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ABERDEEN
CITY COUNCIL

To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Bonsell, Crockett, Fairfull, Farquhar, Henrickson, Hutchison, Massey, McLellan and McRae.

Town House,
ABERDEEN, 23 October 2023

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in **Committee Room 2 - Town House on TUESDAY, 31 OCTOBER 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.   There are no items of exempt business

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

COMMITTEE PLANNER

NOTICES OF MOTION

7.1. School Streets - Notice of Motion by Councillor Blake

Notice of Motion by Cllr Kate Blake

That the Net Zero, Environment and Transport Committee:

1. Agrees the importance of active travel on health & mental wellbeing of school pupils and that this has a positive impact on readiness to learn;
2. Notes that in the October 2022 active travel survey all primary schools in the city offered Bikeability level 2, bike/scooter parking and encourage park & stride amongst the school community;
3. Notes that the Sustrans Hands Up Scotland report published in May 2023 shows that the number of primary school pupils in Aberdeen City Council walking to school has declined from 65.1% in 2008 to 53.6% in 2022. 22.2% of pupils are driven to school;
4. Agrees that Parent Councils across the city are regularly raising issues regarding pupil safety caused by inconsiderate parking and driving around drop off and pick up time;
5. Agrees that School Street initiatives have had a beneficial impact across the UK. City of Edinburgh Council have been running School Streets since 2015 and currently operate at 12 schools in the city. Glasgow City Council and Dundee City Council also have several schemes in operation;
6. Agrees that the report by Professor Adrian Davis of Edinburgh Napier University evidenced that active travel increased with street closures and that displaced traffic does not increase road safety issues in neighbouring streets;
7. Notes the pilot schemes in operation in Fraserburgh South Park School and Moray, where initial results regarding air quality and increased walking & cycling to school are positive;
8. Notes that funding for pilot School Street schemes is available to community groups including Parent Councils from Sustrans and Temporary School Streets Fund to fund a pilot for up to 12 weeks; and
9. Instructs the Chief Officer - Operations and Protective Services following consultation with the Chief Officer – Strategic Place Planning to report back to the next committee on the necessary steps to undertake a School Street scheme including the likely resource and network implications.

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

PERFORMANCE AND RISK

NET ZERO / ENVIRONMENT

TRANSPORT

Integrated Impact Assessments related to reports on this agenda can be viewed here

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

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 29 August 2023. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. <u>Present</u>:- Councillor Yuill, <u>Convener</u>; Councillor Radley, <u>Vice-Convener</u>; and Councillors Ali, Blake, Fairfull, Farquhar, Grant (as substitute for Councillor Crockett), Henrickson, Hutchison (to article 7), Lawrence (as substitute for Councillor Bonsell), Massey, McLellan (as substitute for Councillor Hutchison from article 8 onwards), McRae and van Sweeden.

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

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1.   In relation to items 10.2 (Draft Aberdeen Local Transport Strategy 2023-2030) and 10.4 (Aberdeen City Council Road Safety Plan 2023-2030), the Convener advised for reasons of transparency that he was a member of Cycling UK and the AA, however he did not consider that this amounted to an interest which would prevent him from participating in the item.

In relation to items 10.2 (Draft Aberdeen Local Transport Strategy 2023-2030) and 10.3 (North East Scotland Roads Hierarchy), Councillor Grant advised that he was an employee of Aberdeen Inspired but did not consider that this amounted to an interest which would prevent him from participating in the item.

MINUTE OF PREVIOUS MEETING OF 20 JUNE 2023

2.   The Committee had before it the minute of its previous meeting of 20 June 2023 for approval.

The Committee resolved:-
to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

3.   The Committee had before it the planner of committee business as prepared by the Interim Chief Officer – Governance (Legal).

The Committee resolved:-
(i)   to note the reasons for the delay outlined in the planner for items 6 (Building Performance – Energy Efficiency), 7 (Ellon Park & Ride Transport Corridor Study), 10 (Pay & Display – Notice of Motion by Councillor Malik), 11 (Single Use Vapes – Notice of Motion by Councillor van Sweeden), 12 (Traffic Management

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Measures for TECA site) and 13 (A92 Haudagain Improvement – Detrunking Settlement);
(ii)   to note that item 52 (Fly Tipping, Littering and Dog Fouling) had transferred to the Communities, Housing and Public Protection Committee and that the Clerk would circulate a copy of the report to Members outwith the meeting for information; and
(iii)   to otherwise note the planner.

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - COM/23/227

4.   The Committee had before it a report by the Director of Commissioning which presented the status of appropriate key performance measures relating to the services falling within its remit, to the end of Quarter 1 (2023/2024).

Members asked a number of questions in relation to the sickness absence statistics and the Energy from Waste facility.

The report recommended:-
that the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

The Committee resolved:-
to note the report.

ANNUAL REPORT ON THE PERFORMANCE OF ABERDEEN CITY COUNCIL FROM THE SCOTTISH ROADWORKS COMMISSIONER - RES/23/226

5.   The Committee had before it a report by the Director of Resources which provided an update on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination teams following the publication of the annual performance report by the Scottish Roadworks Commissioner.

The report recommended:-
that the Committee note the contents of the Roads Commissioner's report, dated 26 May 2023 (set out at Appendix 1 to the report) for assurance.

The Committee resolved:-
to note the report.

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VARIOUS SMALL-SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (STAGE 3 - PUBLIC ADVERT) - RES/23/240

6.   The Committee had before it a report by the Director of Resources which set out objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).

The report recommended:-
that the Committee –
(a)   acknowledge the objections received as a result of the public advertisement of proposed Traffic Regulation Orders;
(b)   in relation to "THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202[X]" overrule the objection received and approve this order be made as originally advertised;
(c)   in relation to "THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]" overrule the objection received and approve this order be made as originally advertised; and
(d)   in relation to "THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202X" overrule the objection received and approve this order be made as originally advertised.

The Committee resolved:-
(i)   in relation to "THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]" to note there were no proposals or plans to introduce a controlled parking zone in the Deeside Gardens area, overrule the objection received, and approve this order be made subject to the modifications indicated on the plan appended to the motion submitted by the Convener; and
(ii)   to otherwise approve the recommendations.

DRAFT ABERDEEN LOCAL TRANSPORT STRATEGY (2023-2030) - COM/23/235

7.   The Committee had before it a report by the Director of Commissioning which presented the draft Aberdeen Local Transport Strategy (2023-2030) (LTS) and its appendices and supporting documents and sought approval to undertake a process of public and stakeholder consultation on these documents.

Members asked a number of questions in relation to the report and its appendices.

The report recommended:-
that the Committee –
(a)   approve the draft Aberdeen Local Transport Strategy (2023-2030), including its appendices and supporting documents, and instruct the Chief Officer - Strategic Place Planning to publish them, subject to any minor drafting changes, for an eight week period of public consultation (Appendices 1-8); and

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(b)   following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024.

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

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

That the Committee agrees the recommendations at (a) and (b), subject to (c) and (d):-

(c)   to recommend the preferred option for the LTS as a "Do Minimum" option with additional focus on providing increased road maintenance and increasing EV chargers, noting that this additional focus would be considered as the LTS progressed, with the appropriate budget being identified at a later stage, ensuring that wording in the LTS was updated to reflect this.

        Noting that:

        1.   The Option Appraisal report (per Appendix B) was a subjective analysis only. Thus the conclusion was very much open to different interpretation.
        2.   The Council Medium Term Financial Strategy outlined a significant potential funding gap between the grant from the Scottish Government and the spending of our Council, indicating that the "Do maximum" transport option would be highly likely to require additional external funding to the Council; and

(d)   to recommend that the consultation, in addition to the publishing of the LTS, must include clear survey questions. These questions should allow the public to choose between clear options of more segregated cycle lanes, more bus lanes, more of both or minimal change with a focus on increased maintenance to provide improved kerb-to-kerb surfaces.

On a division, there voted:- for the motion (11) – the Convener; the Vice Convener; and Councillors Ali, Blake, Fairfull, Grant, Henrickson, Hutchison, Lawrence, McRae and van Sweeden; for the amendment (2) – Councillors Farquhar and Massey.

The Committee resolved:-
(i)   to note that officers would circulate information to Members outwith the meeting in relation to the latest statistics as to the uptake of the cycle hire scheme;
(ii)   to note that officers would ascertain if there was a cycle counter on South College Street and advise Members;
(iii)   to request that officers provide information to Members outwith the meeting in relation to (a) whether certain bus routes in Aberdeen had recovered more quickly than others in terms of passenger numbers; and (b) whether long-distance bus travel had seen a rise in passenger numbers since the pandemic; and

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(iv)   to adopt the motion.

NORTH EAST SCOTLAND ROADS HIERARCHY - RES/23/165

8.   The Committee had before it a report by the Director of Commissioning which provided information on the outcomes of a recent road reclassification exercise, undertaken in accordance with the revised Roads Hierarchy for the North East of Scotland, and how this might support greater public and stakeholder understanding of the Council's strategic and long-term vision for transport in the city.

The report recommended:-
that the Committee –
(a)   note the final revised Roads Hierarchy and the road reclassifications undertaken; and
(b)   instruct the Chief Officer – Strategic Place Planning to promote the revised Roads Hierarchy, noting that raising awareness would inform the context behind many current and forthcoming transport projects, supporting greater public and stakeholder appreciation of the aims and objectives of these projects.

The Committee resolved:-
to approve the recommendations.

ABERDEEN CITY COUNCIL ROAD SAFETY PLAN 2023 TO 2030 - RES/23/239

9.   The Committee had before it a report by the Director of Resources which set out the new Aberdeen City Council Road Safety Plan 2023 to 2030 which reported on the achievements in meeting the 2020 targets and progress towards the new 2030 targets.

The report recommended:-
that the Committee –
(a)   note the new Aberdeen City updated road casualty figures to 2022; and
(b)   approve the new Aberdeen City Council Road Safety Plan 2023 – 2030 to further reduce these figures towards the targets set within Scotland's Road Safety Framework to 2030.

The Committee resolved:-
(i)   to request that officers investigate whether there was any explanation as to why the target for the reduction on killed child casualties had been reached, but the target was yet to be reached on seriously injured child casualties and advise Members accordingly; and
(ii)   to approve the recommendations.

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ROADS WINTER SERVICE PLAN 2023-2024 - RES/23/230

10. The Committee had before it a report by the Director of Resources which presented the Roads Winter Service Plan for the coming winter for approval, highlighting any significant changes.

The report recommended:-
that the Committee –
(a)	approve the "Roads Winter Service Plan 2023/2024" (Appendix 1); and
(b)	delegate authority to the Chief Officer - Operations and Protective Services, following consultation with the Chief Officer – Finance, to continue to deliver the Winter Maintenance Service.

The Committee resolved:-
(i)	to request that officers bring forward the opening date for applications for community salt bags from 1 October to 18 September, and to note that officers would discuss promotion of this with External Communications colleagues;
(ii)	to note that officers would be providing a Member briefing session on winter maintenance and emergency planning / resilience and would also invite Members to visit the Tullos Depot;
(iii)	to note that officers would liaise with the External Communications team around the communication to areas where there was less use of the yellow bins to encourage uptake;
(iv)	to request that officers circulate a map to Members of the location of large community bins and locations for salt bag delivery if this was available;
(v)	to note that officers would liaise with Councillor Massey outwith the meeting in relation to his query about the map for Silver Route 10; and
(vi)	to approve the recommendations.
-	**COUNCILLOR IAN YUILL, Convener**

	A	B	C	D	E	F	G	H	I	J
1		**NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER** The Business Planner details the reports which have been instructed as well as reports which the Functions expect to be submitting for the calendar year.								
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
3		**31 October 2023**								
4	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A	D	Due to the timing of the reporting deadlines for the October meeting, there will not be sufficient data available for this cycle. The reporting will recommence next meeting
5	Triennial Biodiversity Duty Report	To present the statutory report ahead of submission by 31 December 2023		Lina-Elvira Back	Strategic Place Planning	Commissioning	4	Natural Environment		
6	Aberdeen City Council Travel Plan	To present the plan		Anthony Burns	Strategic Place Planning	Commissioning	8	Mobility		
7	Pay and Display Policy - Notice of Motion by Cllr Malik	Net Zero, Environment & Transport - 09/05/23 - to agree the Notice of Motion and 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 pay and display policy with options and estimated cost implications.		Vycki Ritson	Operations and Protective Services	Resources	8	N/A		
8	Traffic Management Measures for TECA site	To advise of the functionality and success of the measures installed within and around the TECA site, this being based on a review from the events held to date. Service updates were issued in November 2020 and May 2021 to outline the delay. The instruction from committee was to report back after 1 year of facility opening. Due to the COVID and slow return to those traveling by bus and other public transport, required surveys have not been able to be concluded. Work currently ongoing with staff at TECA to monitor parking and travelling behaviours during the 2022 summer/autumn events. These additional surveys will be required between now and December 22, during which some larger events will take place. Report unlikely to return to committee until May 2023.Temporary Traffic Regulation Orders will be extended to maintain current restrictions, and additional restrictions will be introduced for any event that may require them in the interim.		Samuel Allan	Operations and Protective Services	Resources	8	Mobility		
9	Single Use Vapes - Notice of Motion by Cllr van Sweeden	Net Zero, Environment & Transport - 09/05/23 - to Instruct 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		Sandy Gustar	Strategic Place Planning	Commissioning	6 and General Delegation 8.7	Natural Environment		

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10	South College Street Phase 2 – Options Appraisal	This report advises Members of the outcomes of the Scottish Transport Appraisal Guidance (STAG) based appraisal of options for improvements at the Queen Elizabeth Bridge / North Esplanade West junction. A discussion on the findings from the option appraisal study shall be provided along with recommendations on the next steps for progressing a preferred option.		Ken Neil	Strategic Place Planning	Commissioning	7 and 8	Mobility	D	Additional design work required on the development of options at a constrained location along with some further work on potential active travel measures and routing. It is anticipated that this will be reported to Committee in January 2024
11	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	Commissioning	General Delegation 8.5	N/A		
12	Low Emission Zone Penalty Charge Notice Net Surplus Income Policy	To gain approval for a policy for the use of any net surplus income arising from enforcement of the Low Emission Zone.		Will Hekelaar	Strategic Place Planning	Commissioning	7 and 8	Mobility		
13	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 October	Tony Maric	Strategic Place Planning	Commissioning	8	Mobility	R	Work to date has been funded via Transport Scotland's Bus Partnership Fund. In September 2023, officers were advised by Transport Scotland that further funding to deliver the OBC would not be made available, given the limited scope of bus priority measures identified. Furthermore, officers believe there is merit in pausing work at this stage pending the outcomes of the wider Active Travel Review which is due for completion in summer 2024. Once the Active Travel Network Review is complete, officers will review the A92 study in the context of wider priorities and resources
14	ARI Parking (following Notice of Motion by Councillor Bonsell)	Council 14/06/23 - (a) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the impact that changes in land use on the ARI site had had on the car parking capacity available for staff and visitors and the wider community; (b)to instruct the Chief Officer - Operations and Protective Services to investigate and report on the public transport opportunities to and from the ARI site; and (c) to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on the implications of parking capacity in the area; the impact this was having on parking in the surrounding streets; and consider solutions, in consultation with NHS Grampian.		Vycki Ritson	Operations and Protective Services	Resources	8	N/A		

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15	Bridge of Dee / South College Street Works (following Notice of Motion from Cllr Thomson)	Council 14/06/23 - to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on lessons learned from delivering these projects.		John Wilson / Mark Reilly	Capital / Operations and Protective Services	Resources	8	Mobility	D	Planned South College Street project monitoring and elevation hss commenced and will report 27/03/24 - this report will now include lessons learned on both projects
16	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)		Neale Burrows	Operations and Protective Services	Resources	8	N/A	R	This is a standing item and there is no requirement for a report this cycle
17	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		
18	North East Scotland Active Travel Network Review	To update Members on progress of the North East Scotland Active Travel Network Review, a strategic active travel project currently being co-ordinated by Nestrans.		Donald Kinnear	Strategic Place Planning	Commissioning	8	Mobility		
19				**16 January 2024**						
20	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update		Vycki Ritson	Operations and Protective Services	Resources	8	Mobility		
21	Air Quality Update	To present the air quality progress report		Nick Glover	Operations and Protective Services	Resources	1	Natural Environment		
22	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
23	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee		Neale Burrows	Operations and Protective Services	Resources	7	Mobility		

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24					27 March 2024						
25	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 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	Corporate Landlord working with Capital Design Team to incorporate the voluntary Net Zero Public Buildings Standards into new builds and reviewing the existing Building Performance criteria to identify areas where the new standard can be introduced and areas where the Council will need to invest further to meet the requirements of the standard. Work underway to collate data required to undertake a full review of the Council's housing stock to determine EESH2 compliance and the pathway to net zero for these existing housing.	Stephen Booth / Mai Muhammad	Corporate Landlord	Resources	1	Building, Heat & Infrastructure		A service update was circulated to Members on 10 August outlining the work undertaken to date. The update advised that a report would be available for Committee in early 2024/ Spring 2024
26	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
27	Net Zero Aberdeen Routemap & Aberdeen Adapts	Council 28/02/22 - to instruct the Chief Officer - Strategic Place Planning to report back to the City Growth and Resources Committee on an annual basis on progress towards the objectives of both Net Zero Aberdeen Routemap and Aberdeen Adapts and to revise them at least every five years, and sooner as may be necessary		David Dunne	Strategic Place Planning	Commissioning	1	All		
28	Cluster Risk Register Reporting - Fleet / Roads / Waste / Environmental Services and Facilities Management	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly	Operations and Protective Services	Resources	9	N/A		
29	Options to improve recycling rates and domestic green waste composting levels	Council Budget - 01/03/23 - recognising the developing policy and legal framework affecting domestic and commercial waste collection and disposal and the Council's commitments to both increase recycling rates and abolish the Garden Waste Permit charge, to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on opportunities and options to improve recycling rates and domestic green waste composting levels in Aberdeen before the end of the financial year 2023/24.		Mark Reilly	Operations and Protective Services	Resources	1	Circular Economy		

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30	Local Transport Strategy 2023-2030	Net Zero, Environment & Transport 29/08/23 - following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024		Alan Simpson	Strategic Place Planning	Commissioning	8	Mobility		
31				**11 June 2024**						
32	Place Based Strategy Framework	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer - 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		David Dunne	Strategic Place Planning	Commissioning	TBC	TBC		
33	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
34	Net Zero Aberdeen Partnership Leadership Board / Delivery Unit Structure	Net Zero, Environment & Transport 17/11/22 - to note that officers were currently looking at the Net Zero Aberdeen Partnership Leadership Board and Delivery Unit structure and delivery around this, and would be bringing a report back to a future meeting with any recommendations around the structure		David Dunne	Strategic Place Planning	Commissioning	TBC	TBC		
35	Trees and Woodland	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer – Operations and Protective Services to report annually to the Net Zero, Environment & Transport Committee on progress to the objectives of the Tree & Woodland Strategic Implementation Plan		Steven Shaw	Operations and Protective Services	Resources	TBC	TBC		
36	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 2024/25.		Paul Davies	Operations and Protective Services	Resources	7	N/A		
37	Macaulay Drive Aberdeen	Operational Delivery Committee 16/09/21 - to instruct the Chief Officer – Operations and Protective Services to consult with local members and the community council after 12 months of the operation of the Macaulay Drive redetermination; and, if issues are raised through the consultation process from a pedestrian safety perspective, that a report be brought back to this committee by that Chief Officer, identifying whether any further measures may be needed.	The new path will be implemented in Spring 2023, therefore any report, if required will not go back to committee until summer 2024 at the earliest.	Neale Burrows	Operations and Protective Services	Resources	8	N/A		

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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**
38	Wellington Road Multimodal Corridor	At the Council Budget meeting of 7 March 2022, the Council noted the commitment given by both Governments in relation to transport; and agreed that as both Governments agreed to work with the local authority to explore how the Strategic Investment will be prioritised, to instruct the Chief Executive to explore financial assistance from the Scottish Government to deliver the Wellington Road Multimodal Corridor and to report back on the outcome of the discussion in August 2022. Transferred from Council business planner April 2023	Work underway as part of the link road to the harbour project, to look at connections at Souterhead & Hareness Road. Outcome of this will clarify next steps on Wellington Road. A report on the Local Rail Development Fund project was reported to NESTRANS in April, to progress work on the Bus Partnership Fund for the corridor to include the Wellington & Stonehaven roads. Anticipated that significant progress can be made on STAG study in 2023 with appraisals reported in winter 2023. Detailed options appraisal will follow to be reported summer 2024 subject to gateway reviews by Transport Scotland.	David Dunne	Strategic Place Planning	Commissioning	21	Mobility		
39	A947 Multi-Modal Transport Corridor Study	City Growth & Resources Committee 21/09/22 - subject to recommendation 2.2, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal and Outline Business Case and next steps to the Net Zero, Environment and Transport Committee when complete	Likely to be reported to June 2024 Committee	David Dunne	Strategic Place Planning	Commissioning	8	Mobility		
40				**3 September 2024**						
41	A93 Banchory to Aberdeen Multi-Modal Corridor Study	Net Zero, Environment & Transport 07/03/23 - subject to funding being obtained, to 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	Currently looking to report outcomes September 2024.	Jane Obi	Strategic Place Planning	Commissioning	TBC	Mobility		
42	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
43	Property Level Protection Grant Scheme	Net Zero, Environment & Transport 07/03/23 - to 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		Claire Royce	Strategic Place Planning	Commissioning	TBC	Building, Heat & Infrastructure		
44	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations and Protective Services	Resources	8	Mobility		

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45	Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner.	To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination sections following the publication of the annual performance report by the Scottish Roadworks Commissioner		Kevin Abercrombie	Operations and Protective Services	Resources	7	N/A		
46				**12 November 2024**						
47	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured	SEPA Offer and MoU are signed. NHS has a place on the Steering Group - as neighbouring landowner and to embed health / wellbeing in the project. Funding for Concept Design mostly in place and Tender being drafted. Private sector Investment Brochure complete. Solicitation for funding will start. As commercially sensitive, details will require to remain confidential until agreed. Intention to Report back to Committee after Concept Design stage and funding in place to seek approval for Detailed Design.	Sue Cumming	Strategic Place Planning	Commissioning	TBC			
48	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
49	Infrastructure Improvements to support increased numbers of Electric Vehicles within the council fleet	City Growth & Resources Committee 11/05/21 - to instruct Chief Officer - Corporate Landlord in consultation with Chief Officer - Operations and Protective Services and Chief Officer - Strategic Place Planning to report to a future meeting of this committee with a programme of infrastructure improvements to support increased numbers of electric vehicles within the council fleet		Stephen Booth / Mark Reilly / David Dunne	Corporate Landlord / Operations & Protective Services / Strategic Place Planning	Resources / Commissioning	1	Mobility		
50	Aberdeen Cross City Connections - Active Travel Scheme Development	Net Zero, Environment & Transport 07/03/23 - to report back to this Committee upon completion of the outline business case, and to provide an annual update on progress of detailed design and delivery thereafter.	Funding was not secured in 23/24 to progress the outline business case. Officers will continue to seek funding in 24/25.	Ken Neil	Strategic Place Planning	Commissioning	TBC	Mobility		

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51							**2025**			
52	Transport Delivery Programme	City Growth & Resources Committee 05/12/19 - to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the Sustainable Urban Mobility Plan (SUMP) and the City Centre Masterplan, as well as projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.	Senior Project Officer is on maternity leave until summer 2024 so unlikely to progress in 2024.	Nicola Laird	Strategic Place Planning	Commissioning	7	Mobility		
53	Road Safety Plan 2023-2027	To be presented every second year - noted at November 2022 Net Zero, Environment & Transport Committee that the report would be presented to January 2023 meeting instead of August 2023, with reporting moving to January annually thereafter - delayed to August 2023 due to issues with accessing the data		Vycki Ritson / Naomi McRuvie	Operations and Protective Services	Resources	8	Mobility		
54				**DATE FOR REPORTING BACK TO BE CONFIRMED**						
55	Aberdeen Hydrogen Integration - Governance	City Growth & Resources Committee 03/2/22 - to instruct the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee		Barry Davidson / Andrew Collins	Commercial and Procurement	Commissioning	1	Energy Supply		
56	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		
57	Locality Based Approach to Deliver Net Zero	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023	Due to the restructure of the Climate and Environment team and delays in guidance on 20minute neighbourhoods and Local Place Plans associated with the National Planning Framework 4, this work has been delayed and will be reported to a future committee.	David Dunne	Strategic Place Planning	Commissioning				

	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
		A	B	C	D	E	F	G	H	I	J
58	A96 Multi-Modal Study	City Growth & Resources Committee on 21/6/22 agreed to instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business Case and next steps by December 2023. Transferred 07/12/22 from Finance and Resources Committee	Date for reporting back TBC	Ken Neil	Strategic Place Planning	Commissioning	TBC	Mobility	D	Completion of the OBC is dependent on the resolution of a number of issues, particularly more certainty around the preferred routeing of Aberdeen Rapid Transit (ART) and agreement with Transport Scotland on the optimum appropach to modelling and economic analysis throughout the wider Bus Partnership Fund Programme. Officers are working with Transport Scotland and other partners on resolving these issues to allow progresssion of the OBC as soon as possible.
59	A92 Haudagain Improvement – Detrunking Settlement	To present the details of the final settlement for the remaining sections of Trunk Road on Anderson Drive / Great Northern Road and Auchmill Road. Contractor working on the Haudagain Improvement for Transport Scotland failed to complete the scheme before 31/3/2022. Although the scheme opened 16/5/22, this means that the earliest the old Trunk Road will be detrunked is 31/3/2023. Officers expect that this report will not come back to committee until May 2023 at the earliest	Information is still awaited from Transport Scotland	Neale Burrows	Operations and Protective Services	Resources	8	Mobility		
60	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.	Date for reporting back TBC	David Dunne	Strategic Place Planning	Commissioning	8	Mobility	D	Completion of the OBC is dependent on the resolution of a number of issues, particularly more certainty around the preferred routeing of Aberdeen Rapid Transit (ART) and agreement with Transport Scotland on the optimum appropach to modelling and economic analysis throughout the wider Bus Partnership Fund Programme. Officers are working with Transport Scotland and other partners on resolving these issues to allow progresssion of the OBC as soon as possible.

