	£274,000	

ITS Unit Traffic Signal Refurbishment Programme 2022/2023 – Reserve List

Site	Type	Estimated Cost	Notes
Various	Corroded Haldos/Poles	£NA	Refurbishment
Hutcheon Street/Lidl	Junction	£ exempt	Refurbishment
Pitfodels Station Road	Junction	£ exempt	Refurbishment
A92 (Parkway) at Whitestripes Avenue	Puffin	£ exempt	Refurbishment
A92 (North Anderson Drive) at Provost Fraser Drive North	Dual Puffin	£ exempt	Refurbishment
Ellon Road/Balgownie Road	Junction	£ exempt	Refurbishment
King Street at St Machar Drive	Puffin	£ exempt	Refurbishment
Wellheads Drive near Dyce Drive	Puffin	£ exempt	Refurbishment

Appendix B – Proposed Lighting Capital Programme 2023/24

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
City Centre Corroded Cols – Phase 2	£ exempt	34
Hilton Corroded Cols	£ exempt	15
Seaton/ Old Aberdeen Corroded Cols	£ exempt	14
Woodside Corroded Cols	£ exempt	20
Replacement of corroded bollards with Weebols	£ exempt	30
Wall box/ feeder Pillar replacements	£ exempt	30
Electrical Testing	£ exempt	6000 units
Structural Testing	£ exempt	4000 units
Column/Cable replacement - 8/10 m Height		
King Street/ St Machar R/A	£ exempt	32
Faulds Gate & Ra Network Renewal	£ exempt	Trackwork & services
Ashgrove Rd West Network & Conc cols	£ exempt	18 units & Trackwork
Springhill road Network renewal	£ exempt	Trackwork & services
Concrete column replacement for LED programme	£ exempt	
Cairncry Rd/ Rosehill Dr	£ exempt	Trackwork and services
Stockethill Area - New supply points	£ exempt	3 pillars and services
Column/Cable replacement - 5/6 m Height		
Concrete column replacement for LED programme	£ exempt	11
Painting	£ exempt	Bridge of Don
Marischal Street / Theatre Lane / Wall pack renewal	£ exempt	4 wall packs, 8 wall lights + trackwork
Additional lighting requirements due to LED programme		

Auchlea Road	£ exempt	4 + trackwork
Station Road West, Peterculter	£ exempt	2 + trackwork
North Donside Road	£ exempt	6 lanterns
Sheddocksley Drive	£ exempt	18 columns
Tay Road	£ exempt	5
Hilton Place/ Hilton Terrace/ Hilton Avenue - concrete column replacements	£ exempt	17
Isla Place/ Teviot Road	£ exempt	4
Total Capital and Column Replacement	£1,000,000	

Appendix C – Proposed Lighting Reserve Capital Programme 2023/24

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
Stockethill Corroded Cols	£ exempt	26
Kittybrewster Corroded Cols	£ exempt	13
Mastrick/ Sheddocksley Corroded Cols	£ exempt	31
Northfield/ Heathryfold Corroded Cols	£ exempt	20
Bridge Of Don Corroded Columns	£ exempt	28
Dyce Corroded Column	£ exempt	24
Bucksburn Corroded Columns	£ exempt	23
Kingswells Corroded Columns	£ exempt	19
Peterculter corroded Columns	£ exempt	26
Electrical Testing	£ exempt	6000 units
Electrical testing remedials	£ exempt	
Structural Testing	£ exempt	4000 units
Structural testing immediate cut downs	£ exempt	
Column/Cable replacement - 8/10 m Height		
Ashgrove Road West Network & Concrete columns	£ exempt	20
Hareness Road/ Circle - network upgrades	£ exempt	Power Supplies and cabling
A947 - Polo Gardens - Stoneywood Park	£ exempt	3
Crawpeel Road - Supply Pillar	£ exempt	Power Supplies and cabling
Column/Cable replacement – 5/6 m Height		
Osborne Place	£ exempt	13
Mearns Street	£ exempt	13
Woodcroft Area - Network Renewals	£ exempt	6
Total	£952,000	

Appendix D – Cycling Walking Safer Routes (CWSR)

Proposals	Description of work	Overall Budget
CWSR01 - Walking and Wheeling	Interventions to improve walking and wheeling provision on the network. Schemes to include path improvement at Cloghill, Kingswells; dropped kerbs at Denmore Rd and Sluie Dr; pedestrian crossing upgrades ;and Back Wynd Steps restoration.	£ exempt
CWSR02 - Safety at Schools	Measures to support and encourage walking and cycling to school including missing path network, parking measures, speed reductions and educational events	£ exempt
CWSR03 - Cycling	Introduction of measures to support cycling including upgrades from pelican to toucan crossings; storage; and priority access for pedestrians and cyclists to Torry Battery.	£ exempt

CWSR04-Promotion and Events	Measures to support and promote active travel within the area.	£ exempt
Total (CWSR)		£1,453,000

Appendix E – Footway Resurfacing

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Forest Avenue	East side Cromwell Roundabout to Great Western Road	850	£ exempt
Ash-Hill Drive	Between Cornhill Terrace and Ash-hill Road	500	£ exempt
Cornhill Square	Both side footway	280	£ exempt
Brierfield Terrace	Full Footway resurface	356	£ exempt
Brierfield Road	Full Footway resurface	460	£ exempt
Oldcroft Place	South-side full footway resurface from roundabout to Stockethill Crescent + North side sections which have not been recently resurfaced	920	£ exempt
Foresterhill Road	West side footway from pedestrian crossing on North Anderson Drive to North Anderson Drive inset road	280	£ exempt
Beechwood Road	Both side footway resurface, with exception of approximately 120 linear metres.	290	£ exempt
Cairncry Road	Full footway resurface	690	£ exempt
Cruden Crescent	Full footway resurface South side from Cruden Park to Byron Terrace	550	£ exempt
School Crescent	Both side full footway resurface	1030	£ exempt
Craigiebuckler Avenue	South-side footway resurface from Craigiebuckler Place to no.9	460	£ exempt
George Street	Maberly St to Hutcheon St resurface in slabs	380	£ exempt
Kirkhill Road	Replace slabbed footway with bituminous surface	1300	£ exempt
Oscar Road	Full footway resurface in bitmac, West side from Grampian Place to Polwarth Road	470	£ exempt
Sheddocksley Road	From Kingsford Road junction East-side footway resurface to, and including Maidencraig Place.	690	£ exempt
Holburn Street	Full Footway slabbed resurfaced between Riverside Drive and Riverside Terrace (check Gaist scheme list)	400	£ exempt
Crown Street	Full footway resurface in concrete slabs between Millburn St and Rosebank Terrace	320	£ exempt
Loch Street	Full footway resurface in concrete slabs outside RGU campus from Spring Gardens to John St	420	£ exempt
Jesmond Avenue	Full footway resurface between Forvie Path and Slains Avenue	280	£ exempt
Anderson Avenue	Full footway resurface in slabs from Hilton Drive to Clifton Road	1040	£ exempt
Total			£1,000,000

Appendix F – Footway Resurfacing - Reserve List

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
St Ronan's Drive	Both footways from St Ronan's Place North West. Resurface in bitmac	595	£ exempt
Forbesfield Road	West side footway. Resurface footway in precast concrete slabs	880	£ exempt
Queens Road	Footway between Viewfield Road and Rubislaw Park Road. Resurface in bitmac	300	£ exempt
Forest Road	Westside Footway re-slab between Morningside Road and Queens Road roundabout. Resurface in precast concrete slabs	1150	£ exempt
Jesmond Square	Both footways. Full footway resurface in bitmac	440	£ exempt
Brebner Crescent	Full footway North side. Resurface in bitmac	800	£ exempt
Springfield Road	Both footways between Craigieburn Park and Countesswell's Road West-side. Resurface footway in bitmac	800	£ exempt
Summerhill Crescent	Full footway resurface both sides	1,400	£ exempt
Benbecula Road	Both footways. Full resurface both sides in bitmac	450	£ exempt
Whitemyres Avenue	South side footway. Full resurface in bitmac	550	£ exempt
Burns Road	Selected areas of lifting/depressed slabs. Resurface in precast concrete slabs	500	£ exempt
Abbey Square	Both footways. Full resurface both sides in bitmac	1275	£ exempt
Ladywell Place	Full footway re-slab both sides. Resurface in precast concrete slabs	545	£ exempt
Auldearn Lane	Both footways. Full resurface in bitmac	430	£ exempt
Ferryhill Place	Full footway North side only. Full footway resurface in precast concrete slabs	335	£ exempt
Thomson Street	Full footway East side only. Full resurface in precast concrete slabs	440	£ exempt
Fowler Avenue	Full footway South side only from Cummings Park Road to Newton Road. Full resurface in precast concrete slabs	650	£ exempt
Howes Crescent	Full footway both sides. Resurface in bitmac	820	£ exempt
		Total	£1,069,000

Appendix G – Carriageway Resurfacing

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Stoneywood Road	Roundabout with Wellheads Avenue NNW until joint approx. midway to next roundabout	1500	£ exempt
Cornhill Road	Ashgrove Road West to Westburn Drive	6000	£ exempt
Bedford Road	From Powis Terrace - first 250 linear m	2100	£ exempt
Stoneywood Road	Between Cedar Avenue and Polo Gardens	1500	£ exempt
Ellon Road	Northbound between Broadfold Road and The Parkway	1600	£ exempt

Crown Street	Between Millburn Street and Springbank Terrace	1900	£ exempt
Queen's Road	Eastbound only between Springfield Road and Hazledene Road	400	£ exempt
Fonthill Road	Around junction with Albury Road	250	£ exempt
Charleston Road	Between Charleston School and Cove Road	1300	£ exempt
Midstocket Road	Between Raden Park Road and Richmondhill Road	700	£ exempt
Westburn Drive	By Westburn Road junction	900	£ exempt
Hutcheon Street	Ann St. to George St. inc. George St junction	2700	£ exempt
Westburn Road	At junction with Foresterhill Road	1600	£ exempt
King's Gate	Around junction with Springfield Road	1000	£ exempt
West North Street	Northbound only - roundabout to Morrisons junction	1700	£ exempt
Springfield Avenue		2600	£ exempt
Bedford Place		2600	£ exempt
Hareness Circle	East leg from Hareness Road	1300	£ exempt
North Deeside Road (Cults)	Section between Pitfodels Station Road West and Bairds Brae	800	£ exempt
Foresterhill Road	Ashgrove Road West to roundabout	2200	£ exempt
Mastrick Drive	Croft Road to Amage Drive	730	£ exempt
Wellington Road	Section	730	£ exempt
South Esplanade East	Section	1300	£ exempt
Charleston Road	Subject to completion of building scheme	2850	£ exempt
Burnside Gardens		1300	£ exempt
Broomhil Road	Abergeldie Road to Broomhill School crossing (west of Gray St.)	2100	£ exempt
Queen's Road	Junction with Hill of Rubislaw	600	£ exempt
St Mary's Place		500	£ exempt
Gordon Road	Surface treatment	1700	£ exempt
Great Southern Road	Between King George VI roundabout and Allenvale Road	1550	£ exempt
Jesmond Drive	Between Woodcroft Road and Ashwood Drive Plus to No.9 Ashwood Drive	1050	£ exempt
Queen's Road	At Provost Graham Avenue	1300	£ exempt
Midstocket Road	Between Camperdown and Richmondhill Gardens Junctions	1600	£ exempt
Holburn Street	Roundabout with Great Southern Road to Holburn Road roundabout	2000	£ exempt
Granville Lane West		1200	£ exempt
Ashgrove Road West	Inset Road	3000	£ exempt
Richmondhill Road	North junction	550	£ exempt
Swannay Road		1050	£ exempt
Springfield Road	North section	2000	£ exempt
Grandholm Street/Western Road	From Clifton Road/Western Road junct to Gt Northern Road	1700	£ exempt
Victoria Street	Between Pitmedden Road and McIntosh Crescent	3400	£ exempt
Angusfield Avenue	Patching and surface treatment	5300	£ exempt
Dyce Drive	Between Howe Moss Drive and Howe Moss Avenue	2900	£ exempt

Cruden Crescent	Surface treatment	2400	£ exempt
Menzies Road	Section	1400	£ exempt
Cornhill Terrace		1700	£ exempt
Beechwood Road/Beechwood Ave. junction	Junction c. 150m2	150	£ exempt
Springfield Road/North Deeside Road	Junction	600	£ exempt
Wellington Road/Abbotswell Road junction	Junction	600	£ exempt
Stronsay Drive/Sanday Road	Junction	360	£ exempt
Stronsay Drive/Stronsay Avenue	Junction	140	£ exempt
Seafield Road/A92	Roundabout exit	50	£ exempt
Kennfield Crescent	Reconstruct and patch to remove dips	80	£ exempt
Inchbrae Drive		3400	£ exempt
Chapel Of Stoneywood - Fairley Road	Various repairs	350	£ exempt
Derbeth Grange	West junction with Kingswells Crescent excluding cul-de-sacs to just north of Derbeth Walk excluding cul-de-sacs	950	£ exempt
Hilton Place	Hilton Street to Hilton Avenue	2800	£ exempt
Hilton Avenue	Clifton Road to Hilton Drive	3600	£ exempt
Gardner Drive	Near Gardner Crescent to Faulds Gate	4100	£ exempt
Grey Street Lane		2000	£ exempt
Kildrummy Road		2500	£ exempt
Howe Moss Crescent	Howe Moss Drive to junction before Haliburton House	3900	£ exempt
Union Glen	Justice Mill Brae to Hardgate	1200	£ exempt
Hilton Terrace	Hilton Street to Hilton Avenue	1900	£ exempt
Coningham Terrace	From no. 19 to road end	700	£ exempt
Various	Permanent patching		£ exempt

Appendix H – Carriageway Resurfacing – Reserve List

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Springfield Road	Countesswells Road to Craigton Road	2500	£ exempt
Cove Road	West of Earnsheugh Road Junction	550	£ exempt
Ellon Road	Various locations	940	£ exempt
Holburn Street	Various locations	2200	£ exempt
North Deeside Road (Cults)	Junction Westerton Road	500	£ exempt
King Street	Various locations	1500	£ exempt
Byron Avenue	Deansloch Terrace Junction	650	£ exempt
Ellon Road	East CW - Link Road to Aberdeen College	1270	£ exempt
Wellington Road	Various locations	600	£ exempt