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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**
61	South College Street/Queen Elizabeth Bridge Junction	Communities Housing & Infrastructure Committee - 8/11/17 - To instruct the interim Director of Communities, Housing and Infrastructure to report back to this Committee on a preferred option for South College Street/Queen Elizabeth Bridge junction. This report is awaiting opening of Phase 1 of the South College Street Project currently programmed for Summer 2022, updated traffic counts and modelling thereafter. Estimated Committee date 2023.		David Dunne	Strategic Place Planning	Commissioning	8	Mobility		
62										
63	**SERVICE UPDATES**									
64	Bus Partnership Fund Grants	CG&R 03/02/22 - to instruct the Chief Officer - Strategic Place Planning, given the long term nature of the project, to bring back update reports on a quarterly basis - agreed at NZET 10/01/23 that these be provided as service updates	Service Update being prepared to coincide with Oct 2023 NZET		Strategic Place Planning					
65	Bus Patronage	NZET 09/05/23 - to note that officers would provide a service update in relation to any available data on bus patronage which could be shared (following from the Aberdeen Rapid Transit Options Appraisal report being considered)			Strategic Place Planning					

DRAFT MINUTE EXTRACT

LICENSING COMMITTEE

6 SEPTEMBER 2023

LOW EMISSION ZONE – TIME-LIMITED EXEMPTION FOR TAXIS AND PRIVATE HIRE CARS – COM/23/188

The Committee had before it a report by the Director of Commissioning which provided information in relation to the additional time-limited exemption from the Low Emission Zone (LEZ) granted to drivers of taxis and private hire cars (PHCs).

The report recommended:-
that the Committee –
(a)   note the time-limited exemption from the LEZ granted to taxis and PHCs;
(b)   instruct the Interim Chief Officer – Governance (Legal) to communicate this decision to taxi and PHC operators; and
(c)   instruct the Chief Officer – Strategic Place Planning to report back to the Licensing Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators.

The Committee resolved:-
(i)   to approve the recommendations contained within the report;
(ii)   to instruct the Chief Officer – Strategic Place Planning to circulate a Service Update to all members of Council in relation to the report; and
(iii)   to refer the report to the Net Zero, Environment and Transport Committee for their information.

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ABERDEEN CITY COUNCIL

COMMITTEE	Licensing
DATE	6th September 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Low Emission Zone – Time-Limited Exemption for Taxis and Private Hire Cars
REPORT NUMBER	COM/23/188
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	17.3

1.   PURPOSE OF REPORT

1.1   To advise Members of the additional time-limited exemption from the Low Emission Zone (LEZ) granted to drivers of taxis and private hire cars (PHCs).

2.   RECOMMENDATION(S)

That Committee:

2.1   Note the time-limited exemption from the LEZ granted to taxis and PHCs;

2.2   Instruct the Interim Chief Officer – Governance (Legal) to communicate this decision to taxi and PHC operators;

2.3   Instruct the Chief Officer – Strategic Place Planning to report back to the Licensing Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators.

3.   CURRENT SITUATION

3.1   Aberdeen City Council (ACC) declared a LEZ in the City Centre on 30th May 2022. Members agreed a two-year grace period for all vehicles (during which no enforcement would take place), meaning enforcement commences on 1st June 2024.

3.2   Legislation governing LEZs was established in the Transport (Scotland) Act 2019. The Act does not allow local authorities to issue permanent exemptions from LEZs (aside from those determined nationally) but they can grant local 'time limited' exemptions for certain vehicles and vehicle types by reference to the vehicle's use. Such exemptions can last for a maximum of one year and can be accompanied by any conditions or restrictions that the local authority deems appropriate. Although exemptions can be renewed, an exemption

should not be a means by which vehicle or fleet owners avoid LEZ obligations indefinitely. The process agreed with Transport Scotland for the consideration of exemptions was that applications would be reviewed by the local LEZ Delivery Group (made up of representatives of ACC, Aberdeenshire Council, Nestrans and NHS Grampian) and a recommendation made to the Chief Officer – Strategic Place Planning who would have ultimate delegated responsibility for approving or rejecting applications.

3.3   Officers have engaged with taxi and PHC operators throughout the LEZ development and formalisation process. As well as formal consultation periods and the statutory objection period, this has included Officers attending meetings of the Taxi and PHC Consultation Group, and participating in a webinar aimed at the trade to discuss Aberdeen's proposals and raise awareness of support funding available. During this time, no feedback was received that suggested taxi and PHC drivers would struggle to comply with the LEZ. Annual funding has been made available from Transport Scotland to support individuals and businesses with the cost of LEZ compliance. 2023/24 funding has recently become available and includes grants specifically for taxis covering up to 70% of the costs of retrofit (up to £6,000 per wheelchair accessible taxi installing retrofit exhaust after-treatment systems, and up to £12,000 per wheelchair accessible taxi installing re-powering technology). Disposal grants for non-compliant vehicles are also available.

3.4   Following a drop in trade during the COVID-19 pandemic, many drivers left the business, resulting in a shortage of taxis in Aberdeen. Restricting taxi numbers in the city centre further via the LEZ may exacerbate this shortage, with potential negative impacts on the city centre economy (particularly the night-time economy) and the ability of those enjoying the night time economy to travel home safely. Feedback from some drivers is that they cannot afford to upgrade their vehicles in time to comply with the LEZ, with the COVID impacts compounded by the current cost of living crisis. A time-limited exemption will support recovery of the industry and enable more time for LEZ compliance. At present, approximately 189 taxis (32% of the local fleet) and 19 PHCs (8%) do not meet LEZ standards.

3.5   In approving the exemption, the Chief Officer – Strategic Place Planning, in consultation with the Convenor of the Licensing Committee, has made it clear that, given the time and funding support that has already been available to enable compliance with the LEZ, the exemption will only apply for one year and drivers are expected to use this additional time to ensure vehicles are fully compliant by 1st June 2025.

3.6   The proposed approach is similar to that pursued by Glasgow City Council, who commenced LEZ enforcement on 1st June 2023, but who have opened applications for additional time-limited exemptions to taxi operators under strict conditions. A time-limited exemption for non-compliant taxis was agreed by Glasgow City Council's City Administration Committee last year, and allows extra time for compliance for operators who do not yet meet the zone's requirements. Taxi operators with vehicles that won't comply with Glasgow's LEZ are able to apply for the temporary exemption and show they either do not have access to a funded retrofit solution or that they have applied for or

submitted an expression of interest in securing retrofit funding, but are waiting for the necessary upgrades to be undertaken. Granting temporary exemptions to give more time to achieve compliance is considered by Glasgow City Council a practical way to support the taxi sector, recognising that for some taxis retrofit is not an option or there can be delays to retrofit work being undertaken.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications to the Council arising from this report. Taxi and PHC operators deal directly with Transport Scotland for the vehicle retrofit and conversion grant scheme. The initial financial modelling for the scheme assumed all taxis and PHCs entering the LEZ on a regular basis would be compliant, so granting the exemption will not change either the LEZ operating costs or the anticipated level of Penalty Charge Notices.

5. LEGAL IMPLICATIONS

5.1 The ability to issue time-limited LEZ exemptions was granted to local authorities in the Transport (Scotland) Act 2019 with further detail provided in Transport Scotland's Low Emission Zone Guidance. ACC's approach complies with this legislation and guidance.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The air quality benefits of the LEZ will reduce in proportion to the volume of exemptions granted. However, SEPA (the Scottish Environment Protection Agency), who undertake emissions modelling and analysis of the LEZ, have advised that the impacts of this particular exemption will be minimal.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/contr ol actions	*Does Target Risk Level Match Appetit e Set?
Strategic Risk	There are risks inherent in exempting vehicles from the LEZ in terms of undermining the air quality benefits.	Ensure that taxi and PHC drivers are aware that the exemption only lasts for a	M	Yes

		maximum of one year and is unlikely to be renewed.		
Compliance	No risks identified.	N/A	N/A	N/A
Operational	No risks identified.	N/A	N/A	N/A
Financial	No risks identified.	N/A	N/A	N/A
Reputational	There are reputational risks associated with the granting of LEZ exemptions should the Council be seen as undermining the LEZ and our duties to improve city centre air quality in the quickest time possible. At the same time, there are risks around the LEZ being seen as too stringent and a barrier to safe travel, especially for vulnerable people. Such an exemption risks raising expectations that further exemptions will be granted, potentially encouraging more applications. There are risks of deteriorating relationships with other transport providers who have not been granted additional time to comply with the LEZ.	Ensure that taxi and PHC drivers are aware that the exemption only lasts for a maximum of one year and is unlikely to be renewed. Continue to review applications for LEZ exemptions on a fair and consistent basis.	M	Yes
Environment / Climate	Any exemption compromises the objectives of the LEZ to improve city centre air quality in the quickest time possible.	Ensure that taxi and PHC drivers are aware that the exemption only lasts for a maximum of one	M	Yes

		year and is unlikely to be renewed.		

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of many of the safety aspirations articulated in the policy statement, for example: *Aberdeen City is a welcoming, peaceful and safe place to live, work and visit.*
Regional and City Strategies	The proposals within this report will have mixed impacts on the Regional and Local Transport Strategies in that they support safety aims and objectives, but potentially conflict with objectives around reducing emissions and improving air quality.

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   None

11. APPENDICES

11.1   None

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Senior Engineer (Transport Strategy and Programmes)
Email Address	WHekelaar@aberdeencity.gov.uk
Tel	01224 069599

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Committee Annual Effectiveness Report
REPORT NUMBER	COM/23/302
DIRECTOR	Gale Beattie
CHIEF OFFICER	Vikki Cuthbert
REPORT AUTHOR	Steph Dunsmuir
TERMS OF REFERENCE	GD 8.5

1. **PURPOSE OF REPORT**

1.1 The purpose of this report is to present the annual report of the Net Zero, Environment and Transport Committee to enable Members to provide comment on the data contained within.

2. **RECOMMENDATIONS**

That Committee:-

2.1 provide comments and observations on the data contained within the annual report; and

2.2 note the annual report of the Net Zero, Environment and Transport Committee.

3. **CURRENT SITUATION**

Annual Reports on Committee Terms of Reference

3.1 The annual committee effectiveness reports were introduced in 2018/19 following a recommendation from the Chartered Institute of Public Finance and Accountancy (CIPFA) as part of the Council's work towards securing that organisation's accreditation in governance excellence. The Terms of Reference set out that each Committee will review its own effectiveness against its Terms of Reference through the mechanism of the annual report.

3.2 The annual effectiveness reports were mentioned by CIPFA in their report which awarded the Mark of Excellence in Governance accreditation to Aberdeen City Council. CIPFA highlighted the implementation of the annual effectiveness reports as a matter of good practice in governance and were encouraged that, during consideration of the reports at Committee and Council, Members had made suggestions for improvements to the reports in future years.

3.3 Data from the annual effectiveness reports is used to inform the review of the Scheme of Governance, ensuring that Committee Terms of Reference are

correctly aligned, and identifying any areas of the Terms of Reference which had not been used throughout the year in order that they can be reviewed and revised if necessary. The information from the effectiveness reports has also been used in the past to feed into the Annual Governance Statement.

3.4 The reports provide a mechanism for each committee to annually review its effectiveness, including data on attendance, any late reports, referrals to Council and the number of times officer recommendations were amended, and to ensure that it is following its Terms of Reference.

3.5 Similarly, recording the sections or stretch outcomes of the Local Outcome Improvement Plan (LOIP) which apply to each report allows Members to be aware of the direct impact of any proposals before them on the LOIP, and gives a general overview at the end of each year of the number of reports which have had an impact on the LOIP stretch outcomes.

3.6 The annual effectiveness reports for committees retained from the previous structure were delayed to allow the newly established Committees to have a full year of data to report. This is the first year of operation for the Net Zero, Environment and Transport Committee.

3.7 Any comments from Members on areas of data that should be considered would be welcomed to ensure that Members are presented with meaningful data.

3.8 The annual report for 2022/2023 is therefore appended for the Committee's consideration. Following consideration by the Committee, the report will be submitted to Full Council in December for noting.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. MANAGEMENT OF RISK

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

8. OUTCOMES

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

9. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	It is confirmed by Interim Chief Officer – Governance (Assurance), Vikki Cuthbert, that no impact assessment is required.
Data Protection Impact Assessment	Not required

10. BACKGROUND PAPERS

None.

11.   APPENDICES

11.1   Net Zero, Environment and Transport Committee Annual Effectiveness Report 14 October 2022 to 14 October 2023

12.   REPORT AUTHOR CONTACT DETAILS

Steph Dunsmuir
Committee Services Officer
sdunsmuir@aberdeencity.gov.uk

Net Zero, Environment & Transport Committee
Annual Effectiveness Report 2022/2023

ABERDEEN
CITY COUNCIL

Contents

1. Introduction from Convener

1.1   I am pleased to present the first annual effectiveness report for the Net Zero, Environment and Transport Committee (NZET). The annual effectiveness reports have been in place since 2017, following a recommendation made by CIPFA in their review of the Council's governance arrangements, namely that Committees review the extent to which they had operated within their Terms of Reference, through an annual report. The annual effectiveness report represents good practice in governance and also informs the annual review of the Council's Scheme of Governance, enabling officers to identify if any changes are required, for example, to the Committee Terms of Reference. The presentation of the annual reports was temporarily paused due to the disruption to committee meetings as a result of the pandemic, and then to allow time for the new committee structure to bed in following the local government elections in May 2022.

1.2   The Council is committed to meeting the challenges facing our local and global environments and playing our part in building a greener and sustainable city. That is why it is so important that we now have a Net Zero, Environment and Transport Committee.   The Council has a key role to play in the city's journey to a just energy transition; net zero climate emissions; and climate, nature and community resilience.

1.3   As a new Committee, there were no changes made to the NZET Terms of Reference as part of the 2023 Scheme of Governance Review, however we will continue to monitor them over the next year to ensure they remain fit for purpose.

1.4   I would like to thank the Committee Vice Convener Councillor Miranda Radley, Members, and officers for their contributions during the first year of the Committee. I look forward to continuing to work with them all next year.

Councillor Ian Yuill
Convener – Net Zero, Environment and Transport Committee

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2. The Role of the Committee

PURPOSE OF COMMITTEE

To monitor the delivery of all services and functions relating to net zero, the environment and transport; to scrutinise performance and approve options within set budgets to ensure best value and delivery of the Council's agreed outcomes; and to ensure that the Council has robust arrangements for the delivery of the Council's environmental targets and the meeting of its related statutory obligations.

REMIT OF COMMITTEE

The Committee will:

1. Monitor the Council's compliance with its environmental targets, including its carbon budget, and statutory obligations, and any charters or memorandums of understanding which it enters, in relation to matters such as net zero, climate change, environmental sustainability, food growing and biodiversity.

2. Approve the annual Climate Change Report for submission to the Scottish Government.

3. Approve the Council's Climate Change Plan and monitor its delivery.

4. Approve the Council's Biodiversity Duty Report.

5. Monitor key performance indicators in relation to, and progress towards, the Council's decarbonisation pathway, climate adaption and the 2045 target for zero carbon.

6. Consider environmental evidence and advice from the widest possible range of sources.

7. Oversee, and make decisions relating to, service delivery in respect of transport and roads matters, and approve options to improve/transform service delivery. This includes scrutiny of operational performance and service standards in line with the Performance Management Framework and considering recommendations for improvements where required.

8. Approve and oversee all transport and roads related policies, strategies, programmes, and projects.

9. Receive risk registers relative to its remit and scrutinise to ensure assurance of the controls in place.

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

11. Make recommendations to the appropriate Committee(s) or Sub Committee(s) on matters affecting its remit where the authority to approve sits within the remit of another Committee or Sub Committee.

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12. In undertaking its remit, ensure that it is acting within the budget set by Council and is supporting the delivery of the Council's agreed outcomes, commissioning intentions and service standards.

Executive Leads: Director of Commissioning and Chief Officer – Strategic Place Planning

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3.   Membership of the Committee during 2022/2023

3.1   The Net Zero, Environment and Transport Committee has 13 members.

3.2   The Committee composition is presented below:-

Political balance
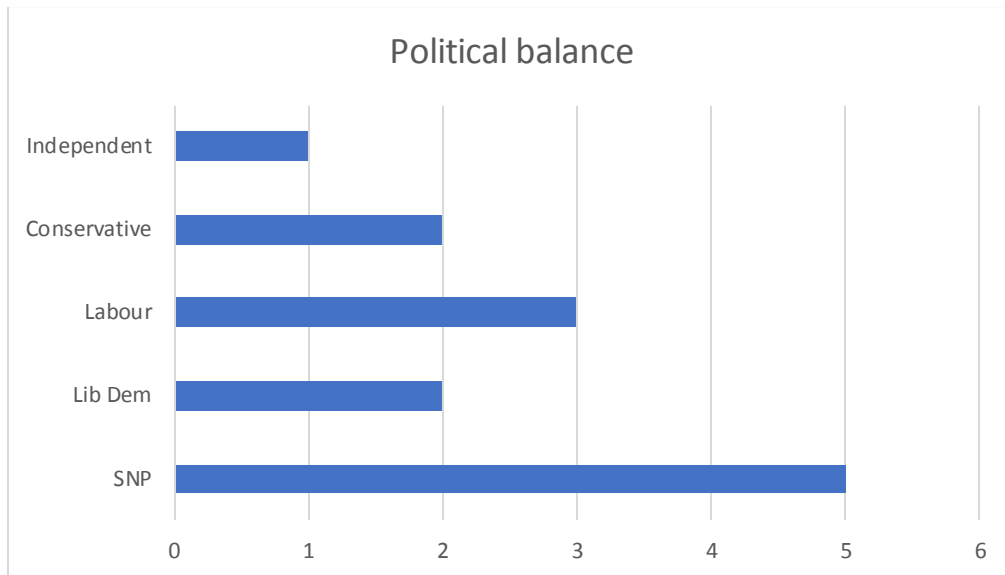
4.   Membership Changes

4.1   Councillor Kusznir was a member of the Committee until the March 2023 meeting. Following the change of committee places as a result of the May 2023 by-election, Councillor Lawrence became a member of the Committee from the May 2023 meeting onwards. Councillor Hazel Cameron was a member of the Committee until the special meeting of the Committee in May 2023, following which Councillor McRae joined the Committee from the June meeting onwards.

4.2   Following the meeting of Council in August 2023, Councillors Lawrence and Macdonald stepped down from the Committee and Councillors Bonsell and Crockett joined.

5.   Member Attendance

Member	Total Anticipated Attendances	Total Attendances	Substitutions
Councillor Nurul Hoque Ali	7	7	
Councillor Kate Blake	7	6	Councillor Crockett
Councillor Jennifer Bonsell	1	0	Councillor Lawrence
Councillor Hazel Cameron	5	5	
Councillor Barney Crockett	1	0	Councillor Grant
Councillor Lee Fairfull	7	7	
Councillor Emma Farquhar	7	7	
Councillor Dell Henrickson	7	6	Councillor Al-Samarai
Councillor Michael Hutchison	7	6	Councillor McLellan
Councillor Michael Kusznir	3	3	
Councillor Graeme Lawrence	3	3	
Councillor Sandra Macdonald	6	6	
Councillor Duncan Massey	7	7	
Councillor Ciaran McRae	2	2	
Councillor Miranda Radley	7	7	
Councillor Kairin van Sweeden	7	7	
Councillor Ian Yuill	7	7	

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6. Meeting Content

6.1 During the 2022/2023 reporting period (14 October 2022 to 14 October 2023), the Committee had 7 meetings and considered a total of 29 reports.

6.2 **Terms of Reference**

6.2.1 The following chart details how reports aligned to the Terms of Reference (set out at section 2 above) for the Committee.
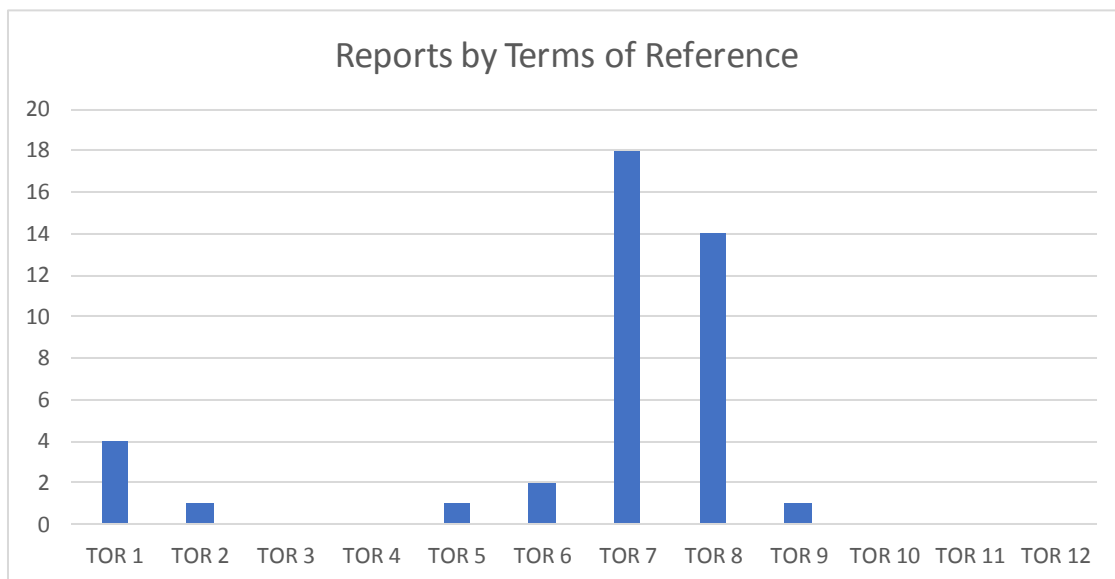
6.2.2 During the course of 2022/2023 the Committee received reports across a range of its Terms of Reference (TOR), with the majority relating to roads and transport issues.

6.2.3 There were no reports received under TOR 3 and 4, however these specifically relate to the approval of the Council's Climate Change Plan and Biodiversity Duty, both of which will be considered at future meetings of the Committee.

6.2.4 Similarly, there were no reports under TOR 10, 11 and 12. TOR 10 relates to reports on inspections and peer reviews, which tend not to be reported to NZET Committee. The Committee did not require to make any recommendations to the appropriate Committee(s) or Sub Committee(s) on matters affecting its remit where the authority to approve sits within the remit of another Committee or Sub Committee (TOR 11). TOR 12 relates to the Committee, in undertaking its remit, ensuring that it is acting within the budget set by Council and is supporting the delivery of the Council's agreed outcomes, commissioning intentions and service standards. The majority of reports to the Committee could be argued to fall under this TOR, however more specific TOR relating to for example, roads and transport or net zero were selected as the main TOR.

6.2.5 As the committee structure was reviewed in late 2022, very few changes to the Terms of Reference were made following the June 2023 Scheme of Governance review. Any

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changes made were generally to provide clarity where required and ensure consistency between committees. The new Terms of Reference will continue to be monitored throughout the year, in preparation for the 2024 Scheme of Governance review, and consideration will be given to whether those TOR which have not been used in reports require to be amended.

7. Reports and Decisions

7.1 The following information relates to the committee reports and Notices of Motion presented to Committee throughout the reporting period, as well as the use of Standing Orders and engagement with members of the public.

	Total	Total Percentage of Reports
Confidential Reports	0	0%
Exempt Reports	0*	0%
Number of reports where the Committee amended officer recommendations	1**	3%
Number of reports approved unanimously	27	93%
Number of reports or service updates requested during the consideration of another report to provide additional assurance and not in business planner	1 report 3 service updates	N/A
Number of reports delayed for further information	1***	3%
Number of times the Convener has had to remind Members about acceptable behaviour in terms of the Code of Conduct	0	N/A
Late reports received (i.e. reports not available for inspection at least 3 clear days before the meeting)	0	0%

* **There were no exempt reports presented to Committee, however there was one exempt appendix in relation to the Roads and Transport Related Capital Budget Programme 2023-2024.**

** **Three of the four recommendations were approved, but one of the recommended traffic schemes was amended by the Committee. This indicator relates to reports where officer recommendations were not accepted by the Committee.**

***The Bus Lane Enforcement report was withdrawn and considered at a special meeting**

7.2 The additional report requested was an annual report on progress with the objectives of the Tree and Woodland Strategic Implementation Plan. The three service updates requested were in relation to bus patronage, the Reuse facility at Hazlehead Recycling Centre and an update on the progress with Bus Lane Enforcement Scheme projects.

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Notices of Motion, Suspension of Standing Orders, Interface with the Public	
Number of Notices of Motion to Committee	6
Number of times Standing Orders suspended	0
Specific Standing Orders suspended	N/A
Number of deputations requested	0
Number of deputations heard	N/A
Number of petitions considered	0

8.   Reports with links to the Local Outcome Improvement Plan

8.1   The chart below details of the 29 reports how each report linked to the Local Outcome Improvement Plan (LOIP Stretch Outcomes are appended to this report for reference at Appendix 1).   As can be seen from the chart below, reports to the Net Zero, Environment and Transport Committee had links to most of the stretch outcomes, with the exception of 10, 12 and 16.

8.2   Stretch outcome 10 relates to 25% fewer people receiving a first ever Court conviction and 2% fewer people reconvicted within one year; and stretch outcome 12 relates to Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland, therefore it is unlikely that there would be reports considered at NZET Committee which have links to those stretch outcomes.   Stretch Outcome 16 was a new addition and therefore has not been mentioned to date in reports to this committee.   There is however a wide spread across the other stretch outcomes, and as would be expected, most reports have had a connection with stretch outcomes 13, 14 and 15, which relate to climate change, sustainable travel, and nature.

8.3   Some reports considered by Committee this year have had no connection with specific LOIP stretch outcomes; these tend to be items such as the regular performance report, which do however still have a general impact on the outcomes of the LOIP by monitoring key indicators impacting on the lives of all citizens of Aberdeen and enable Members to assess the measures of already implemented and consider future actions which may be required to ensure an improvement in outcomes.

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LOIP Stretch Outcomes - no. of times referenced

Category	Value
Stretch Outcome 1	4
Stretch Outcome 2	3
Stretch Outcome 3	4
Stretch Outcome 4	3
Stretch Outcome 5	3
Stretch Outcome 6	1
Stretch Outcome 7	2
Stretch Outcome 8	2
Stretch Outcome 9	1
Stretch Outcome 10	0
Stretch Outcome 11	4
Stretch Outcome 12	0
Stretch Outcome 13	10
Stretch Outcome 14	11
Stretch Outcome 15	6
Stretch Outcome 16	0

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9. Training and Development

9.1 Training and development is always important to assist Members in performing their role on Committees, but particularly in this case as the Net Zero, Environment and Transport Committee was a newly established Committee for 2022.

9.2 Aside from the general induction training provided to Members following the May 2022 local government elections, the following has been made available to Members over the reporting period.

- A presentation at the first meeting of the committee on climate and environment
- Carbon Literacy training
- University of Aberdeen and NESCAN Hub 'North East Communities for a Just Transition' event
- Provision of a winter briefing session for 2022. This will be followed in 2023 with a joint winter/emergency planning/storm response briefing
- 'Our Climate, Energy and Just Transition Commitments' – a virtual session which explained the energy and climate priorities for the City and Council, including compliance obligations; the collaborative approach for the city through the Net Zero Aberdeen Routemap, 6 Strategies and Aberdeen Adapts; and detail on the Council Climate Change Plan
- A Climate Emergency Training for Biodiversity and Nature webinar
- Information from the Improvement Service was shared with Members in relation to the launch of a new Climate Emergency Checklist
- Members have been provided with access to the Green Workplace section of the Intranet, containing information on a range of environmental issues
- Engagement sessions for Members in relation to the development of the draft Local Transport Strategy

9.2 Service updates were also provided to Members throughout the year to provide additional information on topics which were not reported to Committee. These included:-

- Air Quality Progress Report 2022
- Updates on the Altens East Fire and the contingency arrangements and the rebuild progress
- Information on the Council's Building performance criteria to ensure that it is compliant with the Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects
- Aberdeen City Council contribution to Climate Week North-East 2023
- North East Local Flood Risk Management Plan publication
- Hazlehead Household Waste & Recycling Centre: Re-use Facility Update
- Recycling Improvement Fund Update on projects for which the Council has secured funding
- Strategic Active Travel Network Study

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- An update on policy and legislative changes which would impact the Council's waste management services

9.3 Further development opportunities will be considered for next year based on Committee business throughout the year, Executive Lead proposals and Member feedback on what may be required to assist them in performing their roles.

10. Code of Conduct Declarations and Transparency Statements

10.1 0 declarations of interest and 14 transparency statements were made by Members during the reporting period. Information in respect of declarations of interest and transparency statements is measured to evidence awareness of the requirements to adhere to the Councillors' Code of Conduct and the responsibility to ensure fair decision-making.

11. Civic Engagement

11.1 During the course of the reporting period, there has been consultation with the public in relation to the following, prior to the reports being presented to Committee:-

- Aberdeen Cross City Connections - Active Travel Scheme Development
- A93 Banchory to Aberdeen Multi-Modal Corridor Study
- Consultation in relation to various Traffic Orders
- Consultation on the Aberdeen City Council Air Quality Action Plan

11.2 At the August 2023 meeting, the Committee further agreed that an eight week period of public and stakeholder consultation be undertaken in relation to the draft Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents.

12. Executive Lead to the Committee - Commentary

12.1 Over the last twelve months the committee has overseen a significant body of work, across a broad range of projects and topic areas. As a new Committee, focused around the steps the Council can and must play in addressing the twin crises of climate change and nature loss, it has been fantastic to see Members take the opportunity to delve into and consider important related issues on the Council's work on Net Zero, Environment and Transport.

12.2 The Committee has overseen and scrutinised important statutory and non-statutory reports outlining the Council's past efforts and future plans on climate and nature, including the Council's admirable tree and woodland response and recovery efforts following several severe storms. Also, exciting forward-looking plans to improve green infrastructure for communities, nature and climate resilience, such as the Denburn Restoration Project.

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12.3   A key piece of work presented to Committee this year was the Place Based Strategy Framework (May 2023) which set out how the matrix of place-based plans and strategies fit together and relate to other strategies and plans prepared by the Council and its partners. This report provided excellent context for the subsequent reports on the Draft Local Transport Strategy and Roads Hierarchy which were presented to Committee in August 2023.

12.4   A significant range of transport projects have been overseen by the Committee this year, including progress on a range of public transport projects associated with the Scottish Government's Bus Partnership Fund.   The Committee also has had an important role in overseeing and deciding on the Bus Lane Enforcement funding programme.

12.5   In addition to the added value through training and development approaches (ref. Section 9), in the year ahead Officers will continue to respond to feedback from Members of the Committee to ensure that reports are presented in an informative way to allow effective decision making to take place.

13.   The Year Ahead

13.1   As mentioned above, the 2024 Scheme of Governance review will look at the operation of this committee over the last 12 months and take on board any amendments to Terms of Reference which may be needed.

13.2   In line with the NZET Committee Terms of Reference, the new Pupil Climate Change President will be invited to attend a meeting of the committee.

13.3   The business planner sets out a range of pieces of work which are due to come back before Committee in 2024/25 for consideration, namely:-

Net Zero Aberdeen Routemap & Aberdeen Adapts
Net Zero Aberdeen Partnership Leadership Board / Delivery Unit Structure
Aberdeen Cross City Connections - Active Travel Scheme Development
A93 Banchory to Aberdeen Multi-Modal Corridor Study
Aberdeen Hydrogen Integration – Governance
Place Based Strategy Framework
Locality Based Approach to Deliver Net Zero
Transport Delivery Programme
Road Safety Plan Annual Update towards 2030 casualty reduction targets
Annual Report - Northern Roads Collaboration Joint Committee

13.4   There will also be consideration of the outcomes of the consultation on the draft Local Transport Strategy.

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13.5   Officers will continue to identify suitable training and information to share with Members throughout the year.

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Appendix 1 – Local Outcome Improvement Plan Stretch Outcomes

Economy	
1.	No one will suffer due to poverty by 2026
2.	400 unemployed people supported into fair work by 2026
3.	500 people skilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026
People (Children & Young People)	
4.	95% of children will reach their expected developmental milestones by their 27-30 month review by 2026
5.	90% of children and young people report they feel listened to all of the time by 2026
6.	By meeting the health and emotional wellbeing needs of our care experienced children and young people they will have the same levels of attainment in education and positive destinations as their peers by 2026
7.	95% of children living in our priority neighbourhoods (Quintiles 1 & 2) will sustain a positive destination upon leaving school by 2026
8.	83.5% fewer young people (under 18) charged with an offence by 2026
9.	100% of our children with Additional Support Needs/disabilities will experience a positive destination
People (Adults)	
10.	25% fewer people receiving a first ever Court conviction and 2% fewer people reconvicted within one year by 2026
11.	Healthy life expectancy (time lived in good health) is five years longer by 2026
12.	Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland by 2026
Place	
13.	Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate
14.	Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026
15.	Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026
Community Empowerment	
16.	100% increase in the proportion of citizens who feel able to participate in decisions that help change things for the better by 2026

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Climate Change Report 2022-23
REPORT NUMBER	COM/23/329
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Jenny Jindra
TERMS OF REFERENCE	2

1. **PURPOSE OF REPORT**

1.1 The purpose of this report is to seek approval of the statutory Climate Change Report (CCR) covering the period 2022/23. The report is required to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

2. **RECOMMENDATIONS**

That the Committee:

2.1 Approve the Climate Change Report 2022/23, as detailed in Appendix 1 and, instruct the Chief Officer - Strategic Place Planning to submit the report prior to the deadline of 30 November 2023 and;

2.2 Instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website.

3. **CURRENT SITUATION**

About The Climate Change Report

3.1 The Council along with other public sector organisations, have a statutory duty to report annually on progress against Public Bodies Duties under the Climate Change (Scotland) Act 2009. These duties are to act:
- In the best way calculated to contribute to the Act's emission reduction targets, these are Net Zero emissions by 2045;
- In the best way calculated to deliver any statutory adaptation programme; and
- In a way that it considers is most sustainable.

3.2 Reports must be produced on a set excel template and follow a standardised reporting methodology to allow for consistency and accuracy in data collection.

3.3 The CCR consists of two sections, "Required" and "Recommended" reporting.

- Required reporting *(Appendix 1)* requires evidence of:
  - Profile of the Reporting Body
  - Governance Management and Strategy relating to climate change.
  - Emissions, targets and projects: information on the Council's "corporate" emissions, including those from internal waste, fleet, business travel, street lighting, energy and water from council buildings and projects focusing upon efforts to reduce emissions at a corporate level
  - Adaptation: assessment and management of climate related risks
  - Procurement; policies and activities relevant to climate change duties.
  - Validation and Declaration

- The "Recommended" section *(Appendix 2)* reflects the scope of influence the Council has in supporting city wide climate change mitigation and adaptation. It includes:
  - Area-wide and per capita emissions
  - Targets
  - Strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries
  - Policies and Actions to Reduce Emissions
  - Partnership Working, Communications and Capacity Building

3.4 The CCR must be made publicly available and provide information in a transparent and accountable manner, in line with the relevant guidance.

3.5 Reports cannot be submitted unless sign-off is evident in section 6 of the Required Report, for the relevant reporting period.

Council emissions

3.6 The Council's emissions data is collated for the Required Reporting section of the CCR and reported as tonnes of carbon dioxide equivalent (tCO2e).

3.7 Overall annual emissions data is set out in Figure 1, with a breakdown of emissions in Figure 2. In comparison with the 2021/22 reporting period, emissions have increased by 1,345 tCO2e (5%). However, compared to 2019/20 (pre-pandemic emission levels), our emissions have reduced by 3,059 tCO2e (10%).
Overall, this is a 41% reduction against the 2015/16 baseline. Emissions are still on track to achieve the interim target of a 48% reduction by 2025.

3.8 However, it should be noted that in the 2022/23 reporting period, following improved data collation and monitoring of energy use (buildings), emissions from District Heating of Council public buildings were added to scope for the first year. This added an additional 1,497 tCO2e to the overall annual emissions data. Without this addition, total emissions would have reduced by 0.6% compared to 2021/22.

Factors out with our control also contributed to an increase in emissions:

- A temporary change to management of some waste due to a fire at the Altens East Materials Recovery Facility. This increased emissions from

internal waste for this reporting period, however, the tonnage of waste reduced by 5%.

- A change in the Home Working calculation method set by the Scottish Government resulted in an increase of 305.6 tCO2e (62%) compared to 2021/22. This increase is due to a calculation change only to increase accuracy, and does not reflect an increase in staff Home Working arrangements.

There are additional external factors which can influence emissions year to year such as changes in annual emissions factors; colder winter weather and changes in estate. Figure 2 reflects data from the 2022/23 report period.

3.9   Whilst Staff Travel is a small percentage of overall emissions, 2022/23 saw emissions increase from this source (air, rail, car hire and grey fleet) compared to the previous year (21/22). This may be due to increased activities, as some COVID 19 restrictions were in place during this time. However, compared to pre-pandemic emission levels (2019/20), 2022/23 emissions from staff travel have reduced by 105.72 tCO2e (28%).
A continued reduction in Streetlighting emissions can be noted as a result of the roll out of the LED Streetlighting Replacement Programme, alongside decarbonisation of the grid, this counteracted some of the total emission increases. This programme is now complete, therefore going forward, emission reductions from Streetlighting may slow.

3.10   Emissions are calculated based on consumption data e.g., km travelled and converted using emission factors released annually by the UK Government, Department for Energy Security and Net Zero. Emissions are categorised into groups of scope 1, 2 & 3 emissions. Scope 1 are direct emissions from sources owned or controlled by the Council, Scope 2 are indirect emissions from purchased electricity and Scope 3 other indirect emissions.

Figure 1: Overall Carbon Emissions

Reporting Period	Overall emissions (tCO2e)
2022/2023	27,504*
2021/2022	26,159
2020/2021	25,929
2019/2020	30,563
2018/2019	31,090
2017/2018	35,892
2016/2017	39,225
2015/2016	46,371

This figure includes 1,497 tCO2e District Heating emissions from Council Buildings added to scope for the first year. Without this addition, the 22/23 figure would show as 26,007 tCO2e, a 0.6% reduction compared to 21/22.

Figure 2 - Council Annual Emissions (tCO2e)
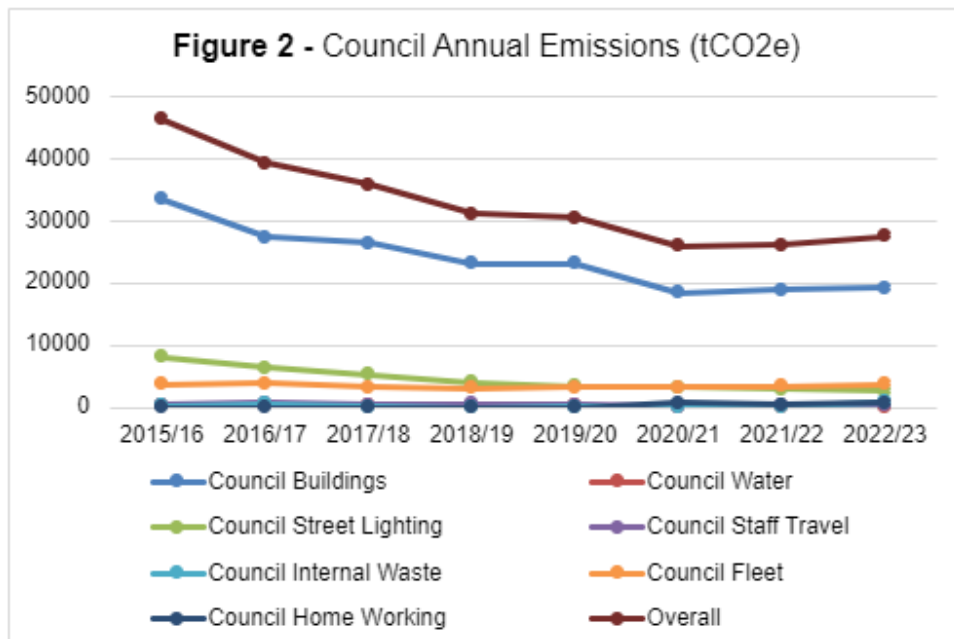
Council Climate Change Plan

3.11   Council approved the Council Climate Change Plan in March 2021. This set a net zero emission reduction target; as well as emission reduction and climate resilience measures for Council assets and operations, with the Council "baseline" year for reporting as 2015/16.

3.12   A summary of progress from the second year of implementation of the Council Climate Change Plan (1 April 2022 to 31 March 2023) is included in Appendix 3. This sets out activity under key themes of buildings; mobility; other operations; leadership and governance; and awareness and behaviour change.

3.13   Delivery of the plan, and subsequent iterations, is essential to reduce the emissions required to meet targets. Challenges to delivery of the plan which could impact emission reductions include:

- Any delays in project delivery and the roll out of enabling infrastructure including from supply chains, skills, capacity and financial constraints. This is particularly relevant to the transition to renewable and low carbon heating/ cooling solutions for Council buildings, including schools & housing; and to the fleet transition.
- Gaining 'buy in' and collaboration from Organisation and Council Tenants. Training and guidance will be required.
- The scale of the challenge within the time frame. For example, the vast majority of Council homes to be decarbonised and the public sector target for all new light commercial vehicles as zero emission by 2025; replacing all larger new vehicles in the fleet with zero emission alternatives, no later than 2030.
- Resources and training to enable compliance of new statutory guidance and standards, such as:

- o Local Heat and Energy Efficiency Strategy (LHEES)
- o Energy Efficiency for Social Housing (EESH2) and the
- o Building Research Establishment Environmental Assessment Method (BREEAM).
- o Scottish Government is currently developing new statutory guidance on public sector climate duties, with consultation on this anticipated in 2024.

Further resources and training across Council teams to enable maintenance of electric and hydrogen fleet, as well as to apply for funding and source investment.
- Securing funding, which is dependent on availability and successful applications.
- As data gathering improves and scope widens greater action required to stay on target.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from the recommendations of this report. The report simply illustrates a point in time as to how the Council is performing.

5. LEGAL IMPLICATIONS

5.1 Failing to report would put the Council in breach of a legal duty under part four of the Climate Change (Scotland) Act 2009.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Climate risks and opportunities not being recorded and regularly monitored.	Climate risks are reported through the risk registers and updated regularly. Includes risk on compliance with climate duties.	L	Yes

		Project Register and Dashboard established to monitor progress on Council Climate actions.		
Compliance	Non-compliance of the Public Bodies Duties under the Climate Change (Scotland) Act 2009	Climate Change Report is completed, published and submitted within the mandatory timeframe.	L	Yes
Operational	Risk that reporting does not meet the required format. Risk that systems to collate data are inefficient. Risk that incorrect emission factors are used.	Reporting guidance is followed. Information and data is entered on the standard reporting templates. Set scope of data is collated annually for consistency. Up to date emission factors are used. Improvements to data collation are taking place.	L	Yes
Financial	There is no financial implication as a result of this report.	The annual CCR is achieved through existing budgets.	L	Yes
Reputational	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 set targets for emission reduction in Scotland of net zero by 2045 and requirements on Public Sector bodies on setting Net Zero targets.	Governance established for the Council Climate Change Plan – covering actions required to meet climate duties.	M	Yes
Environment / Climate	Failure to meet emission reduction target year.	Continue the monitoring and reporting of corporate emissions.	M	Yes

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	The report contributes to providing CO2 emission statements and supports the reduction of the carbon footprint of the council's building estate and vehicle fleet.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	This report does not contribute to Prosperous Economy Stretch Outcomes
Prosperous People Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. Actions to reduce carbon emissions; protect and improve the environment can have a positive impact on health and wellbeing.
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of stretch outcome 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.
Regional and City Strategies	The CCR highlights the climate targets and objectives in a range of regional and city strategies including: Regional and Local Transport Strategies, Strategic and Local Development Plans, Local Outcome Improvement Plan, Aberdeen Adapts, Local Housing Strategy and Net Zero Routemap for the City.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 COM/22/253 - Climate Change Report 2021/22
10.2 COM/21/047 - Council Climate Change Plan 2021-2025

11. APPENDICES

- Appendix 1 – Climate Change Report 22/23: Required Reporting
- Appendix 2 – Climate Change Report 22/23: Recommended Reporting
- Appendix 3 – Summary of Climate Change Report 22/23 and 2nd Year Progress of the Council Climate Change Plan 21-25

12. REPORT AUTHOR CONTACT DETAILS

Name	Jenny Jindra
Title	Climate Change Officer
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Aberdeen City Council Climate Change Report 2022/23

Public Bodies are required to complete an annual climate change report. Information is submitted on a set template. This report sets out the Council's climate change return for the period April 2022-March 2023

SECTION 1 – PROFILE OF REPORTING BODY

1a. Name of Reporting Body: Aberdeen City Council

1b. Type of body: Local Government

1c. Highest number of full-time equivalent staff in the body during the report year: 7152 (as of 31st March 2023)

1d. Metrics used by the body: *Drop down options are not relevant, so nothing noted.*

1e. Overall budget of the body (£): 510,363,170 These are net figures.

1f. Specify the report year type: Financial (1st of April 2022 to 31st of March 2023)

1g. Provide a summary of the body's nature and functions that are relevant to climate change reporting.

Aberdeen City Council has a strong role to play as follows:
- Leading and acting as an example to others through its services, planning and decision making.
- Reducing emissions from its own estate and services and building resilience through the Council Climate Change Plan 2021-25.
- Managing wider city risks and building resilience through the Aberdeen Adapts: Climate Adaptation Framework.
- Promoting city wide emission reduction through The Net Zero Aberdeen Net Zero Aberdeen Routemap and associated six strategies, the Net Zero Vision for Aberdeen and the Strategic Infrastructure Plan (Energy Transition)
- Helping to shape and inform legislation through consultation responses.
- Alleviating fuel poverty through ACC owned properties and working with the private/third sectors to improve standards in those areas.
- Ensuring compliance with building standards and influencing the planning process to take into consideration climate change mitigation and adaptation measures.
- Through the school systems and lifelong learning educate the citizen about the implications of climate change and principles of sustainability.
- Deliver projects that help mitigate/adapt to a changing climate, flood risk management and water efficiency and fulfil multiple plans, policies, and strategies, e.g., wetland development, sustainable urban drainage, expansion of the EV (Electric Vehicle) network, energy efficiency retrofitting, renewables etc.
- Mapping and developing of blue/green infrastructure.
- Procuring sustainably.
- Partnership working.

SECTION 2 – GOVERNANCE, MANAGEMENT AND STRATEGY

2a - How is climate change governed in the body?

The Council structure comprises of:
- Resources
- Customer
- Operations
- Commissioning
- Within each Function are Clusters, all Functions have a part to play in considering climate change through their decision making and operations in line with corporate policy and risk management. Plans, policies and strategies and their progress during this reporting period were reported to the Committee structure, predominantly Council and Net Zero, Environment and Transport and signed off by a Senior Manager of the Council, as required. The Net Zero, Environment and Transport committee received the statutory Climate Change Report.

Council

Oversight, monitoring and reporting mechanisms for the **Council Climate Change Plan (CCCP) 2021-2025** have been established. An Oversight Group led by the Chief Officer for Strategic Place Planning has a remit for implementation and delivery of the plan and the project programme, taking a project assurance role to review performance and progress and keep the plan on track. The Oversight Group includes Senior Officers from, Finance, Communications, Corporate Landlord. In addition, it includes the theme leads for thematic sub-groups delivering actions under the plan and creating a broad network of relevant officers working on mitigation and adaptation. It includes work streams incorporating Commodities and Education.