Esplanade	North section	8000	£ exempt
Great Northern Road	East of Haudagain	1950	£ exempt
Park Road	Junction Roslin Place	750	£ exempt
Ellon Road	CW at Mundurno Cottage	3300	£ exempt
Langdykes Road	Near Junction / Strathburn Street	500	£ exempt
King's Gate	Woodstock Road Junction – 150m East	1300	£ exempt
Provost Rust Drive	West of Manor Avenue	750	£ exempt
Crawpeel Road	Whole CW	5000	£ exempt
Hammersmith Lane	Whole CW	2000	£ exempt
Seafeld Gardens	Whole CW	2000	£ exempt
Kingswalk	Whole CW	700	£ exempt
Kepplehills Road	Netherhills Avenue to Kingsway Junction	1500	£ exempt
Fowler Avenue	Between Wilkie Avenue to Smithfield Court	1200	£ exempt
Kirkhill Place	Whole CW	1500	£ exempt
St Fittick'S Road	North Balnagask Road to Graveyard Entrance	3300	£ exempt
Hareness Road	60m East of Hareness Roundabout	600	£ exempt
Scotstown Roundabout	Whole Roundabout	500	£ exempt
Hilton Street	Junction Hilton Place	500	£ exempt
St Fittick's Road	Greyhope Road to Wood Street	600	£ exempt
Coast Road	South of Water Treatment Plant	900	£ exempt
Greenfern Road	Greenfern Avenue to Ness Place	750	£ exempt
Stoneywood Road	Whole Slip Road to Greenburn Drive	4600	£ exempt
Groats Road	Whole CW	3900	£ exempt
Springfield Road	Braeside Ave – Craigton Road minus inset Rd	3700	£ exempt
Baxter Street	Whole CW	2250	£ exempt
Davidson Gardens	Whole CW	1550	£ exempt
Countesswells Road	Countesswells Avenue to Airyhall Avenue	1600	£ exempt
Dunbar Street	Whole CW	1600	£ exempt
Greenbank Crescent	Eastbound	3000	£ exempt
Riverside Drive	Various locations	2000	£ exempt

Appendix I – Drainage

Location and description of works	Estimated cost
Major drainage works	£ exempt
Replacement of gullies	£ exempt
Investigation and design works	£ exempt
Total	£200,000

Appendix J – Weak and major bridge repairs

Location and description of works	Estimated cost
King George VI Bridge – Major bridge repairs	£ exempt
Design works for major bridges - Queen Elizabeth, Cults Square, Maryculter Bridge, Parkhill	£ exempt
City wide, miscellaneous – Bridge repairs	£ exempt
Bridge Special inspections and SV assessments	£ exempt
Total	£330,000

Appendix K – Signage

Location and description of works	Estimated cost
Road sign replacement – various locations	£ exempt
Total	£30,000

Appendix L – Flooding and coastal protection schemes

Scheme	Estimated Cost
SGA/SWMP/FRMPs	£ exempt
Peterculter - Study & detailed design	£ exempt
Inchgarth Hake installation	£ exempt
Bridge of Don Hake Replacement	£ exempt
CCTV at watercourse gauging sites	£ exempt
Software purchase (Microdrainage update)	£ exempt
River Don flood plain – study	£ exempt
Jesmond – study	£ exempt
Riverside Drive design & works	£ exempt
Langstracht Drainage	£ exempt
Merchant Quarter Works Design	£ exempt
Sea Wall – survey / study & major/minor repairs (steps, railings, ramps, groynes & blocks)	£ exempt
Kingswells Old Skene Road	£ exempt
Reinstatement coastal defences Greyhope Road	£ exempt
Surface water improvements (at known flooding locations)	£ exempt
Allenvale Gardens temporary diversion	£ exempt
Coastal Change Adaption Plan	£ exempt*
Total	£1,100,000

*Scottish Government Grant (excluded from total)

Appendix M – A92/A96 De-trunked programme

Carriageway

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Auchmill Road	Oldmeldrum Road to Haudagain bypass	16,000	£ exempt
North Anderson Drive	Section near Provost Fraser roundabout	1800	£ exempt
Bridge of Dee Roundabout	Roundabout	1600	£ exempt
	Total		£970,000

Appendix N – A92/A96 De-trunked programme – Reserve list

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
A92	Further various large full carriageway patches	10,000	Up to £500,000
A96	Further various large full carriageway patches	5000	Up to £250,000

Appendix P – NESTRANS related works (information only)

Scheme	Value
King George VI bridge surfacing	£ exempt
Total	£ exempt

Appendix Q – Revenue works (information only)

General Roads Maintenance

- Carriageway Patching
- Footway Patching
- Drainage
- Road marking & Studs
- Gully Emptying
- Pedestrian Barriers
- Traffic Signs & Bollards
- Safety Fences
- Technical Surveys
- Street Naming
- Inspections
- Footway Bollards
- Dropped kerbs

Traffic Works

- Traffic Management Reviews
- Disabled Parking
- ITS Annual Communication Costs
- ITS Annual Contract Costs
- Traffic Signal Maintenance
- Software Licences

Maintenance Programmes

- Sponsored Roundabout Costs
- Surface dressing
- Bridge works
- Winter Maintenance & Emergencies
- Street Lighting Maintenance
- Street Lighting Electricity
- Flood Risk Management
- Flood Prevention
- Coast protection

Income

- Recoverable works programme
- Street Occupations Income
- **Net Budget for Activities** **£7,234,398**

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	9 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Rapid Transit Options Appraisal
REPORT NUMBER	COM/23/131
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 To inform Members of the outcomes of a recent report to the Nestrans Board on the Aberdeen Rapid Transit (ART) Options Appraisal and next steps towards Outline Business Case (OBC).

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the decision of the Nestrans Board in relation to the content of the ART Detailed Options Appraisal report and agree that it be submitted to Transport Scotland as part of the Bus Partnership Fund (BPF) Gateway Review process; and
- 2.2 Endorse the Nestrans Board's decision to progress Options 3A and 5 to Outline Business Case (OBC) and the associated funding request to Transport Scotland, and instruct the Chief Officer – Strategic Place Planning to continue to work with Nestrans Officers as this OBC develops.

3. CURRENT SITUATION

- 3.1 As Members will be aware, the Scottish Government has committed to investing £500m via the BPF to deliver bus priority measures to reduce the impacts of congestion on bus services and address the decline in bus patronage. The North-East Bus Alliance partners (Aberdeen City Council, Aberdeenshire Council, First Group, Stagecoach Bluebird and Nestrans) have been awarded £12 million to date across a range of projects, including an appraisal of options for Aberdeen Rapid Transit (ART).
- 3.2 The vision for ART was established in the Regional Transport Strategy (RTS), [Nestrans 2040](#), and is of a high-quality bus-based transit system with dedicated lanes, and fast, frequent and high capacity services across the city on key corridors and linking key destinations, anchored by Park and Ride facilities. ART has the potential to support long-term sustainable growth and address

local priorities and challenges including: reducing carbon emissions, improving air quality, improving accessibility and connectivity, increasing active travel, and supporting healthy lifestyles. It has been identified as a national priority in Transport Scotland's second [Strategic Transport Projects Review \(STPR2\)](#) and the Scottish Government's [National Planning Framework 4 \(NPF4\)](#).

3.3 Transport consultants Stantec were commissioned by Nestrans to undertake a Scottish Transport Appraisal Guidance (STAG) based appraisal of ART options, with the Detailed Options Appraisal completed in March 2023. In April 2023, the outcomes were reported to the Nestrans Board, who agreed to:

- Note the contents of the ART Detailed Options Appraisal and agree that this be submitted to Transport Scotland as part of the BPF Gateway Review process, subject to agreement by Aberdeen City and Aberdeenshire Councils;
- Work with partners of the North East Bus Alliance to continue to develop a Bus Service Improvement Partnership (BSIP) agreement, as per current BPF requirements, that could be adapted to support the delivery of Option 3A and explore with bus operators what could be achieved through this mechanism;
- In parallel to the above, further explore the costs and risks associated with both a BSIP and a franchise approach in order to fully understand the likely financial implications (both in terms of set up and ongoing revenue costs) and report this back to future meetings of the Nestrans Board and the two Councils for their consideration;
- Agree to progress the study to OBC on the above basis and to request funding from Transport Scotland, through the BPF, for the following next key stages as part of that process:
 - a) Further consideration of desired routeing and interchange points for the ART corridors and services in order to inform the OBC;
 - b) Progression to OBC of Options 3A and 5 (respectively a BSIP approach and a franchise approach), based on an agreed desired network;
 - c) Further testing of options 3A and 5 under the preferred network and services;
 - d) Further investigation and quantification of the wider economic and social benefits that ART may bring to the region;
 - e) More detailed financial analysis of operating costs and revenues to firm up on the level of commercial viability and risk associated with both a BSIP and franchising approach;
 - f) Recruitment of a BSIP / franchise manager in order to ensure the resources and expertise are available to progress these options within the timescales set out in the ART Vision document and BPF bid; and
 - g) Continued funding for engagement, marketing and communications workstreams as an integral part of delivering ART; and
- Refer this report to the two Councils for their consideration.

The Nestrans Board Report is included as Appendix 1 to this report.

3.4 An Executive Summary of the Detailed Options Appraisal Report is available as Appendix 2, with the full report available [here](#).

4. FINANCIAL IMPLICATIONS

4.1 It is anticipated that work to progress to OBC will continue to be led by Nestrans and funded by the Scottish Government’s Bus Partnership Fund which is managed by Transport Scotland.

4.2 The OBC will explore the roles and responsibilities of partner organisations involved with the establishment and delivery of ART, including any associated financial implications. These will be reported to a future meeting of this Committee.

5. LEGAL IMPLICATIONS

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

5.2 There may be legal implications around the establishment of ART but these will be further explored as part of the OBC and communicated in future reports to this Committee.

6. ENVIRONMENTAL IMPLICATIONS

6.1 As Environment is one of the STAG criteria, all ART options have been appraised against environmental impacts as part of the STAG process.

6.2 There may be environmental benefits associated with ART in the form of reduced carbon emissions and improved air quality should the system encourage a significant shift from the private car to public transport. These will be further explored as work progresses.

7. RISK

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	Improving the quality and attractiveness of the public transport network supports a number of strategic priorities, particularly in terms of a sustainable economy, a	Continue to explore options for an ART system that helps meet strategic objectives.	L	Yes

	<p>sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>			
Compliance	No risks identified at this stage. There may be risks associated with the establishment and operation of ART, and these will be fully explored as the Business Case develops.	Continue to define and assess risks as part of OBC development.	L	Yes
Operational	No risks identified at this stage. There may be risks associated with the operation of ART and these will be fully explored as the Business Case develops.	Continue to define and assess risks as part of OBC development.	L	Yes
Financial	There may be financial risks associated with the establishment and operation of ART and these will be fully explored as the Business Case develops.	Continue to define and assess risks as part of OBC development.	L	Yes
Reputational	There may be reputational risks	Continue to explore options	L	Yes

	associated with not continuing to explore options for an ART system that could support a number of strategic objectives, including the Place outcomes of the LOIP and Scotland's Climate Change Plan commitment to reduce car kilometres by 20% by 2030.	for an ART system that helps meet strategic objectives.		
Environment / Climate	Transport emissions are a significant contributor to climate change so failing to explore opportunities for modal shift to cleaner forms of transport could put at risk the Council's ability to achieve net zero emissions.	Continue to explore options for an ART system that helps meet environment and climate objectives.	L	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>	The proposals within this report support the delivery of the following commitment within the policy statement: <ul style="list-style-type: none"> <i>Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund, and consider options for council-run services in the city.</i>
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 13 – <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of</i>

	<p><i>our changing climate</i>, in that encouraging and enabling a shift to cleaner and less polluting forms of transport could result in a reduction in transport-related carbon emissions.</p>
<p>Regional and City Strategies</p>	<p>Delivering ART is a key strand of the RTS, particularly the following actions:</p> <ul style="list-style-type: none"> • ART 1 - Develop the principle of an Aberdeen Rapid Transit scheme, through engagement with the Bus Alliance partners, with a view to an additional public transport option providing express service journey times, frequency and reliability to encourage a mode shift; and • ART 2 - Develop and deliver a bid to Transport Scotland's Bus Partnership Fund to take forward feasibility and business case development for two ART cross city corridors connecting Park & Ride sites and the Airport with the City Centre. <p>ART will also help achieved the actions and outcomes identified in the '<i>Improving the region's bus network</i>' and '<i>Maximising the benefits of Park and ride</i>' strands of the RTS.</p> <p>The proposals support the 'Investment in Infrastructure' theme of the Regional Economic Strategy, particularly the action: <i>To develop infrastructure for commuter, visitor and freight transportation – nationally and internationally.</i></p> <p>They also support the vision, aims and outcomes of the Aberdeen Local Transport Strategy:</p> <p>Aims:</p> <ul style="list-style-type: none"> • A transport system that enables the efficient movement of people and goods; • A safe and more secure transport system; • A cleaner, greener transport system; • An integrated, accessible and socially inclusive transport system; and • A transport system that facilitates healthy and sustainable living. <p>Outcomes:</p> <ul style="list-style-type: none"> • Increased modal share for public transport and active travel; • Reduced the need to travel and reduced dependence on the private car; • Improved journey time reliability for all modes; • Improved road safety within the City; • Improved air quality and the environment; and • Improved accessibility to transport for all.

	<p>This option supports the Council's Net Zero Routemap, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"> • Reduction in traffic across the city; • Reduction in proportion of journeys by car drivers to less than 50% by 2030; and • Reduced emissions from transport.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment complete.
Data Protection Impact Assessment	Not required.
Other	None.

10. BACKGROUND PAPERS

None

11. APPENDICES

Appendix 1 – Aberdeen Rapid Transit Nestrans Board Report (12/04/23)

Appendix 2 – Aberdeen Rapid Transit Options Appraisal Summary Report

12. REPORT AUTHOR CONTACT DETAILS

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 12 April 2023

5.1 Aberdeen Rapid Transit

1. Purpose of Report

- 1.1 The purpose of this report is to present the findings of the Aberdeen Rapid Transit Detailed Options Appraisal and recommendations for the next stages of this project.

2. Background

- 2.1 Bus patronage in the north east has been declining rapidly in recent years with around a 30% drop in bus patronage between 2016 and 2022. Bus as a form of transport is seen by many people as slow and unreliable, and a less attractive option compared to travel by car. While bus use is falling, total travel is not, total mode share of bus is also falling. This trend is in stark contrast to the national, regional, and local policy position of reducing car travel, encouraging mode shift, reducing inequalities, and achieving carbon net-zero.
- 2.2 Aberdeen Rapid Transit is a key part of the strategy to reverse this decline in bus patronage and achieve mode shift to more sustainable forms of travel by providing high quality, fast, frequent, and reliable public transport services that connect residents of both Aberdeen City and Aberdeenshire to key regional education, employment, healthcare, retail, and leisure destinations. ART will also support broader aspirations for the region in terms of economic revitalisation and a city that is attractive, accessible and well-connected.
- 2.3 Aberdeen Rapid Transit was first identified in the 2021 approved Nestrans Regional Transport Strategy (RTS) as an ambition to develop a high quality, high frequency mass transit network across the city on key corridors and linking key destinations, anchored by Park & Ride facilities on each corridor. In addition to being a flagship project of the RTS, ART now also has national recognition in Transport Scotland's Strategic Transport Projects Review 2 (STPR2) and in the revised National Planning Framework 4 (NPF4).
- 2.4 Following development of the [ART Vision](#), the North East Bus Alliance¹ was successful in its bid to the Scottish Government's Bus Partnership Fund (BPF) to explore the options for delivering ART. The BPF is also funding a series of multi-modal corridor studies considering options for improving transport connections and infrastructure on the key arterial corridors into Aberdeen, and are developing in large part the bus priority measures that will be required to facilitate the success of ART. The successful bid to the BPF was founded on strong partnership working between the Bus Alliance partners and a shared vision to improve public transport provision by substantially reducing public transport journey times and unreliability on these key corridors into the city.
- 2.5 This report presents the findings of the ART Detailed Options Appraisal, funded through the BPF award. This work has been carried out by consultants Stantec and is an important early stage of the work to identify how the ART vision can be delivered. More detailed work will be required as the project progresses but it has been important at this early stage to consider the

¹ The North East Bus Alliance is a partnership between Nestrans, Aberdeen City Council, Aberdeenshire Council, First Aberdeen, Stagecoach Bluebird, and Bains Coaches.

options available for delivery of ART within the current legislative environment, prior to more detailed consideration of routing, vehicles, fares and facilities.

- 2.6 This detailed options appraisal report was preceded by a report setting out the Case for Change and a Preliminary Options Appraisal which identified and carried out an initial sift of a wide range of options for delivery of ART. The Case for Change and the results of this preliminary appraisal were reported to the Nestrans Board in April 2022.

3. The Vision for Aberdeen Rapid Transit

3.1 The vision for ART is a Bus Rapid Transit (BRT) system which should deliver:

- **High Segregation** - through the infrastructure provided – dedicated road space and priority at signals
- **Fast Services** - through the dedicated infrastructure provided, including improved / rationalised stops and an appropriate seamless ticketing method to reduce dwell time at bus stops
- **Frequent Services** - ‘turn up and go’ service levels utilising the infrastructure
- **High Capacity** - through the frequency and type of vehicles that operate on the network.

3.2 Other key features envisaged as part of the ART vision include:

- Unique branding to set it apart as a standalone unique product;
- Multi-door ‘tram-like’ vehicles and off-bus ticketing that remove the need for driver interaction and significantly reduce dwell times at stops / halts;
- High quality platform style stops providing the opportunity to distinguish it as a unique product and provide the infrastructure to facilitate much faster boarding and alighting times as well as enhanced accessibility and attractiveness;
- Two new cross-city routes anchored by park and ride facilities at or towards each end, providing an attractive option for trips currently made by car, especially from areas with fewer public transport choices;
- Integration with the existing bus network and other modes of transport, particularly active travel infrastructure.

3.3 These key factors, most of which can be seen on the successful Glider BRT system operating in Belfast, have been used to help frame the options for ART. Further information on the Glider and the benefits achieved for Belfast, including a 70% increase in patronage in the first year, can be found [here](#).

ART Transport Planning Objectives (TPOs)

3.4 The following objectives for ART have been developed, agreed with Transport Scotland, and used to assess the options for ART:

- **TPO1:** Achieve average ART bus speeds on the urban sections of the ART corridors (i.e. within the Aberdeen City boundary) of at least 25kph (16mph) by 2030².

² The current average daytime bus speed has been calculated to be approximately 17kph (11mph).

- **TPO2:** By 2030, achieve a public transport service for which the timetables (with journey times reduced as per TPO1) are consistent across the day and the week, and where 95% of the services operate to within 5% of the timetabled journey time.
- **TPO3:** Improve the perception of quality of bus travel on ART corridors by 2030.

- 3.5 These objectives sit within the wider context of the objectives of the North East Bus Alliance which seeks to reverse the trend of declining bus patronage across the north east, the wider RTS objectives to achieve a substantial mode shift from car use to more sustainable modes and national targets for net zero carbon emissions and a 20% reduction in car kilometres by 2030.
- 3.6 Delivery of ART is a key part of strategy towards achieving these wider regional and national objectives as well as ensuring the vitality of the city region and image of the north east as an attractive place to live, work and invest.

4. Development and appraisal of ART options

- 4.1 The technical report detailing the full list of options, the methodology and findings of the Detailed Options Appraisal work can be found on the ART website and an Executive Summary is provide in Appendix A of this report.
- 4.2 The approach has been to consider and appraise alternative viable delivery and operational options, seeking to determine the best performing options in relation to the transport planning objectives, wider appraisal criteria and deliverability considerations.
- 4.3 It has been essential in this early stage to focus on the delivery mechanism for ART, as this then fundamentally determines the other key factors of how the ART system can be defined, and the roles and responsibilities of the different parties.
- 4.4 Bus services in Aberdeen are mainly delivered on a commercial de-regulated basis, predominantly by First and Stagecoach, within the operating environment of the 1985 Transport Act. The Transport (Scotland) Act 2019 introduced new provisions for Bus Service Improvement Partnerships (BSIP), new local franchising provisions and new / extended powers for local transport authorities to operate bus services to meet social needs. The development of options has focussed on the opportunities that these provide for the delivery of ART.
- 4.5 Further work will be required going forward to determine in more detail the operational details of ART, including specific routeing, vehicles, fares, and facilities, and will be informed by the preferred delivery mechanism.

Options for ART

- 4.6 Options build up from a do minimum (i.e. leave it to commercial operators to respond to the opportunities provided by new bus priority infrastructure), to seeking agreements with bus operators on a corridor by corridor basis for level and quality of service, to franchise options where the local authority specifies the bus network, with bus operators tendering to operate services. The full list of options appraised can be found on page 5 of the Executive Summary in Appendix A.
- 4.7 The findings of the Detailed Options Appraisal have subsequently identified two options which we are recommending are worthy of further development and consideration.
- **Option 3A** - This option looks at improvement to existing services on the ART corridors to provide the ART network and in addition considering wider stop spacing (with the significant journey time benefits this brings), and benefits from new ART 'platforms' as well as ART branded vehicles, significantly improving the quality of travel by public transport and differentiating ART from the existing bus network. The option also identifies the need to integrate the underlying bus network with ART, to avoid duplication of service on ART

corridors and to create a coherent and robust city-wide public transport network. This option has the potential to achieve benefits in terms of journey time reductions, modal shift, improved perceptions of public transport quality, increased park and ride use, equality, accessibility and overall public transport benefits. The report concludes that this option could be delivered through a BSIP agreement with local bus operators.

- **Option 5** includes the introduction of new bespoke cross-city ART services and the integration of the wider bus network into the ART network. This option has the potential to achieve significant benefits in terms of public transport journey time reductions, modal shift, improved perceptions of public transport quality, increased Park and Ride use, equality, accessibility and overall public transport benefits. It has the potential to provide Aberdeen with a world-class public transport option but comes with potentially significant additional costs and risk to the public sector. The report concludes that this option would most effectively be delivered through a franchise arrangement.

4.8 The key features of both a BSIP and a Franchise agreement are set out below:

Bus Service Improvement Partnership (BSIP)

4.9 a partnership agreement between the local authority or multiple local authorities and bus operators which can include agreement on:

- Route service standards relating to the frequency or timing of local bus services;
- Standards relating to the vehicles used to provide services;
- Maximum fares that may be charged for particular journeys;
- Ticketing and the manner in which entitlement to travel may be evidenced;
- The pricing of multi-operator travel cards;
- The provision of information to the public about local services; and
- The dates on which the timing of local service may be changed.

Franchising

4.10 A framework under which a Local Transport Authority (LTA) determines what local bus services are to be provided in an area, the standards to which the services are to be operated and specifies any additional facilities to be provided. The LTA or LTAs then grants exclusive rights to operate the services under franchise agreements that specify frequencies, fares and standards of services. An LTA or group of LTAs may make a franchising framework covering the whole or any part of their area.

4.11 The choice of delivery model for ART will depend to a large extent on discussions around commercial viability and the risks associated with this. Implementing ART through a franchising arrangement, which would provide the local authorities with control over how the ART vision is delivered, and could provide Aberdeen with a 'world-class' public transport service would come with significant set up costs, timescales and risks to the Councils. Pursuing ART through a Bus Service Improvement Partnership (BSIP) arrangement could deliver much of the ART vision but is critically dependent on the goodwill and co-operation of the bus operators.

4.12 The differences between the two approaches and strengths, weaknesses, opportunities and threats of each are explored further in the table in Appendix B.

Appraisal Outcomes

4.13 The outcomes of the appraisal are summarised in the Executive Summary in Appendix A with some key findings including:

- ART can deliver significant benefits for Aberdeen in terms of a higher quality step change improvement in public transport provision that has the potential to significantly

increase public transport use and achieve mode shift away from car and achieve wider benefits for the economy, environment and social inclusion.

- There is support for ART amongst local people with 59% of people surveyed during the market research exercise indicating that they thought ART would be good for Aberdeen (and a further 22% that it would 'maybe be good').
- Just delivering the bus priority infrastructure (without new stops, stopping patterns and vehicles), would not deliver the sought after bus speeds and therefore impact the likely success of the scheme.
- New bespoke cross-city services facilitate a significant reduction in public transport travel time and significantly improve accessibility to key destinations by public transport. Two cross-city routes have been demonstrated to bring greater overall benefit than four individual routes terminating in the city centre.
- Reducing the amount of time a bus spends at a bus stop (dwell time) is an essential part of speeding up bus journeys and therefore making the service more attractive.
- The delivery of bespoke ART services will have a significant impact on the underlying bus network which will need to be fully explored, ensuring that there is no overall loss of accessibility as a result.
- To deliver the significant public transport travel time benefits of ART there will be a resulting impact for general traffic due to the reallocation of road space. However this sits within the context of the Scottish Government's wider commitment to reduce vehicle kilometres by 20% as well as broader aspirations for safer, healthier streets and improved accessibility for all, with ART providing the alternative sustainable transport solution needed to achieve this substantial reduction in traffic and wider benefits as a result.
- Adopting supporting traffic restraint measures, such as increased parking management and control, alongside the ART scheme is likely to provide additional benefit and help ensure success and an overall positive benefit to cost ratio for the scheme.
- Ongoing dialogue with businesses and the freight community, access and mobility groups and the general public is required to positively influence understanding of the scheme benefits and to understand their views on how ART can meet local needs as the scheme continues to be developed.
- There are two main delivery mechanisms available with BSIPs and franchise each presenting different levels of cost and risk. These require more detailed consideration to fully understand the implications of each.

5. Stakeholder engagement

- 5.1 The partners of the North East Bus Alliance, which includes Nestrans, Aberdeen City Council, Aberdeenshire Council, First Aberdeen, and Stagecoach Bluebird have been involved and engaged with the ART project from the start. The bid to the Bus Partnership Fund was on behalf of the Bus Alliance as a whole with all partners involved in regular meetings of the Bus Partnership Fund Working Group which meets on a monthly basis. All partners of the Alliance have been involved and consulted as part of the ongoing appraisal work and have been consulted on the content and recommendations of this report.
- 5.2 As reported previously to the Board there is also a complementary workstream focussing on communication and engagement of the ART vision to businesses, stakeholders and the wider public across the north east. This has seen the development of the ART brand as well as the

hosting of a number of engagement events and development of materials to support and inform this technical work. Continuation of this marketing and engagement activity will be critical to the success of the project as it develops.

6. Summary and next steps

- 5.1 It is apparent on the evidence available that the BSIP approach is deliverable, enables progress in the short term, subject to reaching appropriate agreements with bus operators on service specifications. There is already a requirement, through the Bus Partnership Fund award, to develop a BSIP and work is underway on this through the North East Bus Alliance. Progression of option 3A will require more involved discussion with bus operators to explore what elements of the ART Vision could be achieved through this delivery mechanism.
- 5.2 A franchise approach provides additional delivery benefits, but comes with associated timescale risks, deliverability risks and revenue funding risks. Further work is required to fully explore the likely costs of a franchise, particularly the implications for and the costs associated with the impacts on the wider bus network.
- 5.3 The technical work has however demonstrated that whichever delivery mechanism is adopted, ART has the potential to deliver significantly improved public transport journey times and mode shift away from car by making public transport a more attractive and reliable option. This in turn will bring significant benefits in terms of the attractiveness of Aberdeen and the wider region, it's economic vitality, environment and accessibility.
- 5.4 For the Outline Business Case it is recommended that both options are carried through. This will provide more detailed assessment based on the five cases "strategic, economic, commercial, financial and management".
- 5.5 This Detailed Options Appraisal report represents a key first step in the process to develop ART. The project remains at an early stage but progression to Outline Business Case will allow more detailed consideration of:
- Financial implications and risk;
 - The desired routing of the ART network and interchange points;
 - Impacts on the wider bus network and analysis of how the network may need to change in response to ART;
 - Vehicle and depot requirements;
 - Ticketing mechanisms; and
 - Branding;
 - How the benefits in terms of patronage growth that other BRT schemes have delivered can be realised in Aberdeen;
 - The benefits to the regional economy of the improved perceptions of connectivity that ART would bring;
 - What measures may be available to mitigate potential problems of traffic rerouting; and
 - How ART's role in helping to reverse the circle of decline of bus use on the routes that it will serve can permeate to other parts of the region's public transport network.
- 5.6 The Scottish Government's Bus Partnership Fund remains a significant opportunity to develop the case for ART further and to fund the infrastructure requirements of the ART project and deliver within the timescales set out in the ART Vision.

7. Recommendations

- 5.7 It is recommended that the Board:

1. Note the contents of the ART Detailed Options Appraisal and agree that this be submitted to Transport Scotland as part of the BPF Gateway Review process, subject to agreement by Aberdeen City and Aberdeenshire Councils
2. Agree to work with the partners of the North East Bus Alliance to continue to develop a BSIP agreement that could support the delivery of option 3a and explore with bus operators what could be achieved through this mechanism.
3. In parallel to 2 above, further explore the costs and risks associated with both a BSIP and a franchise approach in order to fully understand the likely financial implications (both in terms of set up and ongoing revenue costs) and report this back to future meetings of the Nestrans Board and the two Councils for their consideration;
4. Agree to progress the study to Outline Business Case on the above basis and to request funding from Transport Scotland, through the Bus Partnership Fund, for the following next key stages as part of that process:
 - a) Further consideration to establish the desired routeing and interchange points for the ART corridors and services in order to inform the Outline Business Case.
 - b) Progression to Outline Business Case of Options 3a and 5, based on an agreed desired network.
 - c) Further testing in ASAM 19 'without policy scenario' of options 3a and 5 under the preferred network and services.
 - d) Further investigation and quantification of the wider economic and social benefits that ART may bring to the region.
 - e) More detailed financial analysis of operating costs and revenues to firm up on the level of commercial viability and risk associated with both a BSIP and franchising approach.
 - f) Recruitment of a BSIP / franchise manager in order to ensure the resources and expertise are available to progress these options within the timescales set out in the Vision document and BPF bid.
 - g) Continued funding for engagement, marketing and communications workstreams as an integral part of delivering ART.
5. Refer this report to the two Councils for their consideration.

Kirsty Chalmers
Transport Executive

16th March 2023

1. Table B1 below provides a summary of the key features used in the appraisal of each of the two options as well as comparison of the relative strengths, weaknesses, opportunities, and threats of each. As discussed in the main body of the report, what can be achieved through each approach will be determined through more detailed discussions with bus operators and further assessment of likely costs and risks. For the purposes of appraisal however, a number of assumptions were made as to what features could likely be delivered under each option.