Support – co-ordinate, monitor, inform, report.	Council Climate Oversight Group (CCOG) Chair – Chief Officer	Report: to the Performance Board
	Lead from each sub-group report to the Oversight Group	Liaise: Net Zero City officers sit on the Oversight Group
	Thematic sub groups	Governance: Business cases go through PMO process and relevant boards.
	Leadership & Governance	
	Awareness & Behaviour Change	
	Buildings / Mobility / Other operations	

City

Governance, encompassing a range of public, private and community organisations was established for the development of the Net Zero Aberdeen Routemap and 6 net zero enabling strategies which were approved in February 2022.

The Routemap direction was driven by a Net Zero Leadership Board, chaired by the Council with membership of various external organisations.

The Delivery Unit co-created the 6 enabling strategies. These cover the priority themes (Mobility, Buildings and Heat, Energy Supply, Circular Economy, Natural Environment, and Empowerment), and a different organisation led the development of each one.

To support implementation of the Net Zero Aberdeen Route-Map and Aberdeen Adapts Framework, a review of city governance for mitigation and adaptation took place in this reporting period. On 22 February 2023, updated proposals and Terms of Reference for place-based climate governance in Aberdeen were approved at Council.

City – Community Planning Partners

The Aberdeen Community Planning Partners have oversight and delivery of the Aberdeen Local Outcome Improvement Plan. The Sustainable City Group sits under the governance for the plan and leads and is responsible for actions and for ensuring progress against the primary and secondary drivers and improvement aims set for the Place outcomes in the LOIP. These include the stretch outcomes for climate change:

- 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate
- 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026
- 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026

2b - How is climate change action managed and embedded by the body?

Corporate Management Team Boards

Several of the Council's Corporate Management Team Boards have oversight of various aspects of the Council's climate change activity.

- **Risk Board** – during this reporting period the Corporate risk register included:
  - A "Climate change - Place risk of – the risk of not contributing to a reduction in city-wide emissions and address strategic climate risks for the city where the Council has scope to influence. Including: heavy or reduced rainfall, flooding, higher temperatures and sea levels. And at Cluster risk level a risk of Climate Duties – Council compliance.

A deep dive on Corporate risks including those for climate takes place and relevant information in relation to horizon scanning is also reported.

- **Strategy Board** - as part of its remit it facilitates the delivery of the Council's strategic priorities, including those relevant to Net Zero and Adaptation. In addition, the board looks at internal and external factors which affect the Council's current and future this includes climate and environment and the impact this could have on the Council and Aberdeen City.

Embedding climate change
Some examples of how sustainability has been incorporated into Council processes, procedures and decision making are illustrated below:
- Many corporate plans, policies and strategies undergo Strategic Environmental Assessment (SEA) to assess their environmental impact which includes addressing climate change.
- Climate change considerations are featured within relevant risk registers, service plans, business cases and development management consultations.
- The Business Case process is linked to the Council Building Performance Policy for corporate assets sets standards for sustainable construction, digital connectivity and future proofing for district heating connectivity.
- Environmental implications are incorporated into the committee reporting template and the accompanying Report Authors guidance document.
- Environmental implications are included in the Council Policy template and guidance.
- Environmental considerations are incorporated within planning consultation responses, with regular cross service meetings with Development Management and are embedded into development policy.
- An Elected Members induction session was held on 31 May 2022 on 'Our Climate, Energy and Just Transition commitments".
- Emissions management (Council) and wider sustainability work across the council is reported annually through the Statutory Performance Indicators (SPI).
- Carbon Literacy Training was introduced to Elected Members and Senior Managers and covered mitigation and adaptation. The programme of training is set to continue in the next reporting period. Five cohorts of Carbon Literacy Training for Senior Managers were run between February and July 2022. Two cohorts of Carbon Literacy Training for Elected Members were run in October and November 2022 (following on from initial cohorts August 2021).
- In August 2022 the formation of the Net Zero, Environment and Transport Committee to monitor the delivery of all services and functions relating to net zero, the environment and transport; to scrutinise performance and approve options within set budgets to ensure best value and delivery of the Council's agreed outcomes; and to ensure that the Council has robust arrangements for the delivery of the Council's environmental targets and the meeting of its related statutory obligations. Remit information here.
- Launched in September 2022, an internal Climate Change eLearning module: 'Meeting Our Climate Change duties' was created and rolled out for staff to access and work through at their own pace.

Other
In addition, a range of Council teams have responsibility for strategy, activities and monitoring on climate change or sector specific areas:
- The Climate and Environment Policy Service, has a specific remit for climate reporting; gives advice on mitigation and adaptation; and encourages embedding of these measures into both corporate and city-

wide plans, policies and strategies, supporting and co-ordinating the development of these plans and ensuring direct links to the LOIP strategic outcomes.

- Corporate Landlord, oversee building conditions and undertake surveys, working closely with the Energy Management Team and Building Services/Maintenance to bring buildings up to standard and perform better in relation to energy efficiency. They also are obliged to comply with the corporate Buildings Performance Policy. This work is done on an ongoing basis. The Energy Management Team is responsible for overseeing collation of energy consumption data.
- Internal waste is managed by many officers with responsibilities spread among various functions as set out in the Internal Waste Minimisation policy. The Waste and Recycling Team, are responsible for the collection of waste and recycling containers from most corporate buildings, as part of trade waste collections. Facilities are responsible for the implementation and provision of the waste and recycling services from main office buildings.
- Digital and Technology Cluster, are responsible for the collection/liaison with external companies for the reuse and recycling of Waste Electronic and Electric Equipment (WEEE). A range of additional waste data is provided by relevant contractors.
- The Local Development Plan Team is responsible for providing the strategic direction for city development, including incorporation of sustainability principles into strategic plans and supplementary guidance. The Aberdeen Local Development Plan (LDP) was approved by Full Council in December 2022 will be adopted in 2023.
- The Flooding and Coastal Management Team have responsibilities in assessing flood risk and flood risk management schemes. The teamwork in partnership to develop cycles of the North East Flood Risk Management Plan, to meet the Flood Risk Management (Scotland) Act 2009.
- The Transport Strategy and Programmes Team develop the Local Transport Strategy and a wide range of sustainable and active travel measures.

2c - Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?

Document	Wording of objective(s)
Council Delivery Plan	The Council's Commissioning Intentions are aligned to the stretch outcomes of the Local Outcome Improvement Plan and the Council's strategy framework. Changes to the intentions for 2022/23 reflect a strengthened alignment of the intentions to support the Council's priorities of energy transition, net zero carbon emissions and adaptation to climate change.
Local Outcome Improvement Plan (LOIP) 2016-2026	One of the 15 stretch outcomes for the plan is addressing climate change by reducing carbon emissions and adapting to the impacts of our changing climate. A refresh of the LOIP was approved in July 2021 and includes an update on emission targets.

2d - Does the body have a climate change plan or strategy?

City
Energy Transition/ Net Zero
- **A Net Zero Vision and Prospectus for Aberdeen** was approved at Urgent Business Committee in May 2020. Includes strategic objectives on leading the global transition; accelerating transition demand; resilient, productive and dynamic place; climate positive exemplar; putting people first.
- **Strategic Infrastructure Plan (Energy Transition)**: was approved at Urgent Business Committee in May 2020. It includes Strategic Infrastructure Goals: clean energy supply for the city, UK and, particularly, globally; Aberdeen's infrastructure is adaptable to changes in climate; sustainable mobility; building energy efficiency; sustainable waste management. It also includes priority area of Net Carbon Zero - Public Sector.
- **Net Zero Aberdeen Routemap** was approved in February 2022 Council Committee to set out a pathway towards Aberdeen becoming net zero by 2045. It is a collaborative piece driven by the Net Zero Leadership Board 6 high level net zero enabling strategies were co-created by the Delivery Unit.

- Mobility Strategy

- Buildings & Heat Strategy
- Circular Economy Strategy
- Energy Supply Strategy
- Natural Environment Strategy
- Empowerment Strategy

Adaptation

Aberdeen Adapts: Climate Adaptation Framework was refreshed and approved in February 2022 and covers city-wide working on adaptation. Incorporating the views of local organisations and communities, it sets the direction to build long term city resilience.

Council

The **Climate Change Plan 2021-2025: Towards a Net Zero and Climate Resilient Council** was approved at Council in March 2021. The purpose of this plan is to set out the Council's approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045. The plan sets emissions targets for Council assets and operations, outlines actions to reduce carbon emissions and to increase resilience to climate change. Current work programmes delivering the plan are progressing under various themes.

2e - Does the body have any plans or strategies covering the following areas that include climate change?

Topic area	Name of document	Time period covered	Comments
Business travel	**Staff Travel Policy**	Ongoing	Includes considerations of the Environmental Impact of travel. Asks staff to consider first if their trip is necessary, encourages travellers to use modes of transport that result in the least environmental impact and outlines that the Council keeps records of estimated environmental impact of travel and has a clear intent to reduce it.
Staff travel	**Council Travel Plan** (only available via the intranet)		High-level objectives: To increase the choice of transport modes available to employees, Councillors and visitors to Council buildings. To seek to reduce the negative impact of travel choices locally and more widely, whilst maintaining efficient service provision.
Energy Efficiency	**Local Housing Strategy** (page 91)	2018-2023	Outlines housing strategy approach and includes the strategic outcome: Fuel poverty is reduced which contributes to meeting climate change targets.
Energy efficiency	**Property and Estates Strategy**	2023	Includes the outcome: Assets will be environmentally sustainable. Targets of 100% sustainable new builds. Deliver connection between City Centre and Torry Heat networks. Produce Energy profile plan for highest energy spending properties (initially 10%) with costed outline business case.
Energy efficiency	**Property Asset Management Policy**		Key principles include reducing carbon emissions from our properties.
Other	**Condition and Suitability Programme**	22/23-24/25	3-year programme for the condition and suitability works on the Council's non-housing property portfolio. Around 25% of the proposed C&S programme is made up of projects that will contribute positively to improving the environmental performance of the Council's assets.
Fleet transport	**Fleet Replacement Programme**	2021/22 - 2025/26	The programme has been updated to reflect the Council's Net Zero ambition to work towards decarbonising its in-house fleet and introducing new vehicles with reduced emissions.
Information and Communication Technology	**ICT (Information and Communication Technology) Asset**	2013	ICT Assets should be environmentally sustainable. This means considering local and global environmental factors, monitoring and reducing energy consumption and CO2 emissions through the whole ICT life cycle from manufacture, packaging, utilisation and disposal.

	Management Plan (only available via the intranet)		ICT Assets must be safe, secure and comply with current legal and regulatory requirements and known future requirements. This means ensuring regular audits for DSE requirements and PAT testing of all ICT Assets, regular preventative maintenance and testing of critical ICT assets such as UPS and Air Conditioning within Data Centre and communications room facilities, compliance with WEEE regulations for electrical disposals, compliance with software licensing terms and conditions, compliance with Data Protection Act (DPA) and Disability Discriminations Act (DDA) when designing new ICT systems.
Waste Management	**Internal Waste Minimisation Policy** (only available via the intranet)		Discusses internal waste in relation to the waste hierarchy.
Waste Management	**Aberdeen City Waste Strategy** (Page 7-8)	2014-2025	Target 1: Waste growth will be eliminated by 2015. Target 2: We will work towards the targets set in the Scottish Government's Zero Waste Plan 2010. Target 3: Introduce an organic waste collection for all households by 2016. Target 4: Develop facilities within the Aberdeen area to recover our resources. Target 5: No more than 5% of household waste should be landfilled by 2025.
Water and sewerage	*Not applicable*		
Land Use	**Aberdeen Local Development Plan** (LDP)	Adopted January 2017	Includes policy on low and zero carbon buildings and on renewable and low carbon energy development. A wider range of policy information on the current and proposed LDP is included in the adaptation section. A new Aberdeen Local Development Plan (LDP) was approved by Full Council in December 2022 will be adopted in 2023.
Land use	**City Centre and Beach Masterplan**		Includes the objective - Technologically advanced and environmentally responsible. Providing the capacity, quality and reliability of infrastructure required by businesses and residents and utilising resources responsibly.
Land use	**Aberdeen City and Shire Strategic Development Plan**	2020-2040	Includes the aim - take on the urgent challenges of climate change.
Land Use	**Open Space Strategy**	2011-2016	Covers open space across the city, assists with climate adaptation. Recognise the economic, environmental, and social value of open spaces. Maximise opportunities to mitigate and adapt to climate change and further biodiversity. Open Space and blue / green infrastructure deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management. Ongoing open space audit which will form an evidence base and feed into the review of the Open Space Strategy.
Other – nature conservation	**Nature Conservation Strategy** (page 4 and 15)		Biodiversity, which touches upon aspects of climate change. Within the objectives of the strategy and sections on sustainable development and climate change. There are many aspects to consider for truly sustainable development and climate change is one of them. A shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea because of climate change.
Other – sustainable construction	**Building Performance Policy**	Renewed January 2018	The Buildings Performance Policy and accompanying guidance and checklist covers sustainable construction activity at a corporate level. It is an internal policy that sets building standards for refurbishments and new build projects. The policy states clearly an intention to deliver against energy performance, digital connectivity, future proofing for district heating and attaining certain BREEAM standards.

Other - various	**Local Outcome Improvement Plan**	2016-2026	Stretch outcomes for the plan include: Addressing climate change by reducing carbon emissions and adapting to the impacts of our changing climate. 38% of people walking and 5% of people cycling as main mode of travel by 2026. A refresh of the plan emission reduction target and strengthened the target by adding the Stretch Outcome: Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate
Other – economy	**Regional Economic Strategy** (page 25)	Approved 2015	Includes the objective: to maximise the potential of hydrogen, energy from waste and other renewables technologies to develop a medium-long terms demand for the transferable skills in the oil and gas sector.
Other - hydrogen	**Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025** (Part 2, page 16)	2015-2025	The aim of this strategy is to maintain and build on Aberdeen's expertise in hydrogen in order to achieve the long-term goals associated with hydrogen rollout and being the leading hub in Scotland. The strategy and action plan outlines how these aims can be achieved in the short, medium and long term. The action plan identifies a series of measures required to achieve this, across seven key objectives: vehicle deployments, renewable hydrogen, refuelling infrastructure, non-transport applications, supply chain/market development, communication and education, and policy & regulation.
Other - transport	**Local Transport Strategy** (Page 5)	2016-2021	Increased modal share for public transport and active travel. Reduced the need to travel. Reduced dependence on the private car. Improved journey time reliability for all modes. Improved road safety. Improved air quality and the environment; improved accessibility to transport. The Council has started work on the next Local Transport Strategy for Aberdeen.
Other – transport	**Sustainable Urban Mobility Plan** (Page 1)		Sets out long term approach for active and low carbon travel in the city centre. Varying transport options. Reduces air and noise pollution, greenhouse gas emissions and energy consumption; improves the efficiency and cost-effectiveness of the transportation of people and goods.
Other – transport	**Aberdeen Active Travel Action Plan**	2021-2026	Aims to encourage and facilitate active travel.
Other – transport	**Aberdeen Electric Vehicle Framework**	2018-2032	Inform the future plans and supporting infrastructure for EVs in Aberdeen over the next 5-10 years
Other – air quality	**Air Quality Action Plan** (Page 2)	2011	Actions to improve air quality in Aberdeen. 2020 Air Quality Progress Report.

2f - What are the body's top 5 priorities for climate change governance, management, and strategy for the year ahead?

In no specific order, the top 5 climate change priorities for the year ahead are:
1. Develop projects to progress the City-Wide effort to collaborate on the Net Zero Aberdeen Routemap and 6 strategies, approved in February 2022.
2. Continued delivery of over 100 projects in the Project Register for the Council Climate Change Plan, in support of the Council's net zero targets.
3. Continue to develop robust internal systems for data collection and monitoring of emissions.
4. Develop understanding of Procurement emissions using the Co2 Analysis platform.
5. Continue to raise the competence of our workforce to think sustainably and understand the impact of climate change to promote, influence and take action.

2g - Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?

The Council is part of the Adaptation Scotland Benchmarking Working Group and reviews adaptation progress annually against the Public Sector Adaptation Capability Framework using the benchmarking tool a summary is produced.

2h - Supporting information and best practice.

- In November 2022, during the Aberdeen Renewable Energy Group (AREG) Net Zero Energy Conference, Net Zero Aberdeen and six enabling strategies were launched, alongside the new Net Zero Aberdeen website and the Aberdeen Climate and Nature Pledge.
- A three-part Circular Economy webinar series ran in March 2023. This was open to all including, organisations, businesses and individuals to:
  - o Understand circular economy, it's benefits and importance of driving transition,
  - o Understand the strategic context within Aberdeen,
  - o Identify opportunities in integrate circular Economy into existing projects and identify opportunities for new project and programmes, with actions to take forward.

  Outcomes are being analysed and next steps are to emerge.
- This was the second year of implementation since approval of the Council Climate Change Plan approved in March 2021. An Oversight Group drives the tracking of this activity, with regular project deep dives to build understanding, highlight challenges and opportunities. Further projects to embed climate change in Council systems and processes are being progressed through the Plan.

Various awareness raising events and presentations relating to climate were provided to senior management and staff including:

- In March 2023, to celebrate **Climate Week North East** (#CWNE23) **the council hosted a range of internal and external events.** The Council led 11 events, hosted by 8 Council Teams, with over 600 attendees, working in partnership with 13 organisations. A total of 40 social media posts were published with 33,414 views. Internal events included a webinar to raise awareness of the Aberdeen Climate and Nature Pledge, to activities to promote the Council's Car Club.
- A "**Green Workplace**" area of the staff intranet was established at the start of 2021, which has been refreshed during this reporting period to provide easy access to information, practical tips, ideas and opportunities for staff to get involved in the climate change and wider sustainability agenda. This site continues to grow and develop.
- In the last year, the **Green Champions** network has grown from 63 to 75 Champions, taking part in 8 initiatives such as, workplace food growing, food waste champions, repair what you wear workshops, active travel challenges, and activities to provide access to reusable period products in the workplace. Success stories of Champions are shared on the internal Green Champion intranet page to continue to promote, encourage and inspire further staff action. A first meeting took place within the reporting period to expand the Green Champion networks across the city through partnership organisations to share, network, and encourage carbon reduction and sustainable actions. Organisations include the James Hutton Institute, University of Aberdeen, NHS, and Police Scotland.

SECTION 3 – EMISSIONS, TARGETS AND PROJECTS

3a - Emissions from start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year.

Reference year	Year	Scope 1	Scope 2	Scope 3	Total	Units	Comments
Baseline carbon Footprint	15/16	22,020.00	21,664.00	2,687.00	46,371.00	tCO$_2$e	
Year 1 carbon footprint	16/17	17,704.90	18,347.31	3,173.58	39,255.00	tCO$_2$e	Changes in estate and provision and accuracy of data account for the significant changes in relation to the total footprint.

Year 2 Carbon Footprint	17/18	17,867.11	15,767.82	2,257.46	35,892.39	tCO_2e	Changes in emission factors and provision and accuracy of data account for changes in relation to the total footprint. Biomass from wood chips has been included as a scope 1 emission source because it is not 100% renewable.
Year 3 Carbon Footprint	18/19	17,015.18	12,176.07	1,899.20	31,090.45	tCO_2e	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.
Year 4 Carbon Footprint	19/20	18,544.97	10,315.87	1,700.40	30,563.24	tCO_2e	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.
Year 5 Carbon Footprint	20/21	15,762.4	8,382.9	1,782.8	25,929.3	tCO_2e	Consumption figures are significantly lower than 2019-20 due to the reduced use of assets and reduced business travel during the COVID-19 restrictions
Year 6 Carbon Footprint	21/22	15,910.80	6,037.2	4149.80	26,159.1	tCO_2e	Consumption figures are slightly higher than 2020-21 due to the increased use of assets and operations following the gradual lifting of COVID-19 restrictions.
Year 7 Carbon Footprint	22/23	15,575.1	9,153.5	2,775.5	27,503.9	tCO_2e	Consumption figures are slightly higher than 2021-22 due to District Heating being added to scope, temporary changes to some corporate waste disposal methods and a change in Home Working calculation by the Scottish Government.

3b – Breakdown of emission sources.

Emission Source	Scope	Consumption Data	Units	Emission Factors	Units	Emissions (tCO2e)	Comments
Buildings							
Grid electricity (Generation)	2	27,123,751	Kwh	0.19338	kg CO2e/kWh	5,245.19	Usage through corporate assets. There has been a 1% increase in electricity consumption. This is due to the addition of Union Terrace, ex Police HQ, new ELCs and Schools
Grid electricity (transmission and distribution losses)	3	27,123,751	Kwh	0.01769	kg CO2e/kWh	479.82	Usage through corporate assets.
Natural Gas	1	62,441,335	Kwh	0.18254	kg CO2e/kWh	11,398.04	Usage through corporate assets. There has been a decrease of 4% in gas usage. This is in line with a 4% reduction in degree days compared to 21-22 meaning the gas usage has adjusted to match the temperature.
Gas Oil	1	207,050	litres	2.75857	kg CO2e/kWh	571.16	Usage through corporate assets. There has been a 19% reduction in gas oil usage. As gas oil is not ordered every month this reduction may just be due to the timing of orders.
Heat and Steam: District Heating		8,330,541	Kwh	0.17073	kg CO2e/kWh	1,422.27	Public buildings heating by DH.
Heat and Steam: District Heating Transmission and distribution losses)		8,330,541	Kwh	0.00899	kg CO2e/kWh	74.89	
Biomass	1	645,830	Kwh	0.01053	kg CO2e/kWh	6.8	180,000 kg of woodchips consumed for the biomass plant.
Water Supply	3	216,046	m3	0.10000	kg CO2e/m3	21.60	Usage through corporate assets. Water consumption is back to pre-Covid levels and any further increase is probably greater hygiene use following covid.
Water Treatment	3	216,046	m3	0.19000	kg CO2e/m3	41.05	Usage through corporate assets. Figure is 95% of water supply.
Street Lighting							
Grid electricity (Generation)	2	12,351,647	Kwh	0.19338	kg CO2e/kWh	2,388.56	From Streetlighting.

Grid electricity (transmission and distribution losses)	3	12,351,647	Kwh	0.01769	kg CO2e/kWh	218.50	From Streetlighting
Staff Travel							
Average car - unknown fuel	3	402,991.00	km	0.17067	kg CO2e/km	68.78	From car hire.
Average car - unknown fuel	3	491,390.2	km	0.17067	kg CO2e/km	83.87	Essential car users (grey fleet)
Average car - unknown fuel	3	617,398	km	0.17067	kg CO2e/km	105.37	Casual car users (grey fleet)
Rail (national rail)	3	178,087	km	0.03549	kg CO2e/passenger km	6.32	Information received from suppliers.
Coach		16,797	km	0.02733	kg CO2e/passenger km	0.46	Information received from suppliers.
Car – petrol (average)	3	13,901	km	0.17048	kg CO2e/km	2.37	Car club information.
Car – hybrid (medium)	3	8367.44	km	0.10999	kg CO2e/km	0.92	Car club information.
Grid electricity (Generation) Car – Battery electric Vehicle (Medium) Km	2	1,582	Kwh	0.19338	kg CO2e/km	0.31	Car Club information (onsite charging)
Grid electricity (transmission and distribution losses) Car – Battery electric Vehicle (Medium) Km	3	1,582	Kwh	0.01769	kg CO2e/kWh	0.03	Car Club information (onsite charging)
Grid electricity (Generation) Car – Battery electric Vehicle (Medium) Km	2	3799	Kwh	0.19338	kg CO2e/kWh	0.73	Car Club information (offsite charging)

Grid electricity (transmission and distribution losses) Car – Battery electric Vehicle (Medium) Km	3	3799	Kwh	0.01769	kg CO2e/kWh	0.07	Car Club information (offsite charging)
Long haul flight (economy class)	3	7,444	km	0.14063	kg CO2e/passenger km	1.04	91% decrease Policy decision by new Partnership to travel abroad less frequently, if at all.
Short haul flight (economy class)	3	11,054	km	0.15102	kg CO2e/passenger km	1.7	Less travel by Councillors and Staff with more video conferencing and online participation in events/meetings.
Domestic flight (economy class)	3	20,323	km	0.24587	kg CO2e/passenger km	5	Less travel by Councillors and Staff with more video conferencing and online participation in events/meetings.
Waste							
Paper and board (mixed recycling)	3	79	tonnes	21.28019	kg CO2e/tonne	1.7	Increase largely due to improved reporting on wider sites. Previously reported on 4 main sites only.
Organic food and drink composting	3	38	tonnes	8.91058	kg CO2e/tonne	0.3	From 3R Schools. Provided by a report from the waste contractor
Organic food and drink composting	3	238	tonnes	8.91058	kg CO2e/tonne	2.1	From corporate premises.
Garden Waste	3	28	tonnes	8.91058	kg CO2e/tonne	0.2	From corporate premises.
General waste to landfill	3	1,745	tonnes	446.20411	kg CO2e/tonne	778.7	From corporate premises: Residual waste has been bulked and transported as refuse derived fuel since June 2017 rather than landfilled. A fire resulted in a temporary requirement to move to landfilling our general waste between 12th July 2022 - 28th February 2023. After which waste was disposed of at local Energy from Waste facility.
General waste - combustion	3	236	tonnes	21.28019	kg CO2e/tonne	5.0	Energy from Waste (EfW)
Mixed recycling	3	314	tonnes	21.28019	kg CO2e/tonne	6.7	From corporate premises (including glass). Based on scheduled regular uplifts so data does not include bulky uplifts. Use volume to weight conversion factors.
WEEE (Mixed) Recycling	3	8	tonnes	21.28000	kg CO2e/tonne	0.2	IT provided information from contractor
General waste to landfill	3	134	tonnes	446.20411	kg CO2e/tonne	59.7	3R schools. General waste to landfill provided by a report from the waste contractor.