Table B1

	Option 3a	Option 5
Key features	Current bus services operating along ART corridor services amended to provide the ART network, operated by existing commercial operators with increased frequency and integration of other services to connect and feed into the ART network, avoid duplication and provide an enhanced service.	New bespoke cross city services integrated with the wider bus network to connect and feed into the ART network and avoid duplication.
	Platform style bus halts	Platform style bus halts
	Increased stop spacing to 800m for ART services, to improve journey times but recognising that careful consideration will need to be given to the impacts on accessibility.	Increased stop spacing to 800m for ART services, to improve journey times but recognising that careful consideration will need to be given to the impacts on accessibility.
	Conventional zero emission vehicles provided by bus operators through their existing or planned upgrades to their fleet, branded as ART	Tram style, multi-door, zero emission vehicles branded for ART.
Delivery mechanism	<ul style="list-style-type: none"> • Could be delivered through a BSIP partnership agreement with local bus operators. • Decisions on how the wider bus network evolves to accommodate ART services would be made by bus operators. 	<ul style="list-style-type: none"> • Delivery of this option would rely on operators agreeing to service rationalisation and therefore this option is likely to require a franchising approach. • A BSIP does not empower a Local Transport Authority (LTA) to directly determine the places serviced by a bus service so in order to deliver with certainty the cross-city ART network on corridors and routes determined by the LTA, a franchise would likely be required.
Strengths	<ul style="list-style-type: none"> • Will achieve increased bus speeds and improved journey time consistency due to bus priority infrastructure and reduced stopping pattern however these will be less than the desired 	<ul style="list-style-type: none"> • Will achieve increased bus speeds and improved journey time consistency due to bus priority infrastructure and reduced stopping pattern as well as additional journey time

	Option 3a	Option 5
	<p>25kph stated in the TPO as this option does not include benefits of multi-door vehicles.</p> <ul style="list-style-type: none"> • Timescales to develop a BSIP estimated at around 9-12 months from informal discussions to the commencement of a scheme and so could be in place relatively soon once the legislation is enacted. • The risk of a legal challenge is low as success requires effective partnership working, building on a history of successful partnership working through the Bus Alliance. • Will enhance the perceived quality of public transport through provision of higher quality platforms and branding which would help to differentiate it from other services. 	<p>benefits that could be achieved through multi-door vehicles. Would deliver a clear step change in provision.</p> <ul style="list-style-type: none"> • The combination of reduced stopping patterns and short bus stop dwell times associated with the use of tram-style vehicles enables bus speeds of over 20kph on all corridors and over 25kph on two of the four corridors and improved journey time consistency. • Providing new cross-city services facilitates a significant reduction in public transport travel time for these cross-city movements and significantly improves accessibility by public transport across the region (e.g., an additional 27,000 people should be able to access ARI within one hour by public transport). • Would further increase perception of quality through high specification of vehicles with additional on-board facilities. • Initial modelling work indicates that this option could increase public transport trips by around 11-14% which is an additional 9-10,000 trips per day.
Weaknesses	<ul style="list-style-type: none"> • This option has the potential to deliver many of the attributes of ART but does not include the tram-style vehicles and there are other limitations of a BSIP such as it cannot specify single fare prices. • It is less certain that this option could provide the enhanced accessibility of a full cross-city service as decisions on routing would be with the bus operators. • Additional benefits to journey speeds achieved through multi-door vehicles would not be realised unless this feature was adopted by bus operators as part of their own fleet upgrades. • Much of the control over service provision and the network as a whole, remains with the commercial bus operators. • A BSIP does not empower a LTA to determine the places serviced by a bus service so this would need to be agreed in discussions with the bus operators. 	<ul style="list-style-type: none"> • The timescales for delivering a franchise can be lengthy with an estimated timescale of up to seven years for delivery. • The LTA or LTAs must bear the operating costs and revenue risk for all bus services covered by the franchise agreement. • Operator risk is also high as operators would likely see significant impacts on their businesses if they were not successful in the franchise award.

	Option 3a	Option 5
Opportunities	<ul style="list-style-type: none"> Discussions on the development of a BSIP agreement are already under way through the Bus Alliance as a requirement of the Bus Partnership Fund award. 	<ul style="list-style-type: none"> A franchise provides significant opportunity for the LTA or LTAs to take full control of bus service provision and initial appraisal has demonstrated that, with the inclusion of supporting traffic restraint measures, this option has the potential to deliver an overall positive benefit to cost ratio. Given the lengthy timescales for implementation, this could at this point still be explored further in parallel to the development of a BSIP agreement.
Threats	<ul style="list-style-type: none"> Key decisions relating to their commercial businesses remain largely in the control of the bus operators. Success is critically dependent on the support of bus operators and an alignment of objectives by all parties. The longevity of the scheme is not guaranteed as a BSIP agreement will likely need to be reviewed and re-signed approximately every 5-10 years. Caution would need to be applied to ensure all arrangements are compliant with collusion and anti-competitive legislation. Perceived to be a medium risk approach in terms of costs and potential for legal challenge. 	<ul style="list-style-type: none"> To date no franchising or quality contract scheme has been implemented. Although changes in legislation in England are seeing franchising proposals beginning to emerge. Franchising introduces new, and ongoing costs and financial risk for the local authority, including operating costs. The threat of a legal challenge is much higher. The management and administrative effort required to establish a franchise are significant. Potential to impact on relationships and current good partnership working with local bus operators making implementation of a BSIP more challenging. Perceived to be a higher risk approach.
Financial implications	<ul style="list-style-type: none"> Infrastructure costs in the region of £200 million (including bus priority and junction upgrades delivered through the corridor studies, bus stop infrastructure, park and ride upgrades and construction of a new park and ride at Portlethen). It is anticipated that these costs will fall within the scope of the Bus Partnership Fund. Additional vehicles in order to provide enhanced operations on ART corridors estimated to be around £7.5 million. Establishment of a BSIP - estimated to be in the order of £50,000 split between administration / set up with an ongoing revenue spend of around £20-30,000. 	<ul style="list-style-type: none"> Infrastructure costs in the region of £215 million (including bus priority and junction upgrades delivered through the corridor studies, bus stop infrastructure, park and ride upgrades and construction of a new park and ride at Portlethen). It is anticipated that these costs will fall within the scope of the Bus Partnership Fund. 32 Tram style vehicles to operate cross-city routes estimated at approximately £22.5million. Franchising involves two streams of management and administration costs: <ul style="list-style-type: none"> During set up to prepare and assess the proposed framework, obtain an auditors report and conduct consultation;

	Option 3a	Option 5
		<ul style="list-style-type: none"> - On an ongoing basis to undertake service planning, tendering and monitoring and management • The set up costs will depend on the extent of legal challenges. Initial estimates are set up costs in the order of £200-300,000 with ongoing revenue spending of circa £30,000 to £100,000 per year.

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Aberdeen Rapid Transit Options Appraisal

Executive Summary

DRAFT

On behalf of: Nestrans and the North East Bus Alliance

Project Ref: 330610570 | Rev: A | Date: March 2023

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Revision	Date	Description	Prepared	Reviewed	Approved

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Summary Report

Background

The publication of the Scottish Government's updated *Climate Change Plan* in 2020 set out revised climate change targets including reducing car kilometres by 20%, phasing out the need for petrol and diesel vehicles by 2030 and supporting transformational active travel projects. Furthermore, the *Reducing car use for a healthier, fairer and greener Scotland (2022)* publication outlines the route map to achieving this 20% reduction in car kilometres and describes the key sustainable travel behaviours which make up the framework, in part to be achieved by investing in the public transport network.

As part of its response to the climate emergency, the Scottish Government committed to a long-term investment of over £500m to deliver bus priority measures on local authority and trunk roads. This is intended to **reduce the negative impacts of congestion on bus services** and **address the decline in bus patronage to help tackle the climate emergency and reduce private car use**. The investment takes the form of the Bus Partnership Fund (BPF) which supports the design, appraisal, approval and delivery of infrastructure. The Fund focuses on the evidence of how bus services will be improved by addressing congestion, but the partnership approach is also expected to leverage other bus service improvements.

The North-East Bus Alliance partners (Aberdeen City Council, Aberdeenshire Council, FirstGroup, Stagecoach Bluebird, Bains and Nestrans) submitted an application to the BPF, which was successful, with £12m in funding awarded in June 2021. The funding is being used across a range of projects including the appraisal of significant bus priority in the city centre and on key routes into the city, and for an appraisal of the options for an Aberdeen Rapid Transit (ART) scheme (this study).

This work is being undertaken in the context of a vision to develop an ART network, detailed in the Regional Transport Strategy (RTS) and associated Nestrans ART vision document¹. This study includes confirmation of the Case for Change (CfC), Preliminary Options Appraisal, Detailed Options Appraisal, and subsequent business case development (subject to gateway reviews with the members of the North East Bus Alliance and Transport Scotland).

The CfC for ART was reported in March 2022 (*Aberdeen Rapid Transit - Options Appraisal - Case for Change, Stantec, March 2022*) and presented the problems and opportunities identified, the rationale for the development of ART, and the associated Transport Planning Objectives (TPOs). It also defined a set of 'success factors' for ART and presented a review of planned, under construction, and operational Bus Rapid Transit (BRT) schemes across the UK and Europe. The Preliminary Options Appraisal for ART was reported in June 2022 (*Aberdeen Rapid Transit - Option Generation and Development / Preliminary Options Appraisal, Stantec, June 2022*) and detailed the option development process and the mainly qualitative appraisal of these options. This Executive Summary outlines the Detailed Options Appraisal and discusses the further development of the options progressing from the Preliminary Options Appraisal stage, and the key outcomes from the more detailed (and where possible quantitative) appraisal of the options.

It is important to note at the outset that almost all bus services in Aberdeen are provided on a commercial basis, unlike for example the situation in Belfast with the Glider operation. The introduction of ART would require increased partnership working with the bus operators or an alternative delivery model. The work to date therefore does not seek to establish the exact ART network i.e., where services would operate or how frequent services would be. Rather the study has explored the potential forms which ART could take, and through this investigated the potential delivery mechanisms for the scheme, considering the benefits and implications of these. This has included examination of the range of risks and uncertainties inherent in different delivery approaches, the impacts on the existing commercial bus network and the potential financial risks to the public purse.

¹ <https://www.nestrans.org.uk/wp-content/uploads/2021/06/Aberdeen-Rapid-Transit-Our-Vision.pdf>

Case for Change

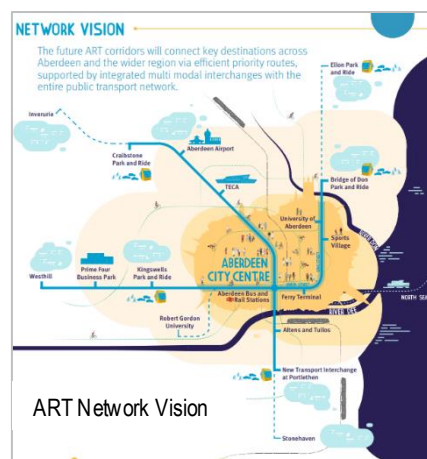
The Case for Change reflected the new transport network and travel patterns post completion of the Aberdeen Western Peripheral Route (AWPR), the establishment of the new road hierarchy in the north-east, and the City Centre Masterplan. A number of key problems were identified with the bus network and operations, as well as ongoing upward trends in car use and a decline in bus patronage (exacerbated by the COVID-19 pandemic). It was established that despite investments made by the bus industry over the last decade there has still been a considerable decline in bus patronage. Continuing with the status quo is clearly not going to provide the step-change required to reverse this decline and enable more trips by bus, which will support the industry in playing its part in the Scottish Government's 2030 car kilometres reduction target.

Reflecting the re-focussed national policy position, a much greater step-change public transport solution is required, to take advantage of the opening of the AWPR and the development of the new roads hierarchy, reverse the decline in bus patronage, alter perceptions of bus travel, and support positive social, environmental and economic development of the City and Region.

The ART Vision

The ART ambition is to develop a **high quality, high frequency mass transit network across the city on key corridors and linking key destinations, anchored by Park & Ride (P&R) facilities on each corridor**. ART already has national recognition in Transport Scotland's *Strategic Transport Projects Review 2* (STPR2) and in the revised Draft National Planning Framework 4 (published in November 2022).

Complementary work is also underway through a series of multi-modal studies considering options for improving transport connections and infrastructure on the key arterial corridors into Aberdeen – these are developing in large part the bus priority measures (reallocating roadspace away from general traffic) that will be required to facilitate the success of ART.



As the multi-modal corridor studies are progressing the infrastructure which would support the successful delivery of ART, the options being developed and appraised as part of this study are focussed on the form the ART network and services may take and the potential regulatory frameworks for delivery.

Recognising the issues noted above and the ART vision, three TPOs have been set (and agreed with Transport Scotland) for the ART scheme development and appraisal:

- **TPO1:** Achieve average ART bus speeds on the urban sections of the ART corridors (i.e., within the Aberdeen city boundary) of at least 25kph (16mph) by 2030
- **TPO2:** By 2030, achieve a public transport service for which the timetables (with journey times reduced as per TPO1) are consistent across the day and the week, and where 95% of the services operate to within 5% of the timetabled journey time
- **TPO3:** Improve the perception of quality of bus travel on ART corridors by 2030

Translating the ART vision into reality

The ART vision is *to deliver an integrated Mass Transit ‘step-change’ solution to support positive social, environmental and economic performance of the City and Region.*

There are many ways in which the ART vision (or elements of it) could be delivered. Key to setting out the possibilities for ART is first determining what is meant by Bus Rapid Transit (BRT). The global *Institute for Transportation and Development Policy* defines BRT as:

...a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. It does this through the provision of dedicated lanes, with busways, off-board fare collection, and fast and frequent operations.

In short, BRT should deliver:

- **High Segregation** - through the infrastructure provided – dedicated road space, priority at signals etc.
- **Fast Services** - through the dedicated infrastructure provided including improved / rationalised stops and an appropriate seamless ticketing method to reduce dwell time at bus stops
- **Frequent Services** - ‘turn up and go’ service levels utilising the infrastructure
- **High Capacity** - through the frequency and type of vehicles that operate on the network

These key factors have been used to help frame the options for ART.

Option Approaches

Five broad option approaches have been developed which could be adopted to deliver the ART concept (with some sub-variants proposed within these approaches). The approaches considered the **form of the network** i.e., infrastructure (including bus priority and stops) and services (routes and vehicles).

The option approaches, set out in the table below, include to varying degrees one or more of the four defining elements of BRT (high segregation, fast services, frequent services, and high capacity) and ranged from requiring the least change from the status quo with infrastructure changes to facilitate bus priority but no change to services or vehicles, through to the most radical departure with infrastructure changes, existing service integration / revisions, bespoke vehicles and ‘platforms’ etc. In addition, the inclusion of supporting traffic restraint measures (as a proxy for this increased parking charges were assumed) was also considered. The table below shows the options, the various ART elements included, and the degree to which each option approach supports the four defining features of BRT.

ART Options Approaches

Option Approach	Extensive bus priority	Services	Bus Stop	Stop Spacing	Vehicles	Traffic Restraint Measures	BRT Feature			
							High Segregation	Fast	Frequent	High Capacity
1	✓	Current ART corridor services ²	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	✗	✗
2	✓	Current ART corridor services with increased frequency	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	✓	✗
3	✓	Current ART corridor services with increased frequency Integration of other services to feed ART corridor services	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	✓	✗
3A	✓	Current ART corridor services with increased frequency Integration of other services to feed ART corridor services	Platform style	800m	Conventional ART branded	No change	✓✓✓	✓✓	✓	✗
4	✓	New bespoke cross-city services ³ Current services remain as at present	Platform style	800m	Tram-style	No change	✓✓✓	✓✓	✓✓✓	✓✓✓
5	✓	New bespoke cross-city services Integration of other services to feed bespoke ART services	Platform style	800m	Tram-style	No change	✓✓✓	✓✓✓	✓✓✓	✓✓✓
5A	✓	New bespoke cross-city services Integration of other services to feed bespoke ART services	Platform style	800m	Conventional ART branded	No change	✓✓✓	✓✓	✓✓✓	✓✓
5P	✓	New bespoke cross-city services Integration of other services to feed bespoke ART services	Platform style	800m	Tram-style	Increased parking charges in city (as a proxy)	✓✓✓	✓✓✓	✓✓✓	✓✓✓

² Assumed as: A956 (city centre to Bridge of Don P&R), A96 (city centre to Craibstone P&R and airport), A944 (city centre to Kingswells P&R Westhill), B9013/A92 (city centre to Portlethen (new) Park & Ride)

³ Assumed here as: Westhill to Bridge of Don P&R via A944 and A956, and Craibstone P&R to Portlethen P&R via A96 and A92

Preliminary Options Appraisal

The five broad options were initially appraised against the **TPOs**, the **STAG criteria** (Environment, Climate Change, Health Safety & Wellbeing, Economy, and Equality and Accessibility as well as Feasibility, Affordability and Public Acceptability, Hierarchies and Risks and Uncertainties) and against the **ART success factors**. The appraisal was complemented by some early analysis undertaken to provide an indication of the potential impacts in terms of bus journey time reductions and anticipated costs and patronage, and hence commercial viability.

At this stage, Options Approaches 1 and 4 were not progressed for further consideration:

- **Option Approach 1:** Simply providing new infrastructure but no specific enhanced existing or new ART services does not offer as great a step change in public transport in the city as the other options and is likely to generate the lowest modal shift of all the approaches. In addition, such an approach, would not fulfil the objectives of the BPF which requires match funding by operators through improved services.
- **Option Approach 4:** Additional ART services operating alongside existing services would result in inefficient duplication of services on ART corridors.

It was recommended that **Option Approaches 2, 3 and 5** (and the sub-variants of these) be progressed to the Detailed Options Appraisal stage of the study.

Option Approach Development

Before any further appraisal work commenced, additional option development was undertaken, to allow for more detailed appraisal including the modelling and testing of the options to provide quantitative inputs to the appraisal. This included consideration of the ART network (routes and interchange), the bus priority measures assumed, bus stop spacing and specification, how ART would integrate with other services, the vehicles to be used, and potential ticketing options.

When developing the options, consideration has been given to the successful Belfast Glider scheme (which was implemented with an approximate capital cost of around £100m). A report published in December 2022⁴, explored how the Glider service shows how BRT can become a unique brand capable of generating public transport benefits – with growth in bus patronage and associated social benefits noted. The operator, Translink, puts the success of the Glider down to the reliability of the service – a result of bus priority infrastructure as well as vehicle design (services are operated by 18m three-door vehicles with a mixture of seating and standing capacity and with a more ‘tram-style’ feel), off-bus ticket purchasing and high-quality halts. The service’s **unique branding** and **vehicles** are felt to be a key factor in its success with the Glider seen as a **standalone distinct product**. But it is the **multi-door vehicles** used and the **off-bus ticketing** that significantly reduce dwell times at halts and give the service its ‘rapid feel’. Despite early concerns from residents and businesses (in relation to road space reallocation and reduced parking) evidence shows that the retail economy along the Glider corridors has grown. Modal shift from the private car to public transport is estimated at around 8-9% on Glider routes. Combined factors of reliability, ease of off-bus ticketing, good accessibility, a long operating day, and cross-city connectivity are seen as the core reasons for scheme success.

Many of the points above were echoed in discussions with the teams involved in other successfully operating bus-based schemes elsewhere in the UK, namely the Birmingham Sprint and Bristol MetroBus schemes. Furthermore, the importance of ensuring political and stakeholder advocacy for the schemes was stressed, with early communication with leaders, politicians, businesses and the public essential in communicating the core transport benefits as well as the links to wider strategies. It is also worth noting that supporting measures around parking policy and other traffic restrictions were felt to have had a significant impact in supporting patronage growth.

⁴ [How Belfast Glider became a blueprint for BRT success \(route-one.net\)](#)

For those approaches noted in the table above to have new 'platform style' **stops**, it is assumed that these platforms (as shown opposite for the Belfast Glider) would feature modern, distinctive and attractive designs constructed from high quality materials with spacious, weather protected shelters, internal and external lighting and CCTV coverage, ticket machines / advance fare collection to support fast boarding (although such machines may not be necessary given advances in payment mechanisms with potential for contactless self-service ticket machines on the vehicles rather than at the stops), suitable seating, real-time service information, bicycle storage and ART branding. New platforms provide the opportunity to distinguish ART from other services and provide the infrastructure to facilitate much faster boarding times, contributing to faster and more reliable services.



Consideration of the **vehicles** to be used on an ART network considered: **use of existing vehicles** (or those as would be brought into service through natural cycles of operator fleet upgrades, recognising that First and Stagecoach have committed to upgrading their bus fleets in Aberdeen, and are already progressing towards operating with low and zero emission buses); **use of branded existing vehicles** to generate an ART 'brand' awareness to provide visual distinction of the services from existing services; and use of new, more comfortable, **bespoke, multi-door 'tram-like' vehicles**. Multi-door vehicles are an essential element and provide significant passenger benefit through reducing dwell times at stops and removing the need for interaction with the driver.. It is noted that significant infrastructure changes may be required at the depots of the chosen operators for overnight fuelling and/or recharging as well as for undertaking preventative maintenance and presentation (cleaning) activities of a new fleet of vehicles.



For those option approaches which included **integration with existing services**, changes to existing services were considered to ensure that ART could be part of an integrated and efficient city-wide bus network. Such a network would minimise the duplication of services and associated operating costs and prevent 'bus congestion', while maximising the potential for a commercially viable ART, and indeed, city-wide bus network. It has been assumed at this stage that longer distance regional services would remain unchanged and would operate on ART infrastructure.

Detailed Options Appraisal – Methodology

The appraisal involved more detailed consideration of each option against the TPOs and the STAG criteria (as set out above) as well as an assessment of the Cost to Government and Risks and Uncertainty for each option. Consideration has also been given to the delivery pathway that could be used to implement each option.

Transport Modelling

The Aberdeen Sub-Area Model (ASAM19) has been used to provide quantitative inputs to inform various elements of the appraisal, including demand and revenue forecasting and implications for general traffic. Forecasts developed as part of Transport Scotland's *Strategic Transport Projects Review 2 (STPR2)*, published in December 2022) are reflected within the ASAM19 model. These forecasts consider two scenarios, capturing 'without policy ambition' and 'with policy ambition' levels of travel by mode. The 'with policy' scenario reflects the achievement of some of the current policy ambitions of the Scottish Government, and the 'without policy' reflects a more 'business as usual' position (at least into the medium term). Reflecting the range of uncertainties at this time, these two scenarios offer different potential views of travel in the future and **present a potential spectrum into which the future may fall**. The impacts and value of ART under these two potential futures has been considered through the modelling. **While introducing an element of uncertainty into decision making**, the different scenarios provide decision makers with a **clearer picture of the potential risks** in scheme implementation should a certain future come to transpire.

Engagement

Recognising the importance of early political and stakeholder awareness and buy-in to ART, alongside the appraisal work, Nestrans commissioned a separate range of engagement and communications activities, which included an ART 'launch' in late November 2022. In the run-up to the launch, a range of activities were undertaken including focus groups, and the development of an ART 'brand'.



To ensure a more representative sample reflecting the demographics of Aberdeen and Aberdeen residents, a targeted market research exercise was undertaken during this appraisal which sought the views of 400 residents of Aberdeen and Aberdeenshire, with respondents asked about their propensity to change their travel behaviour based on the form of the ART network and services (i.e., the option approaches as discussed above). Views on the features of ART were also sought including acceptance of the reallocation of road space required to facilitate ART. Furthermore, meetings were held with Aberdeen Disability Equity Partnership and various Aberdeenshire Access Panels to inform an Equality Impact Assessment Screening for the scheme to support the appraisal.

Detailed Option Appraisal – Key Outcomes

Network and Services

Several key points were identified through the appraisal:

- Shorter public transport journey times is an essential requirement of ART, with the vision for ART services to run with average speeds of at least 25kph. The appraisal highlighted the combination of reduced stopping patterns and short bus stop dwell times associated with the use of 'tram-style' vehicles enables bus speeds of over 20kph on all ART corridors and over 25kph on two of the four corridors considered. **Just delivering the bus priority infrastructure (without new stops, stopping patterns, and vehicles) would not deliver the sought after bus speeds**
- Providing **new bespoke cross-city services facilitates a significant reduction in public transport travel time** for cross-city movements and removes the need for interchange between services, greatly enhancing cross-city connectivity and improving accessibility to jobs, education healthcare and other essential services for residents across the region.
- **Reducing the amount of time a bus spends at each bus stop (dwell time)** is an essential part of speeding up journeys, making them more reliable and encouraging modal shift to public transport
- **Bus priority infrastructure supports the delivery of services which are reliable and punctual** providing consistency in travel time regardless of the time of day. The scale of benefit associated with bus priority is higher when introduced into a more congested network. Such measures therefore provide long-term future-proofing against traffic growth and provide a highly visual statement of the importance of bus travel
- Providing a **uniquely branded and visually different offering** to existing services, with improved stops, vehicles, and on-board facilities is more likely to improve perceptions of the quality of bus travel
- The delivery of **bespoke ART services will have a significant impact on the underlying bus network which will require more detailed modelling and assessment** There will be a substantial transfer of passengers from existing services which will require amendment to integrate with or avoid duplication with ART services. The implications of passenger abstraction need to be carefully considered through more detailed work to understand the financial implications to non-ART commercial and supported services, and to ensure that the accessibility and connectivity of the bus network across the city is maintained.

- **Anchoring the ART network to the P&R sites would support greater use of the currently under-employed sites**, extending the benefits of ART to those travelling into Aberdeen from Aberdeenshire and further afield, with the provision of high frequency cross city services from the sites significantly encouraging greater use
- **Significant road space reallocation away from general traffic is required** along the ART corridors. Reduced road space for general traffic with associated increases in congestion would encourage modal shift to bus. This will though cause traffic re-routeing onto less appropriate routes, with traffic routeing on more circuitous routes, potentially increasing trip distances and hence carbon emissions (if not suitably off-set by reduced carbon emissions from modal shift to public transport). It is crucial that further work is undertaken as the ART scheme develops to mitigate against the impacts of traffic inappropriately re-routeing due to delay on the ART corridors. Note though that adverse impacts to general traffic is not wholly negative in the context of the study (and Scottish Government policy) objectives, as this will encourage modal shift and support the Government's 20% vehicle kilometre reduction target.
- **Adopting supporting traffic restraint measures alongside the ART scheme is likely to provide additional benefit** and help ensure scheme success. Such measures will generate greater modal shift, greater overall public transport benefits and lower disbenefit to private car users, and as such, the greatest impact in reducing vehicle kilometres. It has also been made clear by the Birmingham Sprint and Bristol Metrobus teams that supporting measures adopted alongside the schemes were significant in increasing scheme patronage. Given the above, **it is clear that supporting traffic restraint measures, such as increased parking controls, would significantly enhance the likely success of ART**. Other measures such as subsidising public transport, and congestion or road user charging, would also be worthy of exploration.
- The ART vision states that '*ART will need to support connectivity with other forms of transport, meet specific accessibility needs and recognise that not all users benefit from access to the internet and smart technologies.*' Some elements of ART have the potential to both negatively and positively impact members of society with particular protected characteristics. New 'tram-style' vehicles and platforms would provide a more accessible public transport system and reduce anti-social behaviour and/or harassment of bus stop users. However, wider stop spacing, the removal / relocation of some on-street parking, and the integration of the existing bus network (to minimise the duplication of services and associated city-wide bus operating costs) could impact certain groups disproportionately due to the requirement to walk longer distances to bus stops and to reach facilities. **Ongoing dialogue with equalities groups and local communities is fundamental as the scheme progresses, with improved walking access to bus stops considered as part of the ART project**. In general, increased accessibility by public transport to work, education, healthcare and social and leisure facilities, supports '**levelling the playing field in terms of opportunity, between those who do and do not have access to a car**'. It is expected that all concession cards will be valid on ART services.

Monetised Benefits, Costs and Scheme Value for Money

The monetised travel time impacts of ART have been estimated for both road traffic and public transport. The estimates show that **ART would generate significant public transport travel time benefits as well as significant negative impacts ('disbenefits') to general traffic**. Typically these disbenefits outweigh the benefits to public transport users. Greater modal shift to public transport will reduce these disbenefits and supporting traffic restraint measures, if implemented alongside the scheme, have the potential to ensure overall monetised benefit.

The capital cost of implementing the infrastructure for an ART network is estimated at approximately **£215m** in 2021 prices. If new higher cost tram-style vehicles were used on an ART network, this would involve additional costs with some further cost likely required at maintenance depots. It is estimated that 32 vehicles would be needed to operate two cross city ART routes, at an approximate cost of **£22.5m** (2019 prices).

If the underlying bus network were integrated into the ART network, the overall operating costs for the city-wide bus network is estimated to be lower than estimated revenue costs. The modelling work

undertaken to date suggests that the overall scheme could produce a 'surplus' in revenue and therefore be commercially viable. Recognising that the revenue estimates have been derived from the ASAM19 modelling outputs, **it is advised that detailed analysis of the revenue impacts is undertaken at Outline Business Case stage to provide confidence in the likely revenue impacts, and thus any potential subsidy implications.**

The 'value for money' (VfM) of ART has considered benefit to cost ratios (BCRs) derived through comparing capital and operating costs with the estimated scheme benefits:

- **Typically ART generates a BCR of <1** indicating ART is not value for money in the traditional sense, which only considers xxxxxxxx
- In the 'without policy' future year scenario, due to increased disbenefits to general traffic, a negative BCR is generated indicating scheme implementation creates disbenefit overall
- The potential value for money of ART, should supporting traffic restraint measures also be introduced, is higher, with the net additional public transport benefits (gained through greater modal shift) outweighing the net costs, **resulting in a BCR of >1**, and indicating ART would be VfM
- If the existing network is integrated appropriately into ART, a more operationally robust city-wide bus network can reduce overall operational costs, improving overall scheme VfM.
- **If only public transport benefits are considered against scheme costs, this shows ART can be considered 'value for money' with a BCR of >1.**

Caution should be applied in not placing undue emphasis on the scheme VfM calculated through standard economic monetised figures, recognising the range of scheme benefits not included within the derivation of the BCRs. The economic vitality of the region, contribution to net zero and accessibility and social inclusion benefits are all additional to the traditional BCR calculations.