Mixed recycling	3	43	tonnes	21.28019	kg CO2e/tonne	0.9	3R schools. Mixed recycling provided by a report from the waste contractor
Fleet							
Diesel (average biofuel blend)	1	1,378,137	litres	2.55784	kg CO2e/litre	3,525.05	Used within fleet services, increase in consumption due increased activity due to easing of COVID 19 restrictions.
Petrol (average biofuel blend)	1	25686	litres	2.16185	kg CO2e/litre	55.5	Financial data used to calculate estimate consumption within Fleet services.
Gas Oil	1	6,694	litres	2.75857	kg CO2e/litre	18.47	First year reporting due to reporting improvements.
Grid electricity (Generation)	2	493,972	kWh	0.19338	kg CO2e/kWh	95.52	Fleet EVs charged from Onsite source (split from Buildings electricity)
Grid electricity (transmission and distribution losses)	3	493,972	kWh	0.01769	kg CO2e/kWh	8.74	Fleet EVs charged from Onsite source (split from Buildings electricity)
Grid electricity (Generation)	2	4491	kWh	0.19338	kg CO2e/kWh	0.87	Hydrogen used by Fleet vehicles. First year of reporting due to data flow improvements.
Grid electricity (transmission and distribution losses)	3	4491	kWh	0.01769	kg CO2e/kWh	0.08	Hydrogen used by Fleet vehicles. First year of reporting due to data flow improvements
Other							
Homeworking emissions	3	2,345,655.70	FTE Working Hour	0.34075	kg CO2e/FTE/annual working hours	799.3	Estimate based regular VPN usage.
Overall Total Emissions						**27,503.9**	

3c - Generation, consumption and export of renewable energy

Technology	Renewable electricity		Renewable heat		Comments
	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Biomass			645,830		180,000 kg/ of woodchips consumed for the biomass plant.

3d – Organisational Targets

Name of target	Type of target	Target	Units	Boundary / scope of target	Progress against target	Year used as baseline	Baseline figure tCO2e	Units of baseline	Target completion year	Comments
Corporate emissions	Absolute	Net zero	tCO2e	Council assets/ operations	41%	15/16	46,371	tCO2e	2045	At the latest
	%	75	tCO2e					tCO2e	2030	At least
	%	48	tCO2e					tCO2e	2025	At least
Energy	Annual % reduction	2%	Annual %	Energy use in buildings		14/15		kWh/m^3		.

3da - How will the body align its spending plans and use of resources to contribute to reducing emissions and delivering its emission reduction targets? Provide any relevant supporting information?

A Carbon Budget for the Council is being rolled out to support delivery of the Council Climate Change Plan. The Council approved the approach to carbon budgeting for the Council in February 2022 and an overarching carbon budget for the period April 2021 – March 2025, setting out the timeline for a phased roll out of the carbon budget. In 2022/23 this targeted and involved a deep dive of emissions from assets (energy), accelerating data collation and analysis of this data and producing quarterly returns. Timeframes and processes for data collation are being accelerated to ensure carbon data is accessible to inform the Commissioning Cycle/ budget setting process. Monthly updates on progress with the carbon budget are provided to the Climate Oversight Group. The approach is:

- Targeted: to high emission sources, addressing complexity of data.
- Allocated: to relevant Clusters/ Operations based on their scope to influence.
- Informed: data on carbon saving, actions, pressures shared.
- Phased: refined and rolled out as data flows improve.

The 2023/24 Carbon Budget was approved alongside the Council financial budget in March 2023.

Climate change is embedded in core business systems:

- Climate change is integrated across Corporate, Cluster and Operational Risk Registers requiring monthly progress updates on control actions by risk owners and regular review by the Risk Board.
- Committee report templates ask for information on climate/ environmental risks and an Environmental Implications section was included in the Committee Report template 2022, asking report authors to identify and state any positive or negative impacts on the environment arising from the report. This sits alongside sections on financial and legal implications.

- The priority scoring matrix for assessing projects under the Council Condition and Suitability Programme (for Council assets, property and estates) continues to include scoring on Emissions Reduction and Climate Resilience/Adaptation.
- An update on the Statutory Performance Indicator on emissions management is produced annually.

3db How will the body publish, or otherwise make available it's progress towards achieving its emissions reduction targets?

- The CCR must be made publicly available and provide information in a transparent and accountable manner, in line with the relevant guidance. The report will be published on Sustainable Scotland Network website (alongside previous years) with a link to view via Aberdeen City Council Climate Change website pages. A word document will be submitted to the Net Zero, Environment and Transport Committee and will be available publicly.
- Furthermore, an infographic highlighting a breakdown of progress towards emission reduction targets which will be published on the Aberdeen City Council website and internally on the Staff Intranet 'Green Workplace' site and key messages posted on our corporate social media page.
- Climate Change Target appears in the Community Planning Partners LOIP and further information can be found in The Council Climate Change Plan and project register on the Council Climate Change webpage.

3e - Estimated total annual carbon savings from all projects implemented by the body in the report year

Emissions source	Total estimated annual carbon savings (tCO$_2$e)	Comments
Electricity		Data and monitoring actions are being progressed to support future reporting.
Electricity		
Natural Gas		
Other heating fuels		
Waste		
Water and sewerage		
Business travel		
Fleet transport		
Other		

3f - Detail the top 10 carbon reduction projects to be carried out by the body in the report year

Please note, only projects implemented, completed with one full year of CO2 savings data available during the 2022/23 reporting year are required in this section. As some projects span multiple years, a phased approach based on 'year' has been adopted for reporting purposes.

Project Name	Funding Source	First full year of CO2e savings	Estimated or actual?	Capital cost (£)	Operational cost (£/ annum)	Project lifetime (years)	Primary fuel / emission source saved	Estimated carbon savings per year (tCO2e/ annum)	Estimated cost savings (£/ annum)	Behaviour change aspects including use of ISM	Comments
Continued Streetlighting LED Replacement Programme 21/22 phase	Aberdeen City Council	22/23	Estimated	7.5 m	-	7	Electricity	400	17,000	no	Full carbon savings to emerge by 23/24. Project completed March 2023.
Fleet Replacement Programme 21/22 Phase	Innovate UK, Transport Scotland, HyTrEc2, Energy Transition Fund, Fleet Services	22/23			-	5	Diesel	-	n/a	no	During 21/22 added 49 low emission vehicles to the Council's Fleet. Carbon savings to emerge.
Miltimber Replacement School	Aberdeen City Council	22/23	Estimated	16 million	-	3	Gas Electricity			no	Miltimber replacement school was completed in 21/22 Carbon savings to emerge.

ACC Fleet dedicated Electric vehicle charge point rollout 21/22 phase	Transport Scotland, Energy Saving Trust (Scotland), Office for Low Emission Vehicles (OLEV), Civitas PORTIS EU funded project	22/23	-	£92,000 for 21/22	£75,000	1	Petrol Diesel	-	-	no	Works included installation of 8 EV chargers for up to 16 fleet vehicles.
Heating Controls (BEMS) 21/22 phase	Aberdeen City Council	22/23	-	-	-	1	Gas electricity	-	-	unknown	Various upgrades to controls and other minor works.
Condition & Suitability Programme 21/22 phase	Aberdeen City Council	22/23	Estimate		-	-	Electricity Mains gas, oil, water	-	-	no	Implementation of building energy efficiency measures through maintenance and upgrade programme.

3g - Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the report year blank

Emission source	Total estimated annual emissions (tCO$_2$e)	Increase or decrease in emissions	Comments
This section has not been populated due to lack of information.			

3h - Anticipated annual carbon savings from all projects implemented by the body in the year ahead

Emission source	Total estimated annual carbon savings (tCO$_2$e)	Comments
Electricity	145.35	Replacement lighting system at Marischal College
Electricity	tbc	Lighting replacement - lit signs and bollards
Electricity	400	Phased Intelligent Street Lighting Programme (22/23 phase)
Natural gas	tbc	New District Heating connections to Tullos Primary School and Greyhope school
Other heating fuels	tbc	Project Doric - fabric first approach to test the potential for fabric improvement in social housing and installation of zero carbon technologies
Waste	0	
Water/ sewerage	0	
Business Travel	tbc	Revision of Staff Travel Policy
Business Travel	tbc	Grey Fleet reduction (use of employee-owned vehicles)
Fleet transport	tbc	Continued Fleet Replacement Programme – transition to electric, hydrogen & hybrid vehicles
Fleet transport	tbc	Full hydrogen and electric refuse collection vehicles
Fleet transport	tbc	Conversion to dual fuel refuse collection vehicles
Other	tbc	Transition to low carbon small machinery - landscaping
Other	tbc	Condition & Suitability Programme.
Other	tbc	Staff Green Champions scheme
Other	tbc	Various Control and Heating upgrades in Schools

3i - Estimated decrease or increase in the body's emissions attributed to factors

Emissions source	Total estimated annual emissions (tCO$_2$e)	Increase or decrease in emissions	Comments
Estate changes	Unknown	Increase	Addition of Union Terrace, ex Police HQ, new ELCs and Schools. Removal of Fredrick Street Business Centre.
Service provision			
Staff numbers			
Other			

3j - Total carbon reduction project savings since the start of the year which the body uses as a baseline for its carbon footprint

Total savings	Total estimated emissions savings (tCO2e)	Comments
Data and monitoring actions are being progressed to support future reporting.		

3k - Supporting information and best practice

Streetlighting Programme
Since 2016 the Council's Street lighting team have been carrying out a refurbishment process to convert the existing streetlighting in the city to LED, which completed in 22/23. A phased approach was adopted to install an intelligent street lighting system enabling controls, dimming, and remote monitoring of faults. This programme of work has reduced streetlighting emissions by 68% as of 22/23. In 23/24, full emission savings will be realised and it is likely that further emission savings will come from emission factor changes.

Fleet transition
Phase 2 of the Fleet Replacement Programme 2022/23 reflects the Council's Net Zero ambition to work towards de-carbonising its in-house fleet.

In 22/23, 8 low emission vehicles were added to our fleet, (including Euro VI) bringing the total of low emissions vehicles to 88%. Fleet continue to seek net zero vehicles rather than low emission vehicles but are restricted by EV infrastructure, however work is progressing to overcome this.
8 EV chargers have been installed exclusively for Council fleet vehicles use in 22/23, bringing the total to 16.
Due to data improvements, we are now able to quantify electricity usage from EVs from our Council buildings, enabling us to track usage.
Currently we are unable to quantify the emissions savings from transition work so far, however these figures will emerge as a Fleet Management System becomes fully operational.
We can share some project highlights and updates from the Fleet Transformation Programme:

Dual Fuel Conversion (Hydrogen)

It remains widely acknowledged that hydrogen will be the preferred technology for the large vehicle fleet (rather than electric, which will be comprised mainly of cars and vans). However, there is a limited variety of fuel cell electric vehicles (FCEVs) i.e., 100% H2 on the market at present. Those that are available are currently heavily subsidised by grants as they range from double to triple the price of their diesel equivalent. As such, the Council has been pursuing an interim solution for its large vehicle fleet: hydrogen – diesel hybrids (H2ICEd). This technology injects hydrogen into the diesel engine, and burns with the diesel, to save about 30% in carbon emissions, and conversion costs around £40,000 per vehicle.

There is a plan in place to convert further vehicles over the next two years which will increase Fleet conversions. Further funding and vehicle investigations are required before any further conversions are carried out.

Electric Refuse Vehicle
During this reporting period, a trial of an EV RCV funded by Scottish Government grant was conducted for 8 months. Due to performance issues this vehicle was returned. As technology has developed further, interest in an EV RCV has been developed.

Awards:
Local Authority Fleet Operator of the Year
The award recognised the Counci's commitment to sustainable fleet vehicles including reducing CO2 emissions through the deployment of road sweepers. The first sweeper was converted to dual fuel, which allows a controlled quantity of hydrogen to be burned directly in the engine - in combination with diesel.

Once the nine-strong fleet is all converted, it has the potential to save almost 30 tonnes of CO2, contributing to cleaner air for the city, and taking another significant step towards net zero.

Best Practice Award
Aberdeen City Council won the Best Practice Award for its Climate Change Plan at the inaugural Scottish Renewables Net-Zero Energy Transition Awards, A motion in parliament was submitted by Liam Kerr, North East Scotland, Scottish Conservative and Unionist Party.

Reduction in Long and short-haul flights.
A drive towards more video conferencing and online participation at events and meetings along with a Policy decision by the new Partnership to travel abroad less frequently, if at all, resulted a reduction in flight travel during 22/23.
Compared to 21/22 domestic flights have reduced by 71% with an 84% increase in Rail travel. Long haul flights reduced by 91% despite easing of COVID travel restrictions. Plans are in place to refresh the Staff Travel Policy which will strengthen this area of reduction further, particularly to encourage the use of our Car Club consisting of Electric and Hydrogen vehicles.

Energy from Waste facility commissioned.
Aberdeen City, Aberdeenshire, and Moray Councils together, have built an energy from waste facility located at East Tullos Industrial Estate in Aberdeen. The facility, which took its first delivery of waste for fuel in February 2023, for commissioning purposes, processes non-recyclable waste to provide a solution to a landfill ban which comes into force in Scotland in 2025.The facility will produce electricity for the National Grid as well as heat for a district heating network.
In the reporting period Corporate waste was temporarily disposed of to landfill, following a fire at the Materials Resource Facility. Whilst 22/23 emissions increased due to the temporary disposal method, compared to 21/22 waste tonnage decreased by 5%. Since the opening of the EfW facility, corporate general waste will be disposed of using this method and will be reflected in our reporting.

District heating
In the reporting year, 2 further public buildings have been connected to the District Heating network: Len Ironside Centre and Muirfield School. Improved data flow for District Heating allows better tracking of the energy mix and transition to low carbon energy.

Council Housing Programme
The vision of the Aberdeen City Council Housing Programme is: *"To create sustainable integrated communities and places, delivering affordable homes designed for life, which meet citizens current and changing needs, supporting the wellbeing and resilience of our tenants."* The new
build programme is delivering 2,000 additional Council homes in conjunction with developers.

In October 2022 the Auchmill development completed and welcomed residents into 92 Gold Standard homes. The first of their kind in Aberdeen, homes are energy efficient and have low maintenance external amenity spaces as well as creation of a new ramp to the A96 which will provide safer access and support more walking, cycling, and wheeling through Active Travel. The design specification for Gold Standard requires energy efficient technologies that make homes greener and cheaper to run, enhanced sound transference, and increased natural light.

Aberdeen Heat and Power (AHP) will be billing tenants and operating the heat network. AHP will be deploying smart meters and app for tenants to manage their heat usage and this data can be used to enable early intervention for maintenance and also help early social intervention to alleviate fuel poverty, working in conjunction with SCARF. The site is designed with cycle storage, EV charging points, good public transport connectivity and is variable needs compliant.
Further sites are under construction.

New School – Countesswells
Countesswells School is a new build school providing a two-stream primary school for 434 pupils and a 60 cohort nursery, as well as facilities that can be utilised out of hours by the local community. The project was designed in 2019 – 2020 to deliver the Authority Construction Requirements (ACR) set by Aberdeen City Council.

The Council's brief from the ACR was for *"the building to deliver efficient energy conservation and management by the careful consideration of:"*

1. **Natural daylight** – The windows and curtain walling were modelled using daylight analysis software to provide an average of 2-3% daylight factor to the occupied spaces, the only spaces that achieved less than this were not permanently occupied.
2. **Ventilation** (natural where appropriate) – The project was design to comply with BB101 Ventilation. Occupant controlled opening windows within the classrooms are designed to provide natural ventilation using a stack effect, with low level windows to draw in cool air and high-level windows drawing out warm air from the rooms, coupled with ventilation openings from the classrooms into the hallways to further aid the movement of air. Hallways are provided with BMS and weather station-controlled window actuators on the high-level clearstory windows and gable windows to create a chimney stack effect, these are able to be overridden by the users to tailor the internal environment to their liking. Larger spaces such as the gymnasium, dining hall and nursery are supplemented with roof mounted windcatchers. Air conditioning was rationalised and provided to spaces that required controlled ventilation parameters, or where natural ventilation could not be provided due to rooms being internal to the floor plan. All air conditioning has heat recovery to minimise energy use.
3. **Solar gain** in summer – This was controlled by passive systems such as low conductivity glass and window blinds, natural ventilation and by cooling provided to large spaces though the air conditioning systems.
4. **Noise control** – The classroom to hallway ventilation openings would have caused noise transfer so the team identified an acoustic attenuation system (MACH) that is installed between the spaces. The design provides a bulkhead that runs down the either side of the hallway to carry the MACH system and makes use of the space above it to create a clear zone for services to the rooms, which are accessed from the hallway side behind removable acoustic panels. Another innovative measure was the use of the Multiplan timber boarding system to the gymnasium and dining hall. This system has identical aesthetics to CLT but with the advantage of being installed after the building is wind and watertight, mitigating the risk of water staining. The acoustician, architect and subcontractor designed a pattern of perforations to the boards, this combined with acoustic insulation behind the perforations provided the required area of acoustic attenuation to these spaces, without the need for plant on acoustic panels which can be damaged by the building users. These measures ensured compliance with BB93 Acoustics.
5. **Floor, wall and roof insulation values** – The thermal envelope of the building was designed to better the insulation values required by the Scottish Technical Standards. The design of the envelope was robust and was developed in collaboration with our construction and subcontractor teams. This ensured that air tightness detailing was considered from an early point, all weathertightness lines were understood and were simple to construct, and all subcontractors understood the extent of their responsibility for interfacing materials and junctions.
6. **Fabric conduction loss in winter** – During the construction the project was assessed using thermal cameras to ensure continuity of insulation and identify any cold spots that needed to be addressed.
7. **Design stage target of EPC A** – The design team undertook a Section 6 compliance report in the pre-construction period which provided assurance of the design stage EPC A rating. The building is powered via a Combined Heat and Power (CHP) system and has Photovoltaic panels on the southern facing roof. The design also makes provision for a future connection to a district heating system. Blanked off insulated flow and return pipes were provided from the site boundary to within the plant room. The plant room can be reconfigured by removal of the CHP which could be replaced by a new plate heat exchanger connected to the district heating. This measure would potentially further improve the energy efficiency of the building.

Other notable measures that saw a reduction in carbon include:
- Timber infill panels to the external walls rather than steel or block.
- Optimising the primary steel frame to remove framing steel where not required for the windows.
- Improved air tightness than originally designed, achieved by good quality control on site.

The efficiency of the building and other measures will be published once evaluated by an independent assessor. The building of the £20.5m new school was completed a month ahead of schedule. The official opening event in April 2023 included a special tree-planting ceremony.

Climate Change Highlights from Schools

Eco Committees: 10 schools hold a Green Flag Award from Keep Scotland Beautiful, with 2 further schools in final stages of the programme. The Green Flag Award is a visible indication of a school's commitment to Learning for Sustainability and is an internationally recognised accreditation for excellence in sustainable education.

In 2022 a **Youth Climate Change Group** was established.
The Youth Climate Change President takes a leadership role in mobilising and organising young people to address climate change issues within the community of Aberdeen. They lead advocacy efforts, engage in environmental awareness campaigns, and collaborate with local organizations and schools to promote sustainable practices. Additionally, the president may represent the youth perspective on climate matters in discussions with local government and participate in regional or national youth climate initiatives.
The president, and the Youth Climate Change Group, have been involved in communication with staff at Aberdeen City Council and NESCOL to highlight the climate challenges and have provided a focal point to promote citywide initiatives to other children and young people across the city.
Aberdeen for a Fairer World and the Montgomery Development Education Centre, through the NESCAN Hub are supporting various City schools and classes with climate change resources, such as creating climate plans. In addition, approximately 30 City teachers have attended a Professional Learning session on Climate and a session on Global Citizenship Education including Learning for Sustainability was available to all NQTs in February 2023.

SECTION 4 – ADAPTATION

4a - Has the body assessed current and future climate-related risks? If yes, provide a reference or link to any such risk assessment(s).

- A full strategic climate risk assessment has been completed for risks affecting the Council. The **Council's Corporate Risk Register (CRR)** captures the risks which pose the most significant threat to the achievement of organisational outcomes and have the potential to cause failure of service delivery. The Council Corporate Risk Register included:

'Climate Change (Place)' – the risk of not contributing (where the Council has scope to influence) to a reduction in city-wide emissions and address strategic climate risks for the city where the Council has scope to influence. Including: heavy or reduced rainfall, flooding, higher temperatures and sea levels. In addition, a range of climate risks remain integrated in relevant Cluster and Operational level Risk Registers. This includes the risk; 'Climate Duties – Council Compliance' – the risk of not complying with statutory duties as a Council to reduce emissions, contribute to national targets, adapt to climate change in contribution to the national adaptation programme, and report annually on this work.

Actions support Capability Framework – UC2A (Develop understanding of risk and vulnerability), and UC2B (Consider how you organisations functions might be affected by climate change).

- Informing Aberdeen Adapts, an **Evidence Base** document to inform the development of **Aberdeen Adapts** was refreshed in February 2022, this aims to build understanding of how climate change will affect the city.
  Action supports Capability Framework – UC3B (Undertake strategic climate change risk assessment).

- An assessment of flood risk was carried out for Aberdeen under work in the **North-East** Local Flood Risk Management Plan 2016- 2022 and this mapped areas potentially vulnerable to flood risk under cycle 1 of the plan. The 2022-2028 plan replaces the flood risk management plan for Cycle 1, which was published in 2016. The plan forms part of the statutory obligations placed on Aberdeen City Council and partners SEPA, Moray Council, Aberdeenshire Council and Scottish Water, under the Flood Risk Management (Scotland) Act 2009.
  Mapping and Assessment, to identified Potentially Vulnerable Areas (PVAs) was concluded in July 2018 to inform cycle 2 of the plan. Flooding hotspots in each PVA have been identified and these are called Objective Target Areas (OTAs). The **Flood Risk Management Plans 2022-2028** for Cycle 2 were published in December 2021 and the North-East Local Flood Risk Management Plans 2022-2028 are developed and published in December 2022.

  Under the Local Plan, Aberdeen City Council will be continuing to develop the Surface Water Management Plans in consultation with SEPA and Scottish Water and will be continuing with the next stages of current flood studies including:

  - Merchant Quarter
  - Jesmond Drive
  - Preliminary study to undertake a strategic overview of the coastal protection.

- The **Integrated Catchment Study 2015 (ICS)** is helping to inform understanding of surface water and small watercourses flood risk. The ICS is a joint project with Scottish Water.
- The **Footdee Coastal Flood Study (2018)** and Aberdeen Strategic Overview of Coast Protection (2019) are helping to inform understanding of coastal flood risk.

- A Strategic Flood Risk Assessment was undertaken to inform the new local development plan which was ultimately approved by full council in December 2022 and will be formally adopted in 2023. This is to satisfy the requirements placed on local authorities under the Flood Risk Management (Scotland) Act 2009, requiring local authorities to exercise their flood risk related functions with a view to avoiding or reducing overall flood risk and promoting sustainable flood risk management. The Assessment was to inform the development planning process and to avoid or reduce flood risk by avoiding areas at significant risk of flooding.

4b - What arrangements does the body have in place to manage climate-related risks? Provide details of any climate change adaptation strategies, action plans and risk management procedures, and any climate change adaptation policies which apply across the body.

- An update of **Aberdeen Adapts; a Climate Adaptation Framework** for the city, was approved by Council committee in February 2022. The Framework sets out key priorities, goals and key action areas for adaptation in the city. The update identified synergies and interdependencies with the Net Zero Aberdeen Route map which was approved at the same time
  Action supports Capability Framework – UC3A (Explore future change by developing scenarios and/or storylines for climate impacts and PI2C (Develop an initial adaptation strategy or action plan).

- The Council approved an Energy Transition Strategic Infrastructure Plan in May 2020, which references Aberdeen Adapts, include the goal of "Aberdeen's infrastructure is adaptable to changes in climate" and some high-level actions relevant to adaptation.

- The Council Climate Change Plan 2021-2025 approved by Full Council on 3 March 2021, has over 100 mitigation and adaptation actions for Council assets and operations. The plan covers 5 broad themes; Buildings, Mobility, Other Operations (ranging from blue green management, flood risk management, to a number of mitigation aspects), Leadership & Governance, Awareness and Behaviour Change.
  A **Council Climate Oversight Group** is established and meets monthly. Thematic work programmes involve a broad network of relevant officers working on mitigation and adaptation, leads for each of these work programmes are in place.
  Actions supports Capability Framework PI2B (Identify a range of potential adaptation actions), PI2D (Take action to deliver adaptation, PI3D (Implement a programme of adaptation actions).

- Updates on progress with the control measures for climate risks in the Council's Risk Register are provided to the **Risk Board**. Deep dives on Corporate risks including those for climate take place. Relevant information in relation to horizon scanning is also reported.
  The Audit, Risk and Scrutiny Committee is responsible for overseeing risk management and receive an annual review of the system of risk management and an annual report on the corporate risk register and related action plans. In March 2023 the Corporate Risk Register and Assurance Map were reported to Committee to provide assurance on the Council's system of risk management.
  Action supports Capability Framework – UC3B (Undertake strategic climate change risk assessment)

- A City Resilience Group works to manage city risks which could cause an emergency affecting people and place. Climate is included on the agenda for this group.

- Enabling **prompt response to flood alerts**, the Council continues to operate a Duty Flood Officer rota, checking SEPA Water Levels for the Rivers Dee and Don and monitoring coastal tide levels. Where there is surface water flood risk, the status of priority hakes and gullies are checked so these can be cleared. Signs have been installed at all priority trash screens with contact details for reporting blockages or damages. Monthly visual inspections take place for any defect or issues with the rock armour, seawall structures, including ramps and steps and condition of timber groynes. Beach levels are also monitored on a bi-weekly basis, these can vary naturally along the Aberdeen coastal front, low sand levels present a risk to the stability of the seawall and a risk to the public access and safety.

- The Council is part of the **Grampian Local Resilience Partnership** providing multi agency co-ordination for response and recovery in emergency situations, including severe weather.

- The Council is a participant in the **Adaptation Scotland Benchmarking Working Group**, using the **Benchmarking Tool** to assess progress against the Capability Framework. A visual of Council progress against the Capability Framework using the Benchmarking Tool is included in the Council Climate Change Plan 2021 – 2025.

Adaptation is embedded in many Council and partnership policies and strategies including:
- The Aberdeen Local Development Plan (2017), includes policies on:
  - Greenspace network – policy NE1 (p67)
  - Trees and woodlands – policy NE5 (p72)
  - Flooding, drainage & water quality - policy NE6 (p74)
  - Coastal planning – policy NE7 (p77)
  - Low and zero carbon buildings & water efficiency – policy R7 (p87)
  - Renewable and low carbon energy developments – policy R8 (p89)

- Supplementary guidance on open space & green infrastructure (p71) and flooding drainage and water quality (p75) with arrangements for Flood Risk Management Planning in Scotland, Flood Risk Assessment, Drainage Impact Assessment, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.

- Supplementary guidance on open space & green infrastructure (p71) and flooding drainage and water quality (p75) with arrangements for Flood Risk Management Planning in Scotland, Flood Risk

Assessment, Drainage Impact Assessment, Sustainable Drainage Systems (SuDS), Regional SuDS and Waste and Foul Drainage.

- The Proposed Aberdeen Local Development Plan (2020) and Delivery Programme was approved by Full Council in March 2020 and public consultation ran for over 14 weeks from 20 May to 31 August 2020. The Proposed Aberdeen Local Development Plan (2020) was submitted for the Examination in Public in July 2021. In September 2022 Aberdeen City Council received the Reporters' Report into the Examination in Public, and the Proposed Aberdeen Local Development Plan (as modified) 2020 was approved by full council in December 2022, thereafter, submitted to the Scottish Ministers and is expected to be adopted in 2023. As of 31 March 2023 three extension letters had been received from the Scottish Ministers stating their required more time to consider the document.

- The Proposed Aberdeen Local Development Plan 2020 assesses policies against the **UN Sustainable Development Goals** (p14-15). The Proposed Plan 2020 includes policies on:
  - Green and Blue Infrastructure – policy NE2 (p50)
  - Our Water Environment – policy NE4 (p56)
  - Trees and Woodland – policy NE5 (p58)
  - Low and zero carbon buildings, and water efficiency – policy R6 (p71)
  - Renewable and Low Carbon Energy Developments – policy R7 (72)
  - Heat Networks – policy R8 (p73)
  - Energy Transition – policy B5 (p101)

- Aberdeen City and Shire Strategic Development Planning Authority published the Strategic Development Plan 2020. It includes the objective: "mitigates and adapts to the effects of climate change and changing weather patterns"
It acknowledges risk from flooding and storm surges, and increased risk is expected due to changing and more unpredictable weather patterns, extreme weather events and rising sea levels. As well, that "new development should not adversely impact on water quality either during construction or at operational phase. Wherever possible new development should contribute to developing and enhancing blue / green networks and habitat improvement."
It includes in targets: To avoid having to increase the amount of water Scottish Water are licensed to take from the River Dee, as a result of the new developments proposed in the Plan."

- Since the adoption of **National Planning Framework 4 (NPF4)** on 13 February 2023, the Aberdeen City and Shire Strategic Development Planning Authority and the Strategic Development Plan ceased to exist. NPF4 contains policies relating to:
  - Tackling the climate and nature emergency – Policy 1
  - Climate mitigation and adaptation – Policy 2
  - Biodiversity – Policy 3
  - Natural places – Policy 4
  - Soils – Policy 5
  - Forestry, Woodland and Trees – Policy 6
  - Energy – Policy 11
  - Zero Waste – Policy 12
  - Heating and Cooling – Policy 19
  - Blue and Green Infrastructure – Policy 20

- Aberdeen City Council produces and maintains **emergency plans** in conjunction with the **Local Resilience Partnership** members, including the emergency services and other agencies. This is to address specific potential emergencies which may affect the Grampian area as a whole, such as flooding. The Community Resilience project is raising awareness, identifying, and developing community champions and supporting the development of resilience plans across Aberdeen. In December 2022, two new Community Resilience volunteer groups have been established and launched in Bridge of Don and Danestone.
In addition, during this time, **Emergency grab boxes** were delivered to over 50 locations across the city and issued a call for further Community Resilience Volunteers. More information here.

- The Aberdeen Nature Conservation Strategy, considers the future impacts of climate change and highlights the links between biodiversity and climate change. Specifically, the strategy recognises that

biodiversity loss and climate change are interlinked and that both threaten the availability of the natural resources. *(p15)*

- The Aberdeen Open Space Strategy 2011-2016, contains a key objective and series of actions to, *"Maximise opportunities to mitigate and adapt to climate change and further biodiversity."* This is through encouraging (Sustainable Urban Drainage Systems) SuDS, protecting open spaces for the role they play in flood management and planting native and wildlife friendly species. Open Space and blue / green infrastructure deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management. This strategy will be updated following the Open Space Audit review, which as part of the Aberdeen City Open Space Audit. A public consultation was carried out in February and March 2022. This consultation asked members of the public that live, work, or visit Aberdeen to provide their opinions on Open Spaces within the city and carried out in two parts. Firstly, it sought the general views on Open Spaces across the city, and secondly, allowed users to select Open Spaces which are important to them from an online map and give feedback on specific spaces. The consultation received a total of 1,363 responses and will add community value to the audit. Work is now ongoing to analyse these responses along with analysis of Open Space across the city under the key themes of accessibility, place, health, community value, biodiversity and ecosystem services.

- The Local Transport Strategy 2016 - 2021 states "we therefore need to build infrastructure, which is more sustainable, climate resilient and adapted to our environment, ecological conditions and landscape setting". It includes the objectives:
  - o To ensure that the transport network is as resilient as possible in case of flooding from extreme weather conditions. *(P28)*
  - o To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure. *(P43)*

The Council has started work on the next Local Transport Strategy for Aberdeen. A main issues consultation took place in November 2022.The results will be used to inform the Main Issues Report for the next Local Transport Strategy which, in turn, will be used to inform the strategy itself. The Main Issues Report will also form one of the appendices to the Local Transport Strategy

- The North East Local Flood Risk Management Plan (NELFRMP) and North East Local Flood Risk Management Strategies. The plan contains the statutory duties that the Council will be required to undertake for the Flood Risk Management Plan 2016-2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009.
  Plans and Strategies for Cycle 2: The Flood Risk Management Plans 2022-2028 for Cycle 2 were published in December 2021 and the North East Local Flood Risk Management Plan 2022-2028 was published in December 2022.
  Aberdeen City Council is part of the partnership for the North East Local Plan District (NELPD) and comprises of the three local authorities: Aberdeenshire Council, Aberdeen City Council and The Moray Council together with SEPA and the following Responsible Authorities: Scottish Water; SEPA; Forestry Commission Scotland; and Cairngorms National Park Authority.
- **Aberdeen City Council Business Case** - adaptation is embedded into the Environmental Management section of the Aberdeen City Council Business Case template – *"Building city resilience to projected changes in climate"*, to ensure climate change is considered in new projects and proposals.

- The **ACC Building Performance Policy** covers new build and refurbishment projects for corporate assets. Accompanying guidance and a checklist are designed to support and help inform decision making when considering the construction of new, and refurbishment of, corporate assets. The checklist includes consideration for site selection and assessment, including conducting a climate risk assessment, consideration for drainage, flooding and water efficiency.

- The Community Planning Aberdeen, **Local Outcome Improvement Plan** (LOIP) 2016 – 26 includes the stretch outcome for adaptation: 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. Key drivers for community resilience, and the development of community resilience plans, are shown under this outcome, with key improvement measures against these drivers. (P37)
  ACC Committee Report templates require reports to demonstrate links to the LOIP.

- The [Aberdeen City Council Delivery Plan 22/23](#) was approved at Full Council on March 2022. This sets out key deliverables and Commissioning Intentions to support delivery of the LOIP. These include the delivery of Aberdeen Adapts; by developing a bottom-up approach to community resilience to encourage greater ownership and independent action towards understanding communities' risks from climate change and adapting to them.

- [Granite City Growing: Aberdeen Growing Food Together](#) a city community food growing strategy was approved by Council committee in February 2020. This includes the strategic outcome "Embed the requirement to increase biodiversity and climate change adaptation and mitigation within growing spaces through the choice of plants, heritage varieties, site design and management."

- The [Council Tree and Woodland Strategic Implementation Plan](#) was approved in June 2022.

4c - What action has the body taken to adapt to climate change? Include details of work to increase awareness of the need to adapt to climate change and build the capacity of staff and stakeholders to assess risk and implement action.

Increase awareness

- **Carbon Literacy Training** funded by the Scottish City Alliance and The Improvement Service was introduced to Elected Members and Senior Managers and covered mitigation and adaptation. The programme of training is set to continue with further cohorts to be released.
- Presentation to the **Adaptation Scotland Benchmarking Working Group** (May 2022) on the adaptation journey in Aberdeen including work to develop Aberdeen Adapts and work on climate risk.
- In September 2022, an internal **Climate Change eLearning module**: *Meeting Our Climate Change duties* was created and rolled out to enable colleagues to play their part in reducing carbon emissions and adapting to climate change.
- **Aberdeen Climate and Nature Pledge** launched in November 2022, alongside the new **Net Zero Aberdeen website** and promoted, by delivering a webinar during Climate Week North East 2023, including various internal and external communications.
- An area of the **staff intranet** "Green Workplace" has been refreshed to provide easy access to 'Green' employee benefits and incentives, sustainable commitments and plans, plus a reporting, performance and knowledge hub. This intranet page will continue to be developed over the coming year.
- Where there is **surface water flood risk**, the status of priority hakes and gullies are checked so these can be cleared if necessary. Signs have been installed at all priority trash screens with contact details enabling the public to report blockages or damages.

Building Adaptive Capacity

- The **Council Climate Change Oversight Group** continues to meet monthly, which has oversight of the actions being delivered by the thematic sub-groups for the Council Climate Change Plan. This includes emission reduction and adaptation actions for the Council's assets and operations. **A Teams channel** continues to be used for the Group files and communication.
- **The Green Champions network** has grown from 63 to 75 Champions, taking part in 8 initiatives, such as, workplace food growing, food waste champions, repair what you wear workshops, active travel challenges, and activities to provide access to reusable period products in the workplace. Success stories of Champions are shared on the internal Green Champion intranet page to continue to promote encourage and inspire further staff action. Phase 2 of the project will focus on expanding champion networks across the city through partnership organisations to share, network, and encourage carbon reduction and sustainable actions. Organisations include the James Hutton Institute, University of Aberdeen, NHS, and Police Scotland.

Deliver Adaptation Action

- A [property level flood protection grant](#) remains in place. The Council runs a 50% funded grant scheme to assist protecting property from flooding. The grant is for private residences that have either been previously flooded and have sustained damage; are located on a vulnerable area shown on the SEPA Flooding Maps; or are shown on the Integrated Catchment Study Model. The grant has recently expanded to include commercial properties.

- **Sustainable Growth Agreement** City Scale Project in collaboration with SEPA and Scottish Water. A future report may be submitted to Council to seek support to continue to work towards:
    - Managing rainwater and wastewater drainage more sustainably.
    - Investing wisely to protect the water environment to minimise energy and resource use and maximise social and economic benefits.

- **Den Burn Restoration Project.** Plans are being drawn up to restore approximately a 1.5-mile stretch from Maidencraig to King's Gate in the west of the city to enhance the wetland habitat and increase biodiversity. Plans include returning the Den Burn to a more natural course and provide paths linking communities. Funding to be secured.

- The priority scoring matrix for assessing projects for potential inclusion in the **Condition & Suitability Programme** was modified in 2021. Projects continue to be scored on Emissions Reduction and Climate Resilience/Adaptation. This ensures projects which contribute significantly to those factors will likely be included in the Programme. The C&S Programme 2022/23 to 2024/25 is underway.

- **Tree Planting**. Schools and community groups planted oak trees as part of the Queen's Green Canopy initiative and Aberdeen's First Wee Forest was planted, led and managed by woodside Primary School. It is Aberdeen's first and only Wee Forest and is the most northerly of all Wee Forests in Scotland. Work is taking place to map out green space for further tree planting for 22/23, this follows publication of the Tree & Woodland Strategic Implementation Plan.

4d Where applicable, what contribution has the body made to helping deliver the Programme (Scottish Climate Change Adaptation Programme – SCCAP2)?

Sub-Outcome 1.1: People in Scotland's diverse communities are informed, empowered and adapting to climate change	1.1.2 Empowered Communities	Installation of signs at all priority trash screens for communities to report blockages or damages. The Aberdeen Local Outcome Improvement Plan includes an Improvement Project Aim for "Community led resilience plans in place for areas most vulnerable to flooding by 2023, leading to resilience plans in place across all areas of Aberdeen by 2026". 4 Community Led Resilience Plans have so far been developed. Analysis of the findings of an Aberdeen Open Space public consultation held in February and March 2022 to improve accessibility, place, health, community value, biodiversity and ecosystem services. Now have established 40 'It's Your Neighbourhood' groups representing the city. More groups than any other local authority in Scotland.
Sub-Outcome 1.2: Scotland's buildings and places are adaptable to Climate Change	Flood Risk Management Strategies	**The North East Local Flood Risk Management Plans for Cycle 2 (2022-2028)** have been developed and published in December 2022. This is to meet statutory requirements under the Flood Risk Management (Scotland) Act 2009. The Plan was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water.
	1.2.1.1 Community Planning	The Council produced a **Sustainable Urban Mobility Plan** approved in December 2019. An **Aberdeen Active Travel Action Plan 2021-2026**, was approved in March 2021
	1.2.3 Resilient Buildings	Information on home energy savings in Aberdeen can be found [here](#) and on the Energy Efficiency Aberdeen website found [here](#). Condition & Suitability Projects are scored on Emissions Reduction and Climate Resilience/Adaptation. Projects which contribute significantly to those factors will likely be included in the Programme.

		The Property Level Flood Protection Scheme for eligible residential properties continued in this reporting period and in March 2023 the Net Zero, Environment and Transport committee agreed to extend the scheme to include eligible businesses.
Sub-Outcome 2.2: Scotland's health and social care is ready and responding to changing demands as a result of the changing climate	2.2.2.1 Temperature	Some of the policies in this section relate to making the most of the potential for increased outdoor activity due to a projected rise in mean annual temperature, which would have positive outcomes on both physical and mental health. The Council network is developing sustainable travel networks; have produced a Sustainable Urban Mobility Plan approved in December 2019 and Aberdeen Active Travel Action Plan 2021-2026, was approved in March 2021
	2.2.2.5 Air Quality	The Council proposed to introduce a Low Emission Zone (LEZ) in Aberdeen from 30th May 2022. Enforcement of the LEZ is due to start on 1 June 2024. The aim of the LEZ is to improve air quality within the City Centre Air Quality Management Area to ensure compliance with the Scottish Government's air quality objectives, particularly for the pollutant nitrogen dioxide (NO2) Work is taking place to increase the electric vehicle network in Aberdeen and an Aberdeen Electric Vehicle Framework **2020-2030** was approved in March 2021. Further Public charging sites have also been installed. Ongoing work is taking place to transition the Council's own fleet through the Fleet Replacement Programme including the installation of 8 EV chargers installed for up to 16 vehicles installed for dedicated Council use, total now up to 32 vehicles. **Aberdeen Local Transport Strategy** (LTS) - work has started on the next LTS. The main issues consultation results from November 2022 will inform this.
Sub-Outcome 3.1: Scotland's businesses based on natural resources are informed and adaptable to climate change.	Land Use Strategy	The Council is a member of a (North East) **Regional Land Use Partnership** being piloted to help develop the approach to land use in support of our green recovery and transition to net-zero. Phase 1 (21/22) to establish partnership structure is complete. Phase 2 is now in the process of developing a Framework which uses a natural capital approach to identify and agree upon current and potential land use opportunities and priorities across the region that support the delivery of Scottish Government's targets for climate change, biodiversity, and other environmental objectives.
	3.1.2 Forestry	A focus on clearing damaged areas and replanting due to storm damage following Storms Arwen, Malik, and Corrie In partnership with local communities and sponsors, a number of trees were planted including 400 + street trees. **The Strategic Tree & Woodland Implementation Plan** was approved and published in June 2022 .
Sub-Outcome 3.2: Scotland's manufacturing, services and wider economy are informed and adaptable to climate change	3.2.4 Building Premises	The **Local Flood Risk Management Plan 2022-2028**, was published in December 2022. The Plan translates the Flood Risk Management (Scotland) Act 2009 into actions over the second planning cycle for the **North East Local Plan District Flood Risk Management Plans**
Sub-Outcome 4.2: Scotland's devolved supporting systems are resilient to climate change	4.2.2 Water	The **Sustainable Growth Agreement (SGA)** is an agreement between Scottish Water and SEPA. Under this Agreement, Scottish Water and SEPA are "committed to develop, trial and then seek to deliver (with partners) innovative ways of managing rainwater and waste water drainage to help protect the social, economic and environmental wellbeing of Scotland's towns and cities in a changing climate" ACC is not a signatory to the Agreement but agreed to work in partnership with Scottish Water

		and SEPA to trial a new approach to managing storm water in Aberdeen. This work is still ongoing.

4e - What arrangements does the body have in place to review current and future climate risks? Provide details of arrangements to review current and future climate risks, for example, what timescales are in place to review the climate change risk assessments referred to in Question 4(a) and adaptation strategies, action plans, procedures and policies in Question 4(b).

- The **Council's Corporate Risk Register**, this includes place based climate risk; and further relevant risks are included at Cluster and Operational level. The Risk Board meet every 6 weeks and are provided with updates on progress with climate change action and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- Monitoring processes for the delivery of actions in the **Council Climate Change Plan** are indicated in 4b.
- Progress with the **Nature Conservation Strategy** is reviewed, as part of **Biodiversity Reporting Duties**. This is required every three years under the Wildlife and Natural Environment (Scotland) Act 2011. An updated **Biodiversity Duty Report** is in the process of being produced.
- The **North East Local Flood Risk Management** Plans for Cycle 2 (2022-2028) have been developed and published in December 2022.have been developed and published in December 2022.

4f - What arrangements does the body have in place to monitor and evaluate the impact of the adaptation actions? Please provide details of monitoring and evaluation criteria and adaptation indicators used to assess the effectiveness of actions detailed under Question 4(c) and Question 4(d).

- Key indicators are set out under each of the priority areas in the approved **Aberdeen Adapts: Climate Adaptation Framework**. It is anticipated further indicators will be developed to support the implementation phases of the work.
- This was the second year of implementation since approval of the **Council Climate Change Plan** approved in March 2021. An Oversight Group drives the tracking of this activity, meeting monthly, with regular project deep dives to build understanding, highlight challenges and opportunities.
- The **Risk Board** is provided with updates on progress with climate change controls in the Corporate Risk Register and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- The Council is part of the Adaptation Scotland Benchmarking Working Group and reviews adaptation progress annually against the **Public Sector Adaptation Capability Framework using the benchmarking tool a summary is produced.**
- Biodiversity actions are monitored through implementation of the **Aberdeen Nature Conservation Strategy**.
- Open space actions are monitored through the implementation of the Aberdeen Open Space Strategy.
- Ongoing flood monitoring helps to assess the delivery and effectiveness of flood alleviation studies and schemes.
- The Council is a partner in the Aberdeen Community Planning Partnership, monitoring takes place against key improvement measures for addressing climate change set out in the Aberdeen Local Outcome Improvement Plan. An Improvement Charter has been established for community resilience. Progress updates are provided monthly.

4g - What are the body's top 5 priorities for the year ahead in relation to climate change adaptation? Provide a summary of the areas and activities of focus for the year ahead.

1. Implementation of adaptation actions in the approved Council Climate Change Plan 2021-2025 for mitigation and climate resilience for the Council's own assets and operations.
2. Further development of Community Resilience Groups in Aberdeen.
3. Progress with the development of cycle 2 of the North-East Flood Risk Management Plan. The Council budget in March 2023 allocated funding for flood protection including grants, flood scheme and sensors.

4. Mapping, expansion and development of blue, green infrastructure.
5. Continuing work to embed climate adaptation in Council processes and procedures.

4h - Supporting information and best practice. Provide any other relevant supporting information and any examples of best practice by the body in relation to adaptation.

The Local Resilience Partnership

Throughout 2022, presentations were given to various outside organisations including the three listed below to highlight the benefits of Community Resilience Volunteer Groups and how Aberdeen City Council can support the initiative.

- Sustainable Cities working Group
- Community Councils
- Community Empowerment Network

These presentations will continue throughout the year.

There has been an enthusiastic up take on volunteering over the past two plus years due to Covid 19 and numerous storms across the area. The Partnership is looking to harness this support to work with the Police, Fire, Ambulance and the Council. Local community groups and personal resilience play extremely important role in the success of an emergency response and the recovery.

Electronic leaflets on resilience and winter preparedness etc are available printed and pdf. More information here.

It's Your neighbourhood' Groups

A total of 40 community groups in the city had their environmental improvement work recognised by the 2023 Beautiful Scotland, It's Your Neighbourhood initiative. The initiative is designed to acknowledge the work of community groups recognising community participation, environmental responsibility and gardening achievement. It's Your Neighbourhood is a local environmental improvement campaign designed to encourage volunteer groups to pick up their shears and spades in a bid to clean up and beautify their local areas. The campaign is run by Keep Scotland Beautiful in partnership with the Royal Horticultural Society.

Beautiful Scotland 2022 Awards

Aberdeen 'Communities Together' won 'Best City' and was also joint first in the Rosebowl 2022 and Royal Caledonian Horticultural Society Award categories. Judges noted the high value placed on green spaces by the Council and the Public.

Green Flag Awards

Aberdeen City Council were awarded 9 Green Flag Awards in recognition of well managed parks and green spaces, with seven other parks retaining their green flag status.

Tree Planting

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. High risk damaged trees have been cleared, felled and restocked. The funding has also allowed for repair works to be completed. This has included path and fence repairs. To date approximately £350K of the funding has been used and the remainder will be spent in 2023. In addition to the storm damage work, 400+ street trees have been planted during this reporting period.

Tree and Woodland Strategic Implementation Plan

Approved by the Net Zero, Environment and Transport 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.

SECTION 5 - PROCUREMENT

5 a) How do procurement policies contribute to compliance with climate change duties?
Provide information relating to how the procurement policies of the organisation have contributed to its compliance with climate change duties.