Public Acceptability

The market research highlighted a positive reception from the public to ART with, of the 400 residents of Aberdeen and Aberdeenshire interviewed:

- nearly 40% stating they would be either 'extremely likely', or 'likely', to change their travel behaviour if ART (with new cross-city routes, new vehicles and new platforms) were implemented (this dropped to 27% when ART was implemented as the bus priority infrastructure with existing routes, vehicles and stops)
- 70% stating they would be either 'willing' (33%) or 'maybe willing' (37%), to walk further to a more comfortable ART stop
- 72% stating they would be either 'willing' (43%) or 'maybe willing' (29%), to walk further to catch a faster bus
- 66% stating they would be 'willing' (39%) or 'maybe willing' (27%) to accept that general traffic on the main roads where ART services would operate would need to be more restricted to achieve bus service journey time and reliability improvements
- 81% stating they thought ART would be 'good' (59%) or 'maybe good' (22%) for Aberdeen with ART being a good news story for the city, providing improvements in access to the hospital and airport, and reducing carbon emissions being key reasons for this view

Deliverability

As previously noted, the delivery of ART will require a departure from the current *modus operandi* in Aberdeen. There are two main models under which ART is likely to be delivered, dependent on the assumed form of the network. These are:

- **Bus Service Improvement Partnership (BSIP)** – which enables a local authority, or authorities, to introduce a BSIP Plan if it considers it appropriate to do so, and to then make one or more BSIP schemes that define service standards on local bus services, and specify facilities and / or measures to be provided by the local authority or authorities
- **Bus Franchising** - where the network and services are defined by the Local Transport Authority (LTA) with commercial decision-making, service planning and potentially revenue risk all passing to the LTA, with operators becoming contracted suppliers, dependent on a net or gross (minimum subsidy or minimum cost) contract. **This would represent a fundamental change in bus service planning and delivery within the area.** Within the bus franchise, ART services could be awarded as a separate contract to local bus packages

The mechanisms available under current legislation to deliver ART have been explored to assess how each could be applied to the ART options progressing through the appraisal. The assessment has focussed on the BSIP, bus franchising and also municipal ownership mechanisms for delivery of local bus services in a Local Transport Authority (LTA) area as specified in the Transport (Scotland) Act 2019. Furthermore, a 'hybrid' model where, over time, a move was made from a BSIP to bus franchising has been explored. The assessment has considered the feasibility, timescales, costs and financial risks and potential legal challenge for each delivery mechanism.

In summary the review of the potential delivery mechanism for ART concluded that:

- A BSIP could deliver many of the aspirations for ART, but this is **critically dependent on the goodwill and co-operation of bus operators** and a recognition by all parties of an alignment of objectives. The implementation of a BSIP appears eminently feasible and is, in many ways, a progression from current arrangements and practice, with a timescale of between nine and 12 months from initial informal discussions to agreement of a BSIP scheme and its statutory commitments. The financial risks associated with the BSIP process are considered to be relatively modest and consistent with 'business as usual', for both LTAs and operators and is unlikely to face resistance or legal challenge from bus operators. It is also worth noting that while a BSIP agreement in Scotland has no defined duration, the agreement must specify how the plan is to be reviewed and the dates by which the reviews are to be completed. There is no guarantee that operators would agree to similar arrangements at agreement review dates which presents a risk in 'future-proofing' the arrangements.
- A bus **franchising framework** has the potential to fully deliver the ART vision, but requires a **longer timescale and greater funding and transfers commercial risk from operators to LTAs.** To date, no bus franchising or quality contract scheme has actually been implemented (although Manchester's city-wide franchised bus network will begin in Autumn 2023), and the terms of subsequent pieces of legislation have often acted as barriers to their formation, with the challenges involved in establishing a bus franchising framework likely to be still significant. There is also a considerable timescale involved with an estimated, as noted above, **up to seven years for delivery.** Bus franchising would create additional costs and financial risks compared to other models. While some of these are similar in nature to the current tendering regime, they will be of a far greater magnitude and others are not borne by the LTA at present at all. In addition, the **risk of a legal challenge** to a bus franchising proposal **must also be considered to be very high**
- The **municipal ownership model could be utilised with either delivery framework.** A decision on whether this model should be pursued can therefore be taken independently, based on whether the LTA can achieve its objectives more effectively to an extent that outweighs the costs, risks and management effort involved.

- There is some uncertainty as to whether a plan to start with a BSIP and then replace it with a bus franchising framework (the 'hybrid' model) is realistic and it would probably be preferable to pick one or the other and unequivocally support it.

In summary, the choice of delivery model for ART will depend to a large extent on discussions around commercial viability and the risks associated with this. Implementing ART in line with the vision could perhaps be more easily achieved through a bus franchising arrangement which could provide Aberdeen with a 'world-class' public transport servicenetwork. However, this would come with significant set up costs and timescales and risks to the Councils. Pursuing ART through a Bus Services Improvement Partnership (BSIP) arrangement could deliver much of the ART vision but is critically dependent on the goodwill and co-operation of bus operators.

Risks & Uncertainty

Given the ART scheme is at an early stage in its development, there are a range of risks and uncertainties that need considered and minimised or eliminated where possible, as the study progresses. These relate to both the development of the scheme itself in terms of the form of the network and services (including infrastructure, routes, service frequencies, ticketing, vehicles etc.) as well as various risks associated with the funding and delivery of the scheme.

In terms of the scheme itself, the appraisal made clear that two cross city interconnecting ART routes provide significant benefit over four individual services routeing into the city centre, **the exact specification of these routes requires further consideration** and development at the business case stage to more concretely understand the preferred service routeing and extents of the network. This is perhaps most pertinent for the routes to the west and south of the city.

The infrastructure assumed for the purposes of this appraisal and the modelling of the options took the most up to date information from the ongoing multi-modal corridor studies. As these projects develop further, any further appraisal and testing of ART should ensure the most recent information from these studies is incorporated into the ART project to ensure the benefits of the scheme are robustly estimated.

Supporting traffic restraint measures **delivered in tandem with ART could positively impact on ART's success**. Early consideration of these types of measures would minimise the risk for a less than optimal scheme implementation.

Engagement undertaken as part of this study, while generally positive (as shown through the market research exercise), has also highlighted both public and stakeholder concerns around the project. Given the significance of the scheme and impact of road space reallocation, **ongoing dialogue with businesses and the freight community, access and mobility groups and the general public is required** to positively influence understanding of the scheme benefits and ensure local issues and concerns are properly understood and addressed.

As discussed in the section above, **the delivery mechanism for ART presents some of the most significant risks and uncertainties as the project progresses**. The delivery model required to implement ART depends heavily on the option chosen and this in turn is likely to be strongly influenced by both the appetite and funding available to pursue bus franchising. It is clear that in general, cities considered to have world class systems have a single operator of buses and other public transport modes or have a single transport body that procures bus services (and other public transport services) to single integrated and co-ordinated specifications. However, **pursuing a bus franchising model introduces new, and ongoing, costs and financial risks for the local authority**, including those associated with operating costs, and would be likely to result in legal challenge (considered to be a very high risk) increasing set up costs and timescales. Notwithstanding this, should bus franchising be pursued the ART vision could be more fully realised and the associated benefits are likely to be more significant.

Whichever options and delivery mechanisms are pursued, project success will be critically dependent on the goodwill and co-operation of bus operators and a recognition by all parties of an alignment of objectives. **Ongoing and more involved dialogue with operators is required as the project**

progresses to minimise the risk of project derailment through a potential lack of common goals and understanding.

The key risks to be managed are clearly financial. Whilst the modelling undertaken for this study has produced a broadly positive picture of the relative operating costs and revenues (and thus the requirement for subsidy), these findings are based on the assumptions which underlie the ASAM19 model. These will require to be stress-tested as the process moves forward. The delivery mechanism for ART presents some of the most significant risks and uncertainties as the project progresses and pursuing a bus franchising model introduces new, and ongoing, costs and financial risks for the local authority.

Conclusions

From the appraisal, it is clear that simply implementing bus priority infrastructure would not deliver the ART vision.

If, in addition, new ART cross city bus routes were implemented using new multi-door 'tram-style' vehicles operating from new more widely spaced stops, then **far more significant benefits could be realised.** This would include greater public transport journey time reductions, improved journey time reliability, greater modal shift, better perceptions of public transport quality, increased P&R use, and improved equality and accessibility to the public transport network. Implementing ART in such a way could provide Aberdeen with what could be considered a world class transit system.

The preferred delivery mechanism will significantly influence what can be achieved in terms of this vision..

Operating these ART services using conventional vehicles (as opposed to new bespoke vehicles) will result in the loss of some of the scheme benefits and result in lower speeds, lower modal shift, lower P&R use and lower overall public transport benefits. However this would come with a cost saving as new vehicles and depot alterations to accommodate the bespoke vehicles would not be required.

Considering an approach where ART is delivered as the bus priority infrastructure with enhanced existing services on ART corridors (and an integrated existing network) operating with conventional (but ART branded) buses is worthy of consideration. Such an approach recognises the risks and uncertainties of the ART scheme and its delivery but could potentially be pursued through a BSIP. The financial risks associated with the BSIP process are considered to be relatively modest and consistent with 'business as usual' for both local authorities and operators and as such, is unlikely to face resistance or legal challenge from bus operators. Successful BSIP delivery however is critically dependent on the goodwill and co-operation of bus operators and an understanding of what can be achieved under such an arrangement will require careful negotiation.

Recognising the additional benefits gained when supporting traffic restraint measures are implemented alongside the option, such **supporting measures should be considered and pursued as part of the ART scheme**, regardless of the form of the option or delivery mechanism.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	9 May 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Lane Enforcement Programme Update & Future Planning 2023/24
REPORT NUMBER	COM/23/130
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Nicola Laird
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1. The purpose of this report is to provide an update on the status of the Bus Lane Enforcement (BLE) programme and to seek approval for a new programme of projects to be delivered from 2023/24, using the net surplus from the BLE system.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the progress on the projects funded from the BLE programme up to 2022/23, as detailed in Appendix 1;
- 2.2. Approve the proposed expenditure in relation to the Proposed Bus Lane Enforcement Programme Projects 2023/24, as detailed in Appendix 2;
- 2.3. Agree that the projects identified in Appendix 2 meet the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 in that the sums paid by way of charges under these Regulations are being used to facilitate the achievement of policies in the Local Transport Strategy; and
- 2.4. Approve the implementation of the Proposed Bus Lane Enforcement Programme of Projects 2023/24 and to delegate authority to the Chief Officer for Strategic Place Planning to approve any procurement process, including direct awards, in accordance with procurement legislation and in collaboration with Commercial and Procurement Service (CPS) and CPS Legal.

3. CURRENT SITUATION

- 3.1. The Bus Lane Enforcement (BLE) fund is generated from the net surplus of penalty charge notices from bus lane offences after operational costs. This funding can only be used for projects identified as helping to meet the objectives

of the Local Transport Strategy, as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011.

- 3.2. A summary of progress on delivering the current 2022/23 BLE programme is included as Appendix 1 to this report. This programme was approved by the City Growth and Resources Committee on 21 June 2022 (Report Ref: COM/22/094).

2023/24 Programme

- 3.3. As per the approved process, all relevant Council services were invited to submit project proposals to obtain funding from the 2023/24 BLE programme. A total of 23 submissions were received and subjected to assessment and prioritisation by officers in the Transport Strategy and Programme Team. In addition, there were five projects that did not achieve funding in 2022/23, which had their original application added to the scoring assessment for 2023/24 as per the approved process. Prioritisation followed the single scoring metric approved at the City Growth and Resources Committee meeting in November 2021 (Report Ref: COM/21/253). As a secondary round of prioritisation, the following criteria were used to provide weightings for projects that had the same primary score:

- Their alignment to the Local Transport Strategy aims and objectives.
- Their alignment to the stretch outcomes of the Local Outcome Improvement Plan.
- Whether they positively benefit an area of high deprivation as per the Scottish Index of Multiple Deprivation (SIMD).
- Whether they contribute to the operation or success of the Aberdeen Low Emission Zone (LEZ).
- Whether they complement or contribute to the City Centre Masterplan.
- Whether they complement or contribute to Aberdeen's Net Zero vision.
- Whether they complement or contribute to the realisation of the Regional Economic Strategy Action Plan.

- 3.4. Applicants initially scored their own applications, which were then checked and verified or adjusted by officers in the Transport Strategy and Programmes team, before being scrutinised by the Service Manager for Policy and Strategy and the Chief Officer for Strategic Place Planning. Following this, applications to the BLE fund were consulted upon around the relevant internal Council services, with the recommended programme of projects approved at Council's Transportation Programme Board on 21 March 2023 before consideration by this Committee. Of the 28 projects considered for the fund, 24 have been recommended to Members for consideration.

- 3.5. In addition to the new programme of proposed projects, there is one ongoing scheme which officers have already been instructed to commit BLE net surplus towards, as well as a commitment to an annual contingency allocation of £10,000. This is:

- Transportation Strategy Team Member. There was an instruction by City Growth and Resources Committee on 10 November 2021 to allocate £60,000pa. However, following a pay increase in autumn 2022, it is recommended that this is increased to £70,000pa to accommodate any future salary increases and other associated costs.
- 3.6. The list of projects recommended for approval as part of the 2023/24 fund programme is included as Appendix 2, which is scored and ranked in accordance with the legislative requirements of the Scottish Statutory Instrument 442 The Bus Lane Contraventions (Charges, Adjudication and Enforcement)(Scotland) Regulations 2011 Part VII Financial Provisions section paragraph 32. Should Committee approve the list presented, projects will be taken forward in the order presented once the net surplus is confirmed at the end of each quarter.
 - 3.7. As with last year, it is recommended that any projects that are not released for funding by the end of the financial year 2023/24 are automatically re-scored and re-prioritised alongside new applications for 2024/25 if the project manager wishes for the project to remain in consideration. Project managers will also be given the opportunity to reapply with a new application if they believe that this may help improve their scoring within the scheme. This is to avoid the need for the programme to be closed to new applications that may be beneficial to be taken forward through BLE because of a need to work through the backlog of previously approved projects and take advantage of any new opportunities as may arise.
 - 3.8. Projects agreed by Committee to be implemented from the BLE programme are subject to the Council's standard Project Management (PMO) process, with monthly monitoring through project status reports to ensure any potential issues are highlighted and addressed as soon as possible and as appropriate. Any project underspends will be returned to the funding pot for reassignment to other projects so as to maximise funding potential.
 - 3.9. Officers will report progress on the BLE programme through monthly reports to the Transportation Programme Board. A review of BLE programme progress for 2023/24 and any future programme recommendations for 2024/25 will be reported to the first Net Zero, Environment and Transport Committee following the end of the 2023/24 financial year.