The Council's **Sustainable Procurement and Community Benefits Policy** guides sustainable procurement activity at a strategic and operational level, contributing positively and progressively to duties and commitments under **Scottish Climate commitments**. Policy is sufficiently agile to contribute to broader climate positive aspirations which support global energy transition, application of meaningful circular economy measures and a net zero future. Strategic and practical guidance is provided at key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: **mitigation** (ensuring reduction in greenhouse gases/enhancing carbon storage), **adaptation** (e.g. flood prevention) and **maximising added social, economic and environmental value**.

The Commercial and Procurement Shared Service (CPSS)
Embraces the procurement function in: Aberdeen City Council, Aberdeenshire Council and The Highland Council. **2017-2022 Joint Procurement Strategy** fully aligned to: **i)** Scottish Model of Procurement (balance of quality, cost and sustainability) **ii)** National Performance Framework **iii)** Public Service Reform Agenda and **iv)** Scottish Government aspirations to: **"support Scotland's economic growth by delivering social and environmental benefits, supporting innovation and promoting public procurement processes and systems which are transparent, streamlined, standard, proportionate, fair and business-friendly"**

The Council's **Procurement Mission Statement** commits to delivery of **"ethical and sustainable value for money solutions that support the operational needs and wider strategic aims of the councils and the communities they service to further local and national priorities to the fullest extent possible."** These aims converge with the National Performance Framework outcome "**valuing, enjoying, protecting and enhancing our environment"** and wider vision for the environment..
Policy/strategy/guidance emphasises a commitment (beyond mandatory thresholds) to **identify: "leverage opportunities (including social, economic and environmental value) aligned to the needs and priorities of our communities"**

Policy

"The partner councils aim to act as a role model within the public sector by carrying out activities in a responsible and sustainable manner, considering how the economic, social and environmental wellbeing of the area can be improved by working with all sectors of the business community to achieve increased prosperity. As responsible and ethical buyers, the partner councils aim to embed the key principles of sustainability into procurement activity for the benefit of society, the economy and the environment." The policy statement appears prominently in sourcing strategies and tender documents guiding procurers and bidders. Embedded and reinforced communication leads to climate positive measures receiving early, considered focus resulting in higher quality, more innovative bids aligned to local/national priorities and climate change duties.

Policy/guidance reinforces messaging that not all sustainability measures solely achieved through community benefits. Outcomes can be specified as contractual conditions e.g., particular eco standards (or equivalent), product composition and opportunities to introduce circular economy measures. Methods of production, lifecycle costing, environmental performance, reduction of packaging (particularly single use plastic) wastewater standards/accreditation and production methods at any stage of the lifecycle of supply or service promoted.

Zero Waste Scotland Circular Procurement Guidance and Best Practice is promoted in policy/guidance. Procurers are encouraged to consider utilising community benefits and the specification to maximise environmental wellbeing. In addition, the Edinburgh Science Net Zero Toolkit (https://thenetzerotoolkit.org/about/) strongly promoted as a free resource to support suppliers on their own journeys to a net zero future.

Sustainability tools are promoted in policy and guidance: i) Sustainability Test, ii) Prioritisation Tool and iii) Lifecycle Impact Mapping. Policy/guidance recognises that councils have influence and responsibilities beyond the geographic areas they serve. Sustainable procurement measures/community benefits can be captured at the following levels: **Local** (Council/area specific); **National** (Scotland/UK) and **Global** (e.g. fairly traded/ethically sourced goods/carbon emission reduction.) Guidance prompts that many national strategic objectives are addressable locally (employment & skills, Real Living Wage, health and wellbeing, poverty, biodiversity, reduced road miles/reduced carbon emissions etc.) As an overarching theme, sustainable procurement strongly recognised as a means of increasing **prosperity**. Prosperity of the (local) economy; Prosperity of (local) people; Prosperity of (local) places and Prosperity of the (local) environment.

5b) How has procurement activity contributed to compliance with climate change duties? Provide information relating to how procurement activity by the organisation has contributed to its compliance with climate change duties.

The following is illustrative of procurement activity **i)** mitigating CO2 conscious of adaptation **ii)** improving energy efficiency and in many cases **iii)** incorporating meaningful social/economic and environmental criteria:

Construction – follows industry terms/best practice (NEC3, SBCC ICE etc), Building Standards/Building Performance polices in addition to "Gold Standard" Housing commitments whilst noting ambitions within the Scottish Government to move to ensure all new housing in Scotland is built to Passivhaus standard. "Gold standard" homes aim for a minimum 27% reduction in carbon dioxide emissions which is achieved partly through using renewable energy to provide 50% of hot water demand. The Gold Standard incorporates other carbon saving measures including more effective insulation and air circulation techniques. Combining renewable technologies with state-of-the-art energy efficiency has the potential to significantly reduce household running costs.
In general, specifications incorporate sustainability, energy and environmental considerations to a challenging but proportionate extent per project. Strong ethos that value for money demonstrated by whole of life costing/best price-quality ratio. Current and future climate/adaptation risks factored into procurement processes where relevant to safeguarding assets/infrastructure/communities. In the reporting period, procurer and supplier knowledge/awareness of circular economy principles and sustainable opportunities increased.

Managed Print Contract (Aberdeen City/Aberdeenshire) From original estate of over 5,000 unmanaged print devices (2016), contract systematically eliminated use of small, inefficient desktop printers requiring regular consumable replacement and rationalised to under 50% by 2018 to ENERGY STAR® power saving models. Supported by a Print Policy driving duplex and mono print as default with imperative to scan and move paper to digital to reduce resources and eliminate waste. Outcomes include reduced print volumes averaging 10% year on year, with estimated 270M fewer sheets of paper used since 2016 (the equivalent to 32,393 trees). Xerox Sustainability Calculator reports a 30% reduction in: Energy, Greenhouse Gas Emissions and Solid Waste.

Compared to 2018, 2023 annual electricity consumption and paper use have both reduced approximately 46%. The cumulative reduction over the 5 years is estimated to be 124.8M fewer sheets of paper resulting in saving the equivalent of 14,976 trees. Furthermore, cumulative greenhouse gas emissions avoidance estimated to be 654,000 kg CO2e as a result of reducing electricity, toner, and paper use each year. Contract ensures all removed devices governed via WEEE compliant processes. Used consumables managed through the Xerox Green World Alliance programme to recycle – minimising environmental impacts/maximising opportunities to positively contribute to the global circular economy agenda.

Energy from Waste (Aberdeen City/Aberdeenshire /Moray Councils) Construction of an Energy from Waste plant working towards fulfilling Zero Waste Plan requirements with the facility now in commissioning and to be fully operational in 2023. Facility will provide a long-term solution for non-recyclable waste produced in the NE of Scotland and will generate significant, wider benefits e.g. low carbon electricity generation and heat for local residents as a sustainable means of reducing fuel poverty. The plant will process circa 150,000 tonnes of non-recyclable waste pa. Modern combustion technology utilises flexible, future-proof, cutting-edge process control. High temperature combustion provides electricity and heat from

production of steam. Project has potential to heat 10,000 homes otherwise reliant on fossil fuels. The facility will export around 12MW of electricity, and/or 20MW of heat as steam or hot water.

Torry Heat Network - Work commenced in March 2022 to construct first phase of a new District Heating System for the community of Torry. A Phase 2 Pre-Construction Services Agreement was entered into in December 2022. Heat will be supplied by the energy from waste plant to dispose of non-recyclable waste from Aberdeen City, Aberdeenshire and Moray Councils. Work comprises a heat distribution facility and installation of 5.7 miles of underground pipes. Anticipated 733 homes + 6 Public Buildings will be connected to the network. District Heating provides higher efficiencies and superior pollution control than localised boilers and aids reduction of carbon footprint. Heat networks significantly reduce demand for heat generated from fossil fuel sources. Phase 1 Project will deliver carbon savings of at least 32,700 tCO2 over a 40-year period, thus making a significant contribution towards Aberdeen's climate positive aspirations. Calculations in progress re projected CO2 savings aggregating Phase 1 and Phase 2. Project will provide warmer homes, lower heating bills and hence assist significantly with local and national priorities in terms of socio-economic deprivation and fuel poverty.

Aberdeen Hydrogen Bus Projects – Hydrogen buses only emit water vapour so reducing carbon emissions/air pollution compared to diesel equivalents.   Hydrogen fuel cell electric double decker buses as part of the JIVE Project were a world first when launched in January 2021. The current fleet of 15 buses have saved over 1500 tonnes CO2e since becoming operational. This is considered to mark a significant step forward in improving the city's air quality for residents.

Fuel Cell/Hydrogen/Electric Vehicles/Charge Points– in the reporting period, two new EV rapid charge points procured (1 for Craibstone Park & Ride, 1 for Virginia Street Car Park) and 3 x fast charger (1 for Summer Street and 2 additional for Craibstone Park & Ride). These charge points capable of recharging 2 vehicles simultaneously - installed and awaiting final connections. Procured but not presently installed/operational, 10 charge points (2 x rapid and 8 x fast) to be operational by Autumn 2023. 1 x rapid will replace an old fast charger at Kingswells Park and Ride, 1 x rapid will be a new charge point in the car park at South College Street, 1 x fast for Byron Square, 4 x fast additional chargers for Kingswells Park and Ride, 1 x fast a new charge point in the car park at South College Street, 1 x fast will replace another fast charger on Exploration Drive and 1 x fast will replace another fast charger at Chapel Street car park. Warranty, SIM and maintenance agreements on the chargers secured up to the end of June 2024 to ensure units remain connected to Chargeplace Scotland A maximum 2-hour maximum stay time has been introduced at rapid charge points to ensure fair, equitable use. Total charge points listed here.

Partnership working with Aberdeenshire and Highland Councils, collaborative **"Pathfinder initiative"**. Initiative has allowed a consultant to be procured to explore alternative business models for future delivery of public EV charge points. Initiative may ultimately involve collaboration with partners across the private sector to further expand the EV network at pace, harnessing expertise/funding.

Car Club, retendered in 2021/22 with Enterprise car club chosen as the winning bidder. The contract commenced in June 2022. As with previous generation of the contract, the purpose of the contract is to:

- Operate a pay as you go on-street car club for members of the public/ organisations to use. This gives people an alternative to having to own their own car by giving them access to one. This can lead to reduced cars in the city and reduced parking pressures. Figures suggest that every car club car can remove up to 17 private cars from the road.
- Provide managed pool cars to Aberdeen City Council staff. There is a fleet of 10 zero-emission cars that can be booked exclusively for staff – 6 are hydrogen powered and 4 are battery EVs – and staff can then overspill into any of the other Enterprise car club cars in the city. Staff can also secure free personal membership to Enterprise so they can use the cars in their own time.
- Have the car club as part of the Development Management process in planning so that, as an alternative to parking provision, developers can provide membership for residents to the car club and, in some cases, fund whole vehicles. This reduces private car dependency. The Council can obtain these benefits through Developer Obligations within the planning function.

In addition, the previous contracted supplier, has maintained a presence in Aberdeen. This gives local people more choice and prevents one supplier having a monopoly (even if the contracted supplier does have access to the designated car club bays across the city)

In March 2022/ 23 the UK's first fuel cell electric Waste truck was launched. A purchase has been funded by the Council through the Interreg North West Europe HECTOR project and was jointly procured with HECTOR partners. The RCV has a tank capacity of 20kg of hydrogen and can drive over 120 miles on one tank saving over 25kg/ CO2e across each year. Fuel cell vehicles have no carbon emissions – emitting only heat and water vapour.

Utilising the Scottish Government Energy Transition Funding for delivering the Aberdeen Hydrogen Hub, the Council is also on course to retrofit over 35 large diesel vehicles to hydrogen over the next year. First published through the TPPL Framework and awarded to ULEMCo in December 22: ULEMCo Awarded Contract for Largest Fleet-Wide Hydrogen Conversion - Hydrogen Solutions for Transport | ULEMCo Ltd. The programme is on-going with 4 vehicles, including a tractor, retrofitted by March 2023. Each retrofitted Hydrogen Injection Combustion Engine (H2ICEd) vehicle can save between 20-40% of carbon emissions compared their pure diesel equivalent.

Aberdeen City Hydrogen Energy Storage (**ACHES**) –a hydrogen production and refuelling station to the South of the City on Landykes Road, Cove, originally built as a demonstration to showcase the technology and allow demand to build in the region. The facility is owned by Aberdeen City Council and has been operational since 2017. The station uses electricity on a green tariff to produce hydrogen via electrolysis onsite.

In the reporting period, ACHES dispensed more than 1,715 kg of hydrogen over 845 refuelling events servicing both the Council fleet and public vehicles. Several tube trailers were also filled during this period enabling bus demonstration projects in Northern Ireland and Inverness to begin.

Hydrogen Hub – In March 2022, Aberdeen City Council and bp formed a joint venture called bp Aberdeen Hydrogen Energy Limited (bpAHEL). The partnership intends to enhance the hydrogen economy in Aberdeen city and the North East of Scotland by building the Aberdeen Hydrogen Hub, a scalable and sustainable green hydrogen production, storage, and distribution facility, powered by a new solar plant and additional renewable energy sources.

For more than ten years, Aberdeen has been at the forefront of hydrogen innovation, with the H2 Aberdeen initiative driving growth of a hydrogen economy and the adoption of hydrogen technologies within the region. The Aberdeen Hydrogen Hub project is now central to helping deliver the city's net-zero vision. By harnessing natural resources, a skilled workforce, and the industrial capacity of the North East of Scotland, the project seeks to help create a thriving new energy sector that builds upon the region's oil and gas heritage.

The project is designed to scale up in line with hydrogen market growth. Phase one targets production from 2025, delivering over 800 kg of green H2/day, sufficient to fuel at least 25 fuel cell electric buses and the Council's fleet of hydrogen vehicles. Additional capacity is designed to support private vehicle refuelling for consumers and fleets.

Future phases see production increase to meet the demands of road and other transport sectors, including rail, and marine. bp's floating offshore wind demonstrator project, part of INTOG, could increase power supply to enable expansion along with potential connection to other local renewable power sources. A final phase anticipates hydrogen for heat and net export – helping to deliver Aberdeen's vision to be a climate positive city at the heart of the global energy transition.

National Frameworks - via participation in User Intelligence Groups, the Council works in close collaboration with Scotland Excel (SXL) to improve sustainability credentials in the development of new national frameworks. Comprehensive sustainability test carried out by SXL for each new framework e.g. policies on managing waste, minimising carbon footprint, fair work, innovation and commitments to delivering community benefits explored and subject to robust contract/supplier management. Extensive use made of national frameworks. SXL Contracts Register lists each operative framework and contains a summary of sustainability considerations representing a **minimum** standard which can be enhanced through purchasing decisions made in "call offs"   In any framework involving delivery of supplies, increasingly superior emissions class of vehicles/ willingness to work towards a particular standard during engagement promoted. Food related frameworks incorporate reduced packaging/waste and circular economy principles. Scottish Government Frameworks and Contracts cover a wide range of goods and

services. Sustainability standards represent a **minimum** which can be enhanced through purchasing decisions made in "call offs." **Utilities** <u>Electricity</u> - Promoting greener power, Renewable Energy Guarantee of Origin (REGO) certificates at fixed rates; range of Energy Efficiency Services as additional services and opportunities to sell energy back to the grid. <u>Natural Gas</u> – sustainable measures and energy performance guarantee option to ensure a range of energy conservation measures. <u>Water</u> – intelligent water management programme for reducing usage with associated reduction in CO2.

5c) Supporting information and best practice.
Provide any other relevant supporting information and any examples of best practice by the organisation in relation to procurement.

In the reporting period, the Commercial and Procurement Shared Service (CPSS) continued to engage actively and positively in the net zero/sustainable procurement agenda at a local, regional and national level e.g., via working groups, User Intelligence Groups and statutory consultations. Options continue to be developed and challenged in cross-functional teams e.g. Climate Friendly criteria options and assessment of how impacts can be reliably monitored and reported upon.

Internally, CPSS continue to contribute to themed corporate climate groups. Activity feeds into the Climate Change Plan supporting enabling actions to integrate actions into systems and processes, build internal and supplier awareness, knowledge and capacity building of climate positive/circular economy principles.

In the reporting period, **four** specific commodity areas targeted for specific action to minimise the Council's carbon footprint in: i) Food ii) Building Maintenance Materials iii) Road Maintenance and iv) Office Materials. A pilot of two complementary systems underway looking for reliable and consistent measurement of change/effectiveness in these specific commodity areas and across other procurement activity

- CO2A – Scope 3 Emissions Calculations
- SustainIQ – Community Benefits, Environmental Outcome reporting

This activity will begin to set baselines and thereafter an auditable, transparent route to monitor the Council's journey, recording impacts using common language/metrics and support the creation of real time reporting via dashboards

The Council's <u>Sustainable Procurement and Community Benefits Policy</u> guides sustainable procurement at a strategic and operational level, contributing positively and progressively to duties and commitments under <u>Scottish Climate commitments</u>. A template Climate Clause evolved to encourage suppliers to explore the Edinburgh Science Net Zero Toolkit (https://thenetzerotoolkit.org/about/) as a free resource to support their own journeys to a net zero future. The reach of the toolkit amplified via the Supplier Development Programme (https://www.sdpscotland.co.uk/) Relationships with Edinburgh Science and the Supplier Development Programme deepened in the reporting period.

Significant community benefit outcomes were secured in the reporting period guided by the Council's <u>Sustainable Procurement and Community Benefits Policy</u>, **764** community benefit outcomes imposed or delivered during 2022/23 (including significant high quality job & apprenticeship opportunities underpinned by Fair Work considerations, 1970 hours of local community/3rd sector support imposed or volunteered by preferred bidders and encouragement of donations anticipated to benefit a significant number of local initiatives.) <u>In regulated contracts, the community benefit and fair work criteria inclusion rate was 94.4% across 18 contracts.</u>

Strategic and practical guidance covers key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: mitigation (ensuring reduction in greenhouse gases/enhancing carbon storage), adaptation (e.g. flood prevention) and maximising added social, economic and environmental value in our procurements. <u>A significant and increasing number of outcomes relate to "environmental measures" promoting the Council's leadership role in net zero transition.</u> Community benefits continue to evolve and

improve in close alignment to the <u>Aberdeen City Council Local Outcome Improvement Plan 2016-2026 (LOIP) and National Performance Framework.</u> Great care is taken to ensure that requirements do not inadvertently create bidder discrimination and bids evaluated fairly on a "like for like" basis.

Forward pipeline of procurements for FY2023-2024 reviewed opportunities to include climate friendly criteria identified. Projects reviewed on a continuous basis.

Go Awards Scotland- CPSS were finalists in several categories in a ceremony held in October 2022 and secured "highly commended" status in the ""Best Net Zero Initiative" category for a submission relating to Hydrogen Hub.

Effective Collaboration/Partnership Working - CPSS has strengthened relationships with Edinburgh Science, the Supplier Development Programme, community planning partners, the local business community, local third sector interface organisations, Aberdeen Social Enterprise Network and Social Enterprise Scotland to raise awareness of and capability within the 3rd sector re sustainable procurement/community benefits/net zero. Approach ensures as far as possible, social value is aligned to community priorities. If social/economic value can be supported by the local 3rd sector, this allows increased scope for procurers and suppliers to address "environmental measures" and the net zero agenda.

Sustainable Food Places Partnership (Granite City Good Food) – Building on Aberdeen City securing recognition as a Silver, Sustainable Food Place in June 2022, CPSS continues to be involved in this local group. In partnership with other internal/external stakeholders, CPSS supported the procurement strand of requirements. The status recognises Granite City Good Food's work to promote healthy, sustainable and local food to tackle some of today's greatest social challenges, from food poverty and diet-related ill-health to using food as part of responses to the climate and nature emergency. The partnership has been a key voice in creating systems change to ensure food can be good for people, planet, and economy. Amongst the key projects within the city, the partnership supported the council in confirming its commitment to the Glasgow Declaration for Food. Partners include representatives from: Aberdeen City Council, NHS, University of Aberdeen, Robert Gordon University, Aberdeen City Health and Social Care Partnership and CFINE. The group advocates for change at national level, shares best practice and aspires to localise the Scottish Government's aspirations to make Scotland a Good Food Nation; a Land of Food and Drink, not only in what we produce but in what we buy, serve and eat.

SECTION 6 – VALIDATION AND DECLARATION

6a – Internal validation process.

Representatives from the Council's Climate and Sustainability Policy team collated the information used to populate the Climate Change Report template. The information was gathered from multiple service areas. It is expected that those service areas have provided accurate data and have gained verification of this by their senior management. The Climate Change Report is checked by the Climate and Sustainability Policy team that all areas have been completed, where reasonably practicable to do so.
Senior management have been asked to validate information provided by relevant Officers. The following information has been validated in this way.
- Adaptation
- Car club
- Trade waste
- Domestic waste
- Street Lighting
- Procurement
- Co-Wheels
- Travel
- Fleet
- Energy

Work is being carried out to identify areas for improvement in data collation for the Climate Change Report. The Climate Change Report 2022/23 is submitted to the Net Zero, Environment and Transport Committee for approval. During the committee reporting process consultation is undertaken.

6b – Peer validation process

The Climate Change Report 2022/23 has not undergone peer validation due to time and resource constraints.

6c – External validation process

The Climate Change Report 2022/23 has not undertaken any external validation due to time and resource constraints.

6d – No validation process

Not applicable.

6e – Declaration

Dated and signed prior to submission.

Aberdeen City Council Climate Change Report 2022/23

RECOMMENDED SECTION – WIDER INFLUENCE

Q.1a Historic Emissions

Indicating emission amounts and units of measurement (ktCO2e) and years.

Sector	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Units
Total emissions	1,608.99	1,501.24	1,571.52	1,490.59	1,331.52	1,282.41	1,173.63	1,121.42	1,069.26	1,099.26	937.03	1,046.08	**ktCO2e**
Industry & commercial	590.40	558.66	581.32	540.56	480.30	441.48	373.75	332.44	273.22	294.94	231.58	254.98	ktCO2e
Domestic	552.71	490.12	526.96	507.54	430.95	421.41	383.00	363.99	351.68	345.16	324.51	349.79	ktCO2e
Transport Total	315.48	303.71	299.87	291.38	291.21	291.94	299.14	295.55	287.25	321.92	243.48	298.16	ktCO2e
Per Capita	7.32	6.75	7.00	6.58	5.84	5.60	5.14	4.94	4.75	4.86	4.14	4.60	*ktCO2e*

*UK Local Authority and Regional Carbon Dioxide Emissions National Statistics (subset data)

Q.2a Detail wider influence targets

Sector	Description	Type of targets (units)	Baseline value	Start year	Target saving	Target / End year	Saving in latest year measured	Latest year measured	Comments
Waste - domestic	56% of household waste to be recycled through source	%				2025	45.41%	2021	Source - Waste data for Scotland	Scottish Environment Protection Agency (SEPA)
Waste - domestic	No more than 5% of household waste should be landfilled	%				2025	10.00%	2021	Source - Waste data for Scotland	Scottish Environment Protection Agency (SEPA)

Active travel	Modal Shift - Private Vehicle to Active Travel (Cycling/Walking)	%	3.3% cycling (2018). 25% walking (2018) (City voice) to work and education	2018		2026	5.3% cycling in 2021 for work and education and 23.6% walking for work and education	2021	38% of people walking and 5% of people cycling as main mode of travel by 2026 (Local Outcome Improvement Plan)
Net Zero Aberdeen	Place based target to achieve net zero carbon emissions in the City of Aberdeen	Absolute	1793 ktCO2e (2005)	2022	1793ktCO2e	2045	840 ktCO2e	2020	Routemap approved February 2022 - 2005 baseline year. 2020 measure 952ktCO2e (53.1% reduction against baseline).
Net Zero Aberdeen – Mobility Strategy	20% reduction in car traffic	Million car km	1,244 million km (2019)	2022	248.8 million km (20%)	2030	TBC		Target 995 million car km
Net Zero Aberdeen – Mobility Strategy	Reduction in proportion of journeys by car to less than 50%	%	Car driver 53% (2019)	2022	>3%	2030	TBC		Target car driver <50%

Q. 2b Does the organisation have an overall mission statement, strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries? If so, please detail:

Energy Transition/ Net Zero

- **A Net Zero Vision and Prospectus for Aberdeen** was approved at Urgent Business Committee in May 2020. Includes strategic objectives: leading the global transition; accelerating transition demand; resilient, productive and dynamic place; climate positive exemplar; putting people first.
- **Strategic Infrastructure Plan (Energy Transition)**: was approved at Urgent Business Committee in May 2020. It includes Strategic Infrastructure Goals: clean energy supply for the city, UK and, particularly, globally; Aberdeen's infrastructure is adaptable to changes in climate; sustainable mobility; building energy efficiency; sustainable waste management. It also includes priority area of Net Carbon Zero - Public Sector.
- The **Net Zero Aberdeen Routemap and six enabling strategies** were approved by Full Council February 2022. The routemap sets a city-wide, place-based, pathway towards achieving net zero carbon emissions by 2045.
  The key themes covered by the six enabling strategies are; Mobility, Buildings and Heat, Energy Supply, Circular Economy, Natural Environment and Empowerment.