4. FINANCIAL IMPLICATIONS

- 4.1. The net surplus from BLE operations in 2022/23 was £1,393,163.50, plus £795,529.63 unallocated surplus brought forward from 2021/22. Of this sum £1,799,447.06 was required to fund the 2022/23 programme, leaving a surplus of £389,246.07 to be carried forward into 2023/24.
- 4.2. Any underspend remaining from previously approved years which is no longer required must be re-committed to future projects and workstreams that help the Council meet its Local Transport Strategy objectives. In the 2022/23 financial year, £209,077.60 of BLE funding has been spent.

- 4.3. The budget required for completion of the approved programme is £1,613,651.10. A further £135,941.12 is no longer required to complete the projects and so will be released to be used towards the 2023/24 programme.
- 4.4. Table 1 provides a financial summary of the programme for 2022/23.

Table 1: 2022/23 BLE Programme Summary

2022/23 Programme Summary	
Balance b/f 1 April 2022	£795,529.63
Add: Net Surplus Generated in 2022/23	£1,393,163.50
Total available funds for 2022/23:	£2,188,693.13
Less: Projects released in 2022/23	£1,799,447.06
Surplus at 31 March 2023 to be carried forward	£389,246.07
Add: Funds released from current programme underspends	£135,941.12
Balance Available to fund 2023/24 projects:	£525,187.19

5. LEGAL IMPLICATIONS

- 5.1 The Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 require that any sums paid to a local authority by way of charges under these Regulations must only be used to facilitate the achievement of policies in that authority's Local Transport Strategy.
- 5.2 Monitoring of project progress and financial out-turns is undertaken on a monthly basis and reported to the Council's Transportation Programme Board (TPB).
- 5.3 The level of penalty charge notice (PCN) for the Bus Lanes cannot be increased without Scottish Minister's approval.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 As per the approved scoring metric, projects that can evidence that their priority is walking, wheeling, cycling and/or working towards net zero goals in line with the Local Transport Strategy are given top priority in the BLE funding programme. The prioritisation of projects is ranked from the most sustainable form of transport to the least sustainable in accordance with the Council's duty to act sustainably.
- 6.2 Transport emissions are a significant contributor to carbon emissions, and so increasing sustainable travel will be necessary to achieving this sector's required reduction and in order to achieve Aberdeen City Council's net zero vision. As the BLE programme works towards improving sustainable and active

travel, it thereby contributes to improved air quality and reduced greenhouse gas emissions.

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	<p>Delivery of measures approved through the BLE fund supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver measures where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	<p>Regular communication will be maintained with other teams across the Council to maximise the use of net surplus to deliver projects that meet the Council's priorities as they relate to the Local Transport Strategy.</p> <p>A non-compliance procedure for following the PMO process for projects reporting to the Transportation Programmes Board will be shared with all successful project managers. An outcome of this procedure as a last resort would remove funding from the project so that it can be utilised</p>	L	Yes

		elsewhere, subject to the funding not already being committed through contract.		
Compliance	The Council would not be complying with the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 if it failed to properly apply funds collected via Bus Lane Enforcement to projects linked to the Local Transport Strategy	<p>The application process is robust and scores projects against the objectives of the Local Transport Strategy. All approved projects will be subject to the Councils Scheme of Governance and PMO toolkit, managed through the Transportation Programmes Board.</p> <p>A non-compliance procedure for following the PMO process for projects reporting to the Transportation Programmes Board will be shared with all successful project managers.</p>	L	Yes
Operational	Resource may not be available to complete the projects within the planned timescales. This could be either internal or external resource.	Compliance with the Scheme of Governance and PMO toolkit, and monitoring/ updating of project risk registers, change requests. As the expenditure of BLE funding is	M	Yes

		not restricted to a single financial year, delays in project progress does not necessarily represent a significant risk if the PM remains compliant with the above.		
Financial	Unable to spend funding due to resource capacity, not enough funding to cover projects approved.	<p>Compliance with the Scheme of Governance and PMO toolkit, and monitoring/ updating of project risk registers, change requests.</p> <p>Projects will not be released for funding until the funds are available. Estimates for future quarters are based on historical income.</p>	M	Yes
Reputational	As the BLE income is managed by the Council and used to implement projects which contribute to achieving LTS objectives, failure to deliver undermines the Council's commitments to improving the lives of those who live, work and visit Aberdeen.	<p>Compliance with the Scheme of Governance and PMO toolkit, and monitoring/ updating of project risk registers, change requests.</p> <p>A non-compliance procedure for following the PMO process for projects reporting to the Transportation Programmes Board has been approved by the</p>	L	Yes

		TPB and will be shared with all successful project managers.		
Environment / Climate	The Council's net zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor to greenhouse gases, and so increasing sustainable travel will be necessary to achieving this sector's required reduction.	The BLE programme works towards improving sustainable and active travel and thereby contributing to improved air quality and reducing greenhouse gases.	L	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>	<p>The proposals within this report support the delivery of the following commitments within the policy statement:</p> <ul style="list-style-type: none"> • <i>Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2037, and earlier if that is possible; and</i> • <i>Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</i>
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Economy Stretch Outcomes	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <ol style="list-style-type: none"> 1. No one will suffer due to poverty by 2026. 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.

	<p>The development and delivery of active and sustainable travel infrastructure supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <p>7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026.</p> <p>8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026.</p> <p>11. Healthy life expectancy (time lived in good health) is five years longer by 2026.</p> <p>Active and sustainable travel are known to improve a number of health conditions, potentially increasing life expectancy. The projects funded by BLE will include measures to support, encourage and increase active and sustainable travel thereby also producing less greenhouse gas emissions and improving air quality.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>The projects that will be funded by BLE support the delivery of the following Stretch Outcomes:</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>The projects funded by BLE will aim to increase active and sustainable travel which will contribute to reductions in carbon emissions and improvements in air quality, and contribute to citizens physical and mental health and wellbeing.</p>
<p>Regional and City Strategies</p>	<p>The projects funded by BLE will support the Regional Transport Strategy, the Regional Economic Strategy, and locally the Local Transport Strategy, Aberdeen Active Travel Action Plan, Sustainable Urban Mobility Plan, Aberdeen City Centre and Beach Masterplan, LOIP, Air Quality Action Plan, Local Development Plan and Aberdeen Net Zero Vision.</p> <p>The development and delivery of active and sustainable travel infrastructure supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas. The projects funded by BLE will aim to increase active and sustainable travel which will also</p>

	contribute to reductions in carbon emissions, improvements in air quality and improve the physical and mental health and wellbeing of our people.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 assessment complete
Data Protection Impact Assessment	Not required.
Other	None.

10. BACKGROUND PAPERS

- 10.1 [Bus Lane Enforcement Programme Refresh, City Growth and Resources 10th November 2021](#)
- 10.2 [Aberdeen City Local Transport Strategy 2016-2021](#)

11. APPENDICES

- Appendix 1 – Progress on Current Projects 2022/23
Appendix 2 – Proposed 2023/24 BLE Programme

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

A summary of each of the projects funded from the BLE net surplus and undertaken in 2022/23 is provided below.

Project Name	Description of Work and Progress	Allocation	Developer Obligations Contribution	New Total	Expenditure Prior to 2022/23	Expenditure in 2022/23	Remaining Commitment to Projects (carry forward to 2023/24)	Return to BLE Reserve
Projects Allocated Funding in 2017/18								
Glashieburn School Path	Construction of a shared use footway following a current desire line running between Newburgh Road and Glashieburn School, drainage provision will also be incorporated. The upgrade will also enable pupils travelling from the west of the school to avoid the busy front entrance, with safety benefits for all users. Work not started yet but has been requested to remain on the programme.	£20,000	£0	£20,000	£260.35	£0	£19,739.65	£0
Total 2017/18 Projects		£20,000	£0	£20,000	£260.35	£0	£19,739.65	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

Projects Allocated Funding in 2018/19								
Winter Maintenance	Upgrade of the server hardware for the Urban Traffic Control System, which will enable both the operating and UTC software to be upgraded to the most recent versions. This will also enhance the resilience of the network by deploying additional capacity to ensure continual operation during periods of failure. The upgrade to SCOOT MMX will be part of the upgrade. Completed in 2022/23 FY.	£50,000	£0	£50,000	£30,363.32	£6,888.66	£0.00	£12,748.02
ANPR Journey Time Monitoring Phase 2	Second phase of ANPR enable further data capture on network to the North, particularly Dyce areas and areas to the North such as King Street and Ellon Road. The technology is currently being installed and is part funded by Nestrans. Nestrans expenditure is being used first.	£40,000	£0	£40,000	£26,973.82	£0	£13,026.18	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	There is a slight delay to completion due to delivery issues. Expected to complete early 2023/24.							
Crematorium Link Footpath	Replace existing paved path leading from the bus stop at the traffic lights on Skene Road to Aberdeen Crematorium. The path also forms part of the walking routes around Hazlehead woods and Maidencraig Country Park. This project has not yet started.	£106,600	£0	£106,600	£0	£0	£106,600	£0
Total 2018/19 Projects		£196,600	£0	£196,600	£57,337.14	£6,888.66	£119,626.18	£12,748.02
Projects Allocated Funding in 2021/22								
Bus Shelter Replacement	Additional payment agreed for a previous year replacement project funded through BLE. Earlier replacement project had budget still available in BLE to cover the additional amount required. Carry forward amount is retention.	£8,676.08	£0	£8,676.08	£7,008.77	£0	£1,667.31	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

Total 2021/22 Projects		£8,676.08	£0	£8,676.08	£7,008.77	£0	£1,667.31	£0
Projects Allocated Funding in 2022/23								
Transportation Team Member	Full time staff member to support, manage, promote, improve and delivery of the Local Transport Strategy. This year overspent following salary increase.	£60,000	£0	£60,000	£0	£60,000	£0	£0
Contingency	To cover any unanticipated overspend on other projects. In 2022/23 this covered the overspend on Transportation Team Member.	£10,000	0	£10,000	£0	£1,680.15	£0	£8,319.85
Low Emission Zone Management	To cover the management of the LEZ enforcement until the scheme becomes self-sustaining. No progress in 2022/23 as enforcement is not yet enabled.	£360,000	£0	£360,000	£0	£0	£360,000	£0
Cycle Counter Network Expansion	To add an additional 8 pedestrian and cycle counters to our current monitoring portfolio. Out to tender. Staff time for	£78,000	£0	£78,000	£0	£1,104.79	£76,895.21	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	2022/23 in the project was covered through Transport Scotland funding hence why there is no BLE spend this year. Anticipated to require less money than originally forecast to complete.							
Northfield Bus Terminus	The bus turning circle/terminus in Northfield (Howes Road) is in a poor condition and in critical need of resurfacing. This was removed from the programme as it is to be funded by the developer.	£25,000	£0	£25,000	£0	£0	£0	£25,000
Core Path Priority Works	Following on from the Core Path Network Survey, which found 1,400 risks over 100 paths in Aberdeen, funding was sought to undertake remedial works on a prioritised basis starting with the top 20 routes with health and safety concerns. Following delays in receiving the final report from the survey, the programme of works is still being	£115,000	£0	£115,000	£0	£0	£115,000	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	developed. This is expected to be reported to the Transportation Board in May 2023, with work on the priority paths to be undertaken in 2023/24 and 2024/25. This project is also funded by Nestrans. In 2022/23 the Nestrans portion of funding supported improvements to the core path network within Seaton Park.							
Cycling Advanced Stop Lines and Advisory Lining Refresh	Maintain Road Safety for cyclists and motorists by ensuring that regulatory advanced cycle stop line boxes and advisory cycle lining road markings are in their most visible state. This project was removed from BLE as Nestrans agreed to fund the work.	£15,000	£0	£15,000	£0	£0	£0	£15,000
Footway Repairs Due to Tree Roots/Growth	To assess and repair damaged footways around trees as sensitively as possible in collaboration with Aberdeen City Council's	£100,000	£0	£100,000	£0	£0	£100,000	£0

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	Arboriculturist. Due to resource constraints this was not progressed in 2022/23, but is programmed for completion by summer 2023. This also has CWSR funding to complete.							
Union Terrace West Footway Resurfacing	Surfacing of the west footway to complement Union Terrace Gardens and adjacent footway widening. Project is largely complete with the final element of works expected to be completed early 2023/24.	£200,000	£0	£200,000	£0	£114,566	£12,434	£73,000
CP56 Hazlehead Park Footpath Improvement	The existing footpath (Core Path 56) extending from the westmost pedestrian entrance from Hazlehead Park through to the woodland footpath network, (passing the 9 hole golf course) is in an advanced state of deterioration, with the ageing tarmac surface crumbling beyond the point of patch repairs. This path requires complete	£100,000	£0	£100,000	£0	£0	£100,000	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	reconstruction. Work has not started but is expected to take place 2023/24,							
Seaton Park	The Project at Seaton Park entrance is to re-design the main park entrance and install a new path to provide a safe, off road entrance into the park for park users. Also funded by Nestrans and Sustrans. Work due to complete early 2023/24. Funding is being claimed from Nestrans and Sustrance first, hence why there has been no expenditure against BLE.	£50,000	£0	£50,000	£0	£16,711.25	£33,288.75	£0
Cycle Parking Inventory	Follow on from Walking and Cycling Index, to check, record and input cycle parking locations into a GIS layer. Completed in 2022/23	£10,000	£0	£10,000	£0	£8,126.75	£0	£1,873.25
Castlegate, Address Actionable Safety Defects to Surface	To carry out a full safety review of the Castlegate area surfacing, and carry out emergency repairs identified as part of the review.	£250,000	£0	£250,000	£0	£0	£250,000	£0

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	The output of the safety review would be reported to the CCMP Board prior to any works taking place to ensure alignment with CCMP proposals for this area. Approval to proceed by Board took place late 2022/23 FY. Works to commence 2023/24.							
Donald's Way Step Refurbishment	To fully investigate the structural integrity of the steps and step access and carry out any necessary repairs. Released late 2022/23. Works expected to commence 2023/24.	£425,000	£0	£425,000	£0	£0	£425,000	£0
Total 2022/23 Projects		£1,798,000	£0	£1,798,000	£0	£202,188.94	£1,472,617.96	£123,193.10
Total BLE Projects		£2,023,276.08	£0	£2,023,276.08	£64,606.26	£209,077.60	£1,613,651.10	£135,941.12

Projects Not Released in 2022/23			
Project Name	Description	Funding Amount	Status
Pedestrian Crossings Drainage Issues (Ponding)	To locate all crossings where there are ponding issues and then implement a programme of design	£100,000	Scored as part of the 2023/24 programme with the same application.