Adaptation

- **Aberdeen Adapts: Climate Adaptation Framework** aims to work in partnership to build city resilient to the impacts of current and future climate change. The Aberdeen Adapts project brought together a range of organisations and businesses to identify the specific challenges for the area and the new opportunities that come from a changing climate. The aim is to create a positive and ambitious strategic approach, setting the foundations for long term local partnership working on climate change. Aberdeen Adapts was updated and reapproved in February 2022, aligning with Net Zero Aberdeen and showing synergies and interdependencies between the themes of each document.

Q.3 Policies and Actions to Reduce Emissions

Please detail any of the specific policies and actions which are underway to achieve emissions reductions targets.

Sector	Start year for policy/ action	Year of full implem entation	Annual CO$_2$ saving	Last year meas ured	Savings in latest year measu-red	Stat us	Metric/ indicators for monitoring progress	Delivery role	ISM used ?	Details of behaviour change activity	Value of investment (£)	Ongoing costs (£)	Primary funding source	Comments
Transport	2012	On-going	-	22/23	-	Impl eme ntati on	Number of. chargepoint installations organised by the Council	Direct	no	**Installation and managing network of electric vehicle charge points** - Aberdeen. Total 141 charge sockets	£68,000 2022/23 Further £1,8M to date since 2012	£75,000	Transport Scotland, Energy Saving Trust (Scotland)	-
Transport	2012	On-going	-	21/22	-	Impl eme ntati on	44 vehicles	Indirect	no	**Car club.** People able to have access to a low carbon vehicle without needing to own one.	£600,000	£200,000	Council budgets, Developer Contributions, Transport Scotland, Paths for All, Co-wheels car club (for this reporting period)	Car club contract re-tendered in Nov 2021. June 2022 additional operator commence d

Transport	Ongoing	On-going	-	2021	-	Implementation	Number of schemes delivered	Indirect	no	Studies, designs and implementation of **Active Travel Infrastructure** across the city	-	-	Sustrans, NESTRANS	Spend figures for 22/23 to be completed
Transport	-	2021	To confirm at end of project	20/21	-	Implementation	-	Indirect	no	**Fuel Cells and Joint Undertaking Project (FCH JU JIVE)** - Deliverables: 15 double-decker buses operational in Aberdeen	-	-	Funding from FCH JU JIVE project & further money from Air Quality Action Plan	Aberdeen City Council a partner
Transport	2016	2020	To confirm at end of project	20/21	-	Implementation	Cenex are monitoring data for all vehicles using the ACHES station. Number of vehicles, fuel efficiency, miles driven, availability of station are also being measured.	Direct	no	**Aberdeen City Hydrogen Energy Storage.** Council Waste Team, Building Services and City Wardens trialled vehicles as well as Scottish Environmental Protection Agency, SCARF, CFine, NESCol, Sport Aberdeen, RGU, Aberdeenshire Council and NHS.	£2.9million	£103k	Aberdeen City Council	Funding from fuel sales ACC NESTR-ANS Transport Scotland, EU Regional Development Fund
Transport	2022	ongoing				Grace period	Air pollution in the city centre, mainly nitrogen dioxide (NO2), caused by road traffic.	Direct	no	Aberdeen Low Emission Zone. Only certain vehicles are allowed to enter based on their emissions standards.			Aberdeen City Council	Enforcement start June 2024 Penalty set at £60, reduced by 50% if paid within 14 days.

Energy	2021	2023	-	-	-	Implementation	-	Direct	no	**District Heating – heat supplied by Energy from Waste plant.** First phase of the energy from waste district heating network in Torry. Future phases are planned to connect more homes, businesses and public buildings subject to funding availability	-	-	Part funded by ACC and part funding by Scottish Government grant funding	
Energy	2021	TBC	-	--		Implementation	– Reduced energy demand - Low carbon energy (Council housing)	Direct	no	**Project DORIC, a "whole house" retrofit** demonstrator project, in 50 existing council properties to improve fabric and energy efficiency. Installing energy efficiency measures and PVs.	-	-	ACC & UK government grant funding	Department for Business Energy & Industrial Strategy (BEIS) grant funding – Social Housing Decarbonisation Fund Demonstrator
Energy	2002	2021	-	-	-	Complete	The carbon savings are calculated based on the amount of heat and electricity supplied by the CHP plant operated by Aberdeen Heat and Power.	Indirect	no	Stockethill, Hazlehead, Seaton, Beach and Tillydrone **CHP Energy Centres**. 3,332 flats/houses are now connected and 29 public buildings and sheltered housing complexes.	-	-	Aberdeen City Council	Aberdeen Heat and Power established in 2002 providing Combined Heat and Power.

Energy	2019	2021				Com plete	Low carbon energy tCO2e	Indirect	no	369 new Council homes (Summerhill) To connect to an **existing heat network** mains (Stockethill Energy Centre) providing district heating.	-	-	Aberdeen City Council	-
Energy	2019	2022	-	-	-	Com plete	Low carbon energy tCO2e	Indirect	no	283 new Council homes (Wellheads) to connect to an **onsite CHP energy centre** providing district heating (connected to communal heating within the site).	-	-	Aberdeen City Council-	AHP deploying smart meters, working in conjunction with SCARF.
Energy	2020	2023	-	-	-	Impl eme ntati on	Low carbon energy tCO2e	Indirect	no	213 new Council homes (Kincorth) Gold Standard homes to connect to an **onsite CHP energy centre** providing district heating (connected to communal heating within the site).	-	-	Aberdeen City Council	Plan to connect with EFW heat network (post 2023)
Energy	2020	2023	-	-	-	Impl eme ntati on	Low carbon energy tCO2e	Indirect	no	99 new Council Homes (Craighill) Gold Standard homes to connect to an **onsite CHP energy centre** providing district heating (connected to communal heating within the site).	-	-	Aberdeen City Council	

Energy	2020	2023	-	-	-	Complete	Low carbon energy tCO2e	Indirect	no	92 new Council homes (Auchmill) Gold Standard Housing. Connected to existing CHP system	-	-	Aberdeen City Council	
Energy	2020	2022	-	-	-	Implementation	Low carbon energy tCO2e -	Indirect	no	36 new Council homes (Kaimhill) Gold Standard housing. To be incorporating low/ zero carbon renewable technologies e.g. heat pumps and solar PV + battery.	-	-	Aberdeen City Council	Construction on going.
Energy	2021	2025	-	-	-	Implementation	Low carbon energy tCO2e	Indirect	no	536 new Council homes (Cloverhill) Gold Standard housing. To include renewable technologies.	-	-	Aberdeen City Council	Due to complete in 2023
Energy	2021	2021	-	-	-	Complete	-	Indirect	no	Hydrogen for Heat - A technical and feasibility study to inform **hydrogen for heat demand** for Aberdeen.	-	-	-	Links to the city-wide development of a Hydrogen Hub
Local Heat Energy LHEES	2022	ongoing				Planning	Low carbon energy tCO2e	indirect	no	To establish local authority plans for systematically improving the energy efficiency of buildings and decarbonising heat			TBC	Plans to emerge

Q.4 Partnership Working, Communications and Capacity Building

Key action type	Description	Organisation project role	Lead organisation (if not reporting organisation)	Private partners	Public partners	3rd sector partners	Outputs	Comments
Partnership working	**Net Zero Aberdeen** – Comprised of Net Zero Leadership Board and Net Zero Delivery Unit working on city-wide climate mitigation pathway.	Lead	-	Range of private and public sector partners (23 organisations)		-	Partnership working to implement the Net Zero Aberdeen Routemap and six Enabling Strategies. Revised governance proposals to support implementation approved Council 22 February 2023	Net Zero Aberdeen Routemap and six enabling strategies
Partnership working	**North East Scotland Fleet Review (Hydrogen Demand).** A H2 Aberdeen study to bring about an increased demand of hydrogen in north east Scotland, through the Aberdeen Hydrogen Hub.	Lead	-	Opportunity North East, Royal Mail	Scottish Water, Scottish Enterprise, Aberdeenshire Council, Highland Council, Angus Council, Moray Council, NHS Grampian, Robert Gordon University, North East Scotland College, Scottish Environment Protection Agency, NatureScot	-	The Fleet Review part of the project aimed to deliver a commercial supply of green hydrogen in north east Scotland, initially for transport uses.	Proposal Template (aberdeencity.gov.uk)
Partnership working	**HyTrEc2.** Supporting the further use of Hydrogen Fuel Cell Electric Vehicles (FCEVs).	Lead	Complete-	Partners from the UK, Germany, The Netherlands, Sweden and Norway are working together to support the use of Hydrogen in the transport and energy sectors in the North Sea Region (NSR).			Deployment of hydrogen vehicles, green hydrogen production and storage, development of hydrogen refuelling stations and training. Legacy project funding dependent.	Interreg North Sea Region Project
Partnership working	**JIVE – Fuel Cell & Hydrogen Joint Undertaking.** To advance the commercialisation of fuel cell buses through large-scale deployment of vehicles and infrastructure	Participant.	-	The project consortium comprises 22 partners from seven countries.			Deliverables: hydrogen double decker buses. JIVE will run for six years from January 2017.	https://www.fuelcellbuses.eu/projects/jive

Partnership working	**HECTOR project** – Hydrogen Waste Collection Vehicles in North West Europe	Lead	-		Partners: Aberdeen, Scotland; Groningen, Netherlands; Arnhem, Netherlands; Duisburg, Germany; Herten; Germany; Touraine Vallee de l'Indre France; Brussels, Belgium		Deliverables: hydrogen fuel cell waste truck, development of training and operational recommendations, business case for upscaling based on real life operational data.	Interreg North West Europe Project
Partnership working	**Getabout Partnership.** Sustainable travel brand promoting walking, cycling, use of public transport, lift share. This helps the Council realise the aims and objectives of its Local Transport Strategy and Active Travel Action Plan	Participant	Getabout Partnership	-	Aberdeen City Council, Aberdeenshire Council, University of Aberdeen, Robert Gordon University, North East College, James Hutton Institute, Energy Saving Trust, NESTRANS, NHS	-	Getabout brand	Investment into partnership - around £198,000. Smarter Choices, Smarter Places funding from Transport Scotland/ Paths for All
Partnership working	**Car Club.** Car Club in Aberdeen and associated promotion of this.	Participant	**Car club**		Enterprise,Co-wheels, Getabout	CoMo	City Car Club. Gives residents access to a shared vehicle.	Investment into partnership - Around £200,000 per year by Council. Car club contract re-tendered in Nov 2021.
Partnership working	**EV chargepoint Network.** External funding allows the Council to provide a recharging network for electric vehicles to encourage their uptake.	Lead	-	Swarco, Siemens, eCharge Place Scotland, ABB	Transport Scotland, Energy Saving Trust (Scotland) Electric Vehicle Association Scotland (EVAS) European Union	-	EV chargepoint network. Supporting electric vehicles and encouraging a shift away from diesel and petrol cars.	Investment into partnership - £1,125,000 by Council
Partnership working	**Facilitating Active Travel Infrastructure**	Participant	Aberdeen City Council	-	NESTRANS, Sustrans, Transport Scotland	-	Active Travel infrastructure studies, designs and physical infrastructure to encourage more walking and cycling.	-
Partnership working	**Communications** Awareness raising of sustainable transport	Lead		Range of private and public sector partners - NESTRANS, Sport Aberdeen, Aberdeenshire council, Home Energy Scotland, Paths for All. Enterprise car club, Stagecoach, First bus		Radio adverts, promotional items, events, walking maps, Walking Map app development, I-Bike Officer, Travel Tracker, cycle training, car club promotion, car	Funded by 240,000 by Council, Paths for All, Smarter

							club vehicle subsidy in regeneration areas, public transport awareness	Choices, Smarter Places (SCSP) funding of £210k and Air Quality funding for £30k using CWSR as match fund
Partnership working	**E-Bike Hire Scheme**	lead			Big Issue			Opportunity to use e bikes, conveniently across the city without needing to own one.	Zero cost to Council
Partnership working	**Aberdeen Renewable Energy Group (AREG).** AREG works closely in partnership with the Council to identify and help facilitate the delivery of projects that could provide additional renewable energy infrastructure.	Lead	_		Membership directory: https://www.aberdeenrenewables.com/members/full-member-directory/#!directory			Aberdeen Renewable Energy Group working to ensure businesses in Aberdeen City and Shire capitalise on opportunities in renewable energy.	https://www.aberdeenrenewables.com/
Partnership working	**Dee Catchment Partnership.** Effective management and conservation of the river Dee and its surrounding environment, including natural flood management.	Supporting	Dee Catchment Partnership	Aberdeen Harbour Board, National Farmers Union Scotland	Aberdeenshire Council, Cairngorms National Park Authority, Scottish Forestry James Hutton Institute, Scotland Rural College (SRUC), Scottish Environment Protection Agency, Scottish Government, Scottish Natural Heritage, Scottish Water	Royal Society for the Protection of Birds (RSPB), Dee District Salmon Fishery Board		Dee Catchment Management Plan and Partnership. Natural Flood Management.	https://www.deepartnership.org/about-us/our-partners/

Partnership working	**North East Scotland Biodiversity Partnership (NESBiP).** Tackling threats to biodiversity and facilitating conservation action for local biodiversity.	Participant	Coordinator, hosted by James Hutton Institute	2 independent individual members, James Hutton Institute	NatureScot, Scottish Forestry	RSPB, Scottish Wildlife Trust, East Grampian Coastal Partnership, NFU Scotland	NESBiP's Strategic Delivery Plan and actions complement the Council's environmental and community objectives and helps to support land-use planning duties.	https://www.nesbiodiversity.org.uk/
Partnership working	**Sustainable City Group** – Community Planning Aberdeen	Participant			Aberdeen City Council, Scottish Fire and Rescue Service, NESTRANS, SEPA, NHS Grampian, NatureScot	Active Aberdeen Partnership, ACVO, Cfine	Lead and be responsible for actions which support delivery relevant outcomes of the Local Outcome Improvement Plan (LOIP).	https://communityplanningaberdeen.org.uk/sustainable-city-2/
Partnership working	**North East Scotland Area Advisory Group.** Local River Basin Management and Local Flood Risk Management Plan	Participant	SEPA	https://www.sepa.org.uk/media/75414/doc-7-north-east-area-advisory-group-membership-list.pdf			Working together to ensure water bodies achieve a certain ecological status. Working together to prevent and alleviate flooding.	-
Partnership working	**Ness Energy Project.** Energy from waste facility	Participant	-	-	Aberdeenshire and Moray Councils	-	Treatment and recovery of residual waste to produce heat and electricity by the three authorities in the north east of Scotland.	http://nessenergy.co.uk/
Partnership working	**Sustainable Food Places Partnership Aberdeen**	Participant	-	Enscape Ltd	Council Aberdeen Health & Social Care Partnership NHS Grampian's Public Health Directorate Robert Gordon University	Community Food Initiatives North East (CFINE) The Allotment Market Stall Tillydrone Community Flat	Seeks to develop high-level co-ordination and influence over food policies and practises in Aberdeen.	https://www.sustainablefoodplaces.org/Portals/4/Documents/Sustainable%20Food%20Partnership%20Aberdeen%20MoU.pdf
Capacity Building	**Hydrogen Economy for Aberdeen.**	Lead	-	First Group, Stagecoach	Scottish Government, NESTRANS, European Regional Development Fund, Office of	-	To develop the supply chain for a hydrogen economy in Aberdeen.	http://www.h2aberdeen.com/home/H2-Aberdeen-hydrogen-economy.aspx

					Low Emission Vehicles.			
Partnership working	**The Hydrogen Hub**	Joint Venture		bp	ACC		The Aberdeen Hydrogen Hub will be a scalable green hydrogen production, storage and distribution facility in Aberdeen powered by renewable energy. Aberdeen City Council and bp have formed a joint venture – under the name of bp Aberdeen Hydrogen Energy Ltd – to deliver the Aberdeen Hydrogen Hub.	[Homepage - Aberdeen (bpaberdeenhydrogenhub.com)](#)
Partnership working	Scottish Cities Alliance – **Peer to Peer Network**	Lead	-	-	Aberdeen, Dundee, Dunfermline, Edinburgh, Glasgow, Inverness, Perth, Stirling, Scottish Government	-	A network encouraging knowledge sharing across the cities and enabling officers to learn from each other and share best practice.	
Partnership working	**Aberdeen Fairtrade Steering Group**	Partner	Aberdeen Fairtrade Steering Group	-	-	-	Awareness raising of Fairtrade products, participation in events (e.g. Fairtrade fortnight). Maintaining certification of Aberdeen as a Fairtrade city. Fairtrade Pledge via ACC website.	
Partnership working	**Green Champions Network**	Lead	-	James Hutton Institute, University of Aberdeen, NHS, and Police Scotland.			Phase 2 of the project focuses on expanding champion networks across the city through partnership organisations to share, network, and encourage carbon reduction and sustainable actions.	
Communications	**Net Zero Aberdeen website**	Lead	-	-	-	-	Net Zero Aberdeen website launched March 2022. Microsite hosted on ACC website.	[Net Zero Aberdeen | Aberdeen City Council](#)
Communications	**Aberdeen Climate and Nature Pledge**	Lead					The Aberdeen Climate and Nature Pledge is a commitment by the organisations and people of the City of Aberdeen to act within their own organisations and lives to contribute towards the Net Zero Aberdeen Route map and	[Aberdeen Climate and Nature Pledge | Aberdeen City Council](#)

Communications	**Net Zero Aberdeen Climate Week North East webinar**	Lead	-	-	-	-	Public webinar held on 30th March 2023, offering free places informing of launch of Aberdeen's Climate and Nature Pledge, plus time for questions/feedback.	Via Eventbrite
							Aberdeen Adapts climate adaptation framework.	

Q.5 Please detail key actions relating to Food and Drink, Biodiversity, Water, Procurement and Resource Use in the table below.

Key action type	Key action description	Organisation's project role	Impacts	Comments
Food and Drink	Granite City Growing	Lead	Implementation of a food growing strategy for the city encompassing allotments, communities and urban farming.	Ongoing initiative https://www.aberdeencity.gov.uk/services/environment/food-growing-strategy
Biodiversity	Hazlehead Grove Nursery	Lead	Providing an opportunity to develop life skills and learning opportunities for people, through various activities including plant cultivation and other horticultural related activities for the benefit of the city's parks and open spaces and an outdoor educational space.	Ongoing initiative
Biodiversity	North East Scotland Biodiversity Records Centre (NESBReC)	Participant	NESBReC collect, store, manage and disseminate biological data for various organisations including local authorities.	http://www.nesbrec.org.uk/
Biodiversity	Managing non-native invasive species	Lead	Countryside Ranger Service work to manage invasive non-native plant species across the City.	
Food and Drink	Sustainable Food Places	Participant	The initiative promotes a sustainable approach to food and could see more local food growing projects, organic food, less food waste, less food transportation and stronger links between consumers and local producers. A reduced footprint will reduce city-wide carbon emissions.	http://sustainablefoodcities.org/findacity/city information/userid/462
Food and Drink	Aberdeen Fairtrade City	Participant	The Council continued support for Fairtrade Buying more Fairtrade supports an income stream and engagement with communities in developing countries. This gives them more opportunity to adapt to a changing climate and to pursue low carbon solutions relevant to their needs. This is an on-going initiative.	Ongoing initiative
Food and Drink	Community Food Growing	Lead	Several projects aimed at developing new community growing spaces in Aberdeen as part of the delivery of a Food Growing Strategy.	Ongoing initiative

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Council Climate Change Plan 2021-25

Towards a Net Zero and Climate Resilient Council

1st April 2022- 31st March 2023:
- Council Corporate Emissions Summary
- Year 2 Project Highlights

ABERDEEN
CITY COUNCIL

31st October 2023

Council Climate Change Plan

- Approved March 2021

- The Council aims to be an exemplar for net zero and climate resilience, through actions to reduce carbon emissions and measures to manage the climate risks to our assets and operations.

- **Net zero corporate carbon emissions by 2045 at the latest**

  - Interim targets:

  - *48% reduction (at least) by* **2025**

  - *75% reduction (at least) by* **2030**

Plan summary
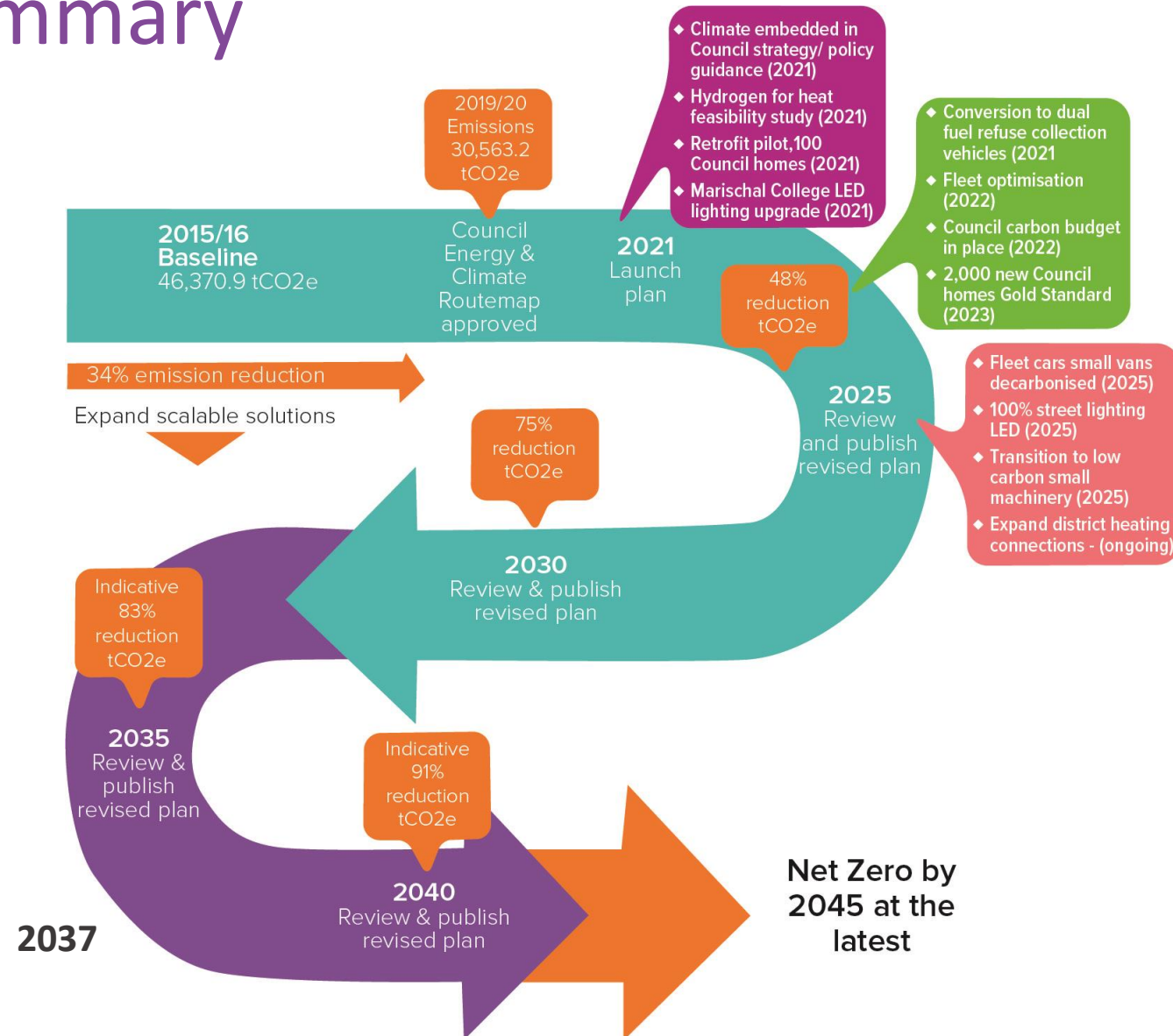
Challenges
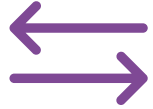
Transition from oil & gas to clean energy:
Renewable and low carbon heating and cooling solutions for Council buildings including schools & housing.

Scale of challenge:
Decarbonising Council homes.
Public Sector targets: transition to zero emission fleet by 2030.

Data:
As gathering improves and scope widens, greater action required to stay on target.
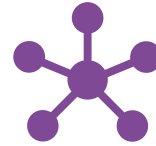
Resources:
Meeting standards and new statutory duties require further resources and training across Council teams.
Maintenance of electric, Hydrogen fleet.
To apply for funding, source investment.

Buy-in and collaboration:
Required from Organisation and Tenants.
Training and guidance required.

Funding:
Availability and success dependant