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	and remediation to remove this issue thus improving pedestrian infrastructure.		
Powis Terrace Shops Footway Ponding/Drainage at Dropped Kerb	Survey where ponding occurs, design a solution and follow on works to remedy ponding across the dropped kerb.	£10,000	Scored as part of the 2023/24 programme with the same application.
Beach Esplanade Access Ramps	To assess the options for providing better access for all in areas that will not be covered by the Beach Masterplan, by providing two additional ramps and upgrading existing ramp accesses together with providing disabled parking areas in close proximity to the ramps. This will improve the recreational experience for all users of the area and allow easier access to the lower promenade and the beach. Before design, the scope would be reported to the CCMP Board to ensure alignment with CCMP / Beach Masterplan proposals for this area.	£150,000	Removed from BLE as project manager did not communicate a desire for the project to remain in the programme. Within scope of Beach Development Framework area.
Esplanade Resurfacing and Replacement Railings/Fences	To improve the surfacing and railings/fences in areas that do not come under the current improvement plan or form part of the Beach Masterplan. An improved running surface is likely to attract more users to the promenade as an active travel route and the railings/fence improvements will maintain the level of safety required. Before design, the scope would be reported to the CCMP Board to ensure alignment with CCMP / Beach Masterplan proposals for this area.	£100,000	Removed from BLE as project manager did not communicate a desire for the project to remain in the programme. Within scope of Beach Development Framework area.
Visirail - Replacement of Damaged Units	To refurbish/replace Pedestrian Safety Barriers damaged at key areas where pedestrians may be more vulnerable to motor vehicle movements.	£45,000	Scored as part of the 2023/24 programme with the same application.
Offshore Europe 2023	£30,000 sought for signage, traffic management and staffing, including signing sockets that will be a legacy for use at other events; reducing future costs. £30,000 sought for the provision of additional shuttle bus services, bus shelters (to provide protection and encourage bus use) the promotion and direction of delegates to the park and ride sites.	£60,000	New application submitted for 2023/24.
UTC Upgrade	Upgrade the current common database to include significant improvements to strategic planning and	£50,000	New application submitted for 2023/24.

Appendix 1 Bus Lane Enforcement Fund Current Programme 2022/23

	reporting tools allowing officers to automate strategies to react to issues on the network.		
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Projects recommended to be taken forward this round (2023/24)					
Any projects on the BLE list that have not been released by the end of programme will be included in the next round of funding if still requiring funds and will be reprioritised against any new applications for funding.					
	Project Name	Description	Funding Amount	Primary Score (/5)	Secondary Score (/31)
1	Contingency		£10,000	N/A	N/A
2	Transportation Team Member	Full time staff member to support, manage, promote, improve and delivery of the Local Transport Strategy.	£70,000	N/A	N/A
3	Craigshaw Drive Cycle Track	To provide segregated cycle lanes over the full length of Craigshaw Drive. This is an existing project that has a potential shortfall in funding. Funding from NESTRANS and SUSTRANS has already been allocated. Tullos and Altens, which this new link will improve access to, are significant trip generators, being busy employment sites south of the City. Craigshaw Drive itself contains a number of business premises generating a large number of trips every day. The carriageway width will be reduced to 7.3m which will allow unrestricted movement of people and goods.	£90,000	5	17
4	Aberdeen Active Travel Network Review	It is proposed to undertake a city-wide active travel network review, building upon various localised improvements that are currently being developed and/or delivered, to identify a coherent and holistic aspirational walking, wheeling and cycle network for Aberdeen. The outcomes will be used to develop a costed and prioritised Active Travel Network Plan, setting the strategic direction and establishing a 'pipeline' of projects for walking, wheeling and cycling infrastructure delivery within Aberdeen City Council for the next 10-20 years.	£100,000	5	22
5	Offshore Europe	Following a break due to the impact of the Covid19 pandemic, The Offshore Europe (OE) Conference and Exhibition will be returning to P&J Live 'The Event Complex Aberdeen' (TECA) in September 2023. This four day event has historically seen attendance levels of c. 50,000 and it is expected that with restrictions lifted and a desire from individuals to network face to face these levels will be achieved again in September 2023.	£75,000	5	15

		<p>As in previous years, on-site parking during OE will be limited and Stagecoach plus First Bus routes will be running throughout the site. There will be a dedicated taxi rank in use not only for P&J Live but also to service the Aloft and Hilton Hotel for our visitors. There are over 150 cycle park spaces on site and the TECA team plus OE will be encouraging public transport, private shuttles as well as walking and cycling to the venue.</p> <p>In previous years, the OE organisers have been actively encouraged to consider and adopt the principles of sustainable transport and travel for their delegates to and from the event and throughout their time in the city. As a result, they have introduced bus services, which transport delegates on a daily basis to the event from major hotels and business parks, for 2023 this will include the use of hydrogen (FirstBus) and EV (Stagecoach) buses.</p> <p>In addition, the Council will encourage delegates to use electric bikes and walk between the, the city centre, hotels and the conference centre as well as walking routes from the park and ride sites and car parks, through the provision of a delegate welcome packs in all hotel rooms including details of the transport options including a maps and directional information in both hard copy and digital format.</p>			
6	River Don Path Flood Damage Mitigation Woodside to Persley	<p>The purpose of the project is to complete much needed repairs to the river Don Path footpath caused by periodic flash flooding from the river Don.</p> <p>By introducing improvements to this path, it will encourage more fully accessible usage of the pathway throughout the year and reduce long-term maintenance expenditure on tackling erosion and localised flooding through extreme weather events. This project is following a repair project funded by Nestrans in 2022/23. The aim is to improve drainage and longevity of the path to stop the cycle of erosion whenever there is a significant weather event.</p>	£60,480	5	12
7	Denburn Restoration Project	<p>The Denburn Restoration project will 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.</p>	£250,000	5	21

		<p>The restoration project is looking at a 2.3km stretch of the burn from Maidencraig wetland in the Den of Maidencraig Local Nature Reserve to Stronsay Park. There are three primary aims of the Denburn Restoration Project these are to improve biodiversity, reconnect people with nature and to provide sections of path to link communities and improve opportunities for recreational use. Part of the proposal is to improve a Core Path and deliver a new linking section of Core Path.</p> <p>The project also proposes to create a natural meandering burn, new wetland planting, new boardwalks and re-aligned paths to allow users to experience / interact with nature.</p>			
8	Funding Staff Use of Bike Hire Scheme	<p>Funding is being sought to purchase usage credit for hire time to enable staff to use the hire bikes of the recently launched electric Aberdeen bike hire scheme, operated by Big Issue Sharebike under contract with the Council. This will not only be to the benefit of staff, who will be able to use the bikes for site visits and other work-related travel, making them less car dependent, but also enables the Council to lead by example in promoting access to healthy, active and sustainable travel for staff and encouraging use of the bike hire scheme. If the public and businesses are seeing the hire bikes being used this gives a good impression of a successful scheme and will be likely to encourage them to use. Similarly, if staff have the opportunity to try the scheme in a work setting, they may be more inclined to use it in their free time too.</p>	£10,000	5	19

Appendix 2 Proposed Programme of New BLE Schemes 2023/24

9	Secure Bicycle Storage Facilities	<p>This proposal represents a follow-up to the first phase of secure bicycle storage unit installations. This proposal is to install up to a further 16 secure bicycle storage units adjacent to high rise multi-storey housing blocks, in SIMD (Scottish Index of Multiple Deprivation) areas within Aberdeen City. These cycle storage units will be located upon land which forms part of Aberdeen City Council's Housing account. The exact locations will be chosen following advice and input from colleagues in the appropriate Housing teams and the Corporate Landlord. It is anticipated that there will be support for the installation of secure bicycle storage units with widespread take-up by tenants, given there has been high demand noted in the selected locations in recent tenant satisfaction surveys conducted by the Housing team. The locations for these units are still to be identified. Maintenance to be covered for a minimum of 5 years within the current tender for phase 1.</p>	£160,000	5	18
10	Back Wynd Stairs	<p>Back Wynd Stairs are located in the centre of Aberdeen and connect Union Street with The Green. The Back Wynd steps are also a direct route between the railway station, the bus station and Union Street; therefore, the stairs see a high volume of pedestrian traffic every day.</p> <p>The condition of the existing steps is poor and continues to deteriorate. Some of the steps require concrete repairs, and the anti-slip nosing strips need to be fully replaced. The balustrade to the top flight is in fair condition, but needs repainting and minor repairing. The balustrades and handrails to the lower flights are in very poor condition (beyond the point of economic repair) and need to be replaced.</p>	£110,000	5	17
11	Cycle Parking and Maintenance Stations	<p>It is proposed to expand the network of publicly available bicycle parking and maintenance stations. The Transport Strategy and Programmes Team regularly receives requests for such infrastructure but currently has no budget to fulfil such requests. A specific budget would allow current outstanding requests to be fulfilled and further units to be installed following engagement with members of the public on where additional infrastructure is required.</p>	£30,000	5	17

Appendix 2 Proposed Programme of New BLE Schemes 2023/24

12	Hazeldene Road to Craigiebuckler Avenue - Footpath Renovation Project	The purpose of the project is to rebuild and resurface the existing footpath (Corepath 65 & 60) from Hazledene Road to Craigiebuckler Avenue. By improving the structure and providing a hard-wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park and the wider areas beyond.	£66,259.20	5	15
13	Hazledene Road Footpath Upgrade Project – Phase 1	The aim of the project is to improve public safety by upgrading the existing footpath network along Hazledene Road and construct a new footpath link along a desire line which is popular with school children, parents, and residents. The footpaths are important within the local area as they provide a vital transportation network for residents, children, and parents, (as a safe route to school) cyclists for leisure and recreation, and as a commuter route to Hazlehead park and the wider areas. This project also has Nestrans funding to complete.	£29,584.16	5	15
14	Hazeldene Road Footpath Upgrade Project – Phase 2 & 3	The aim of the project is to improve public safety by upgrading the existing footpath network along Hazledene Road and construct a new footpath link along a desire line which is popular with school children, parents, and residents. The footpaths are important within the local area as they provide a vital transportation network for residents, children, and parents, (as a safe route to school) cyclists for leisure and recreation, and as a commuter route to Hazlehead park and the wider areas.	£106,211.84	5	15
15	Craigiebuckler Avenue to Springfield Road - Footpath Renovation Project (Core Path 60)	The purpose of the project is to rebuild and resurface the existing footpath (Core Path 60) from Craigiebuckler Avenue to Springfield Road. By improving the structure and providing a hard-wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park, Johnston Gardens, and the wider areas beyond.	£165,565.12	5	15

Appendix 2 Proposed Programme of New BLE Schemes 2023/24

16	Johnston Gardens West-Rubislaw Park Rd-Viewfield Gardens Footpath (Core Path 60)	<p>The purpose of the project is to regulate and compact the existing loose-fill stone and granite dust surface and resurface the existing access footpath section leading from Johnston Gardens West, toward Rubislaw Park Road in tarmacadam and extend the versatility of Core Path 60 and to formalise the link path from Johnston Gardens West entrance, through toward Viewfield Gardens by upgrading this unmade surface to that of Tarmacadam. By improving the paths' structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure on tackling erosion through extreme weather events.</p> <p>These access footpaths form an important part of the transportation network within the local area and are popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Rubislaw, Queens Road, Johnston Gardens and the wider areas beyond.</p>	£24,400	5	15
17	Springfield Road to Rubislaw Park Road (Core Path 60) - Footpath Renovation Project	<p>The purpose of the project is to rebuild and resurface the existing footpath (Core Path 60) from Springfield Road to Rubislaw Park Road. By improving the structure and providing a hard wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park, Johnston Gardens, and the wider areas beyond.</p>	£77,358.40	5	14
18	Culter By-Pass Section - Craigiebuckler Drive to Countesswells Avenue. (Core Path 64)	<p>The purpose of the project is to regulate and compact the existing road-stone surface and resurface the existing access footpath section leading from Craigiebuckler Drive end through toward Countesswells Avenue bus stop, in tarmacadam, and upgrade the existing extended dust footpath section, improving the versatility of Core Path 64 and to formalise this section of the Culter By-Pass path. (Core Path 64)</p> <p>By improving the paths' structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure on tackling erosion through extreme weather events.</p>	£49,580	5	14

		This access footpath forms an important part of the transportation network within the local area and are popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Countesswells, Hazlehead, Rubislaw and the wider areas beyond.			
19	Cleaning and Maintenance of Aberdeen City Council wayfinding totems	Aberdeen City Council currently has a network of 69 pedestrian wayfinding totems located at various points throughout the city centre and at gateway points to the city. These are large, two sided, freestanding structures, with directions, mapping and details of facilities in the city centre displayed upon them. A budget was obtained from NESTRANS in 2022/23 to ensure that monies were made available for the maintenance, including ad hoc repairs, and the monthly cleaning of the totems by the Council's, with the cleaning organised by the Council's Environmental Manager. This was required to ensure that the totems can be maintained and continue to be easily read and used by people navigating the city on foot and by wheeling. However, further monies were unable to be obtained for the 2023/24 financial year. Without approval of this project, insufficient funds would be available for cleaning and to carry out any necessary and ad-hoc repairs which may result from accidental damage and vandalism.	£14,100	5	13
20	Pedestrian crossings drainage issues (ponding)	To locate all crossings where there are ponding issues and then implement a programme of design and remediation to remove this issue thus improving pedestrian infrastructure.	£100,000	5	11
21	Powis Terrace shops footway ponding/drainage at dropped kerb	Survey where ponding occurs, design a solution and follow on works to remedy ponding across the dropped kerb.	£10,000	5	11
22	Visirail - replacement of damaged units	To refurbish/replace Pedestrian Safety Barriers damaged at key areas where pedestrians may be more vulnerable to motor vehicle movements.	£45,000	5	6
23	Deeside Way Footpath Step Access Project	The aim of the project is to improve public access and safety on the Deeside Way by replacing the steps and improving footpath access. If left they will continue to deteriorate and will fall into a state of disrepair, which will increase maintenance costs to repair or could result in them being closed. These step accesses are important within the local area, providing a vital link in the transportation network as a commuter corridor to the city centre and the wider countryside areas by residents, visitors, and the	£45,501.12	5	11

		wider communities, while also providing leisure and recreation opportunities for health and wellbeing. Replacing the steps, building new foundations, and improving access points, will ensure wear and tear and adverse weather issues can be addressed. And by using modern materials and construction methods, the prolonged existence of the steps will be assured for the future.			
24	Hazlehead Park - Proposed Link Path (Core Path 56 – Core Path 61)	The purpose of the project is to create a much needed new link path within Hazlehead Park, in a permanent tarmac surface and edged in PCC edging, extending from the Parks eastmost entrance and running around the park perimeter toward and past the existing play area, improving greatly the versatility of Core Path 56 and providing an additional link toward Core Path 61. By introducing this new link path and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Park's Play Facility throughout the year as well as to the Core Path network and reduce long-term maintenance expenditure on tackling erosion and localised flooding to the lower park, through extreme weather events.	£83,272	5	11
25	Allan Park, Park Brae, Cults. Pond Circuit Footpath	The purpose of the project is to regulate the existing loose fill surface and resurface the existing footpath and extend the versatility of Core Path 64. By improving the path structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure. This footpath forms an important part of the transportation network within the local area and is popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Cults, Bieldside, the River Dee and the wider areas beyond.	£42,000	5	11
26	Allan Park, Park Brae, Cults. Access Roadway / Footpath	The purpose of the project is to regulate and compact the existing loose-fill stone and granite dust surface and resurface the existing access roadway /footpath in tarmac and extend the versatility of Core Path 64. By improving the path structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure and erosion through extreme weather events.	£49,280	5	11

Appendix 2 Proposed Programme of New BLE Schemes 2023/24

Total			£1,873,591.84		
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Exempt information as described in paragraph(s) 8 of Schedule 7A of the Local Government (Scotland) Act 1973.

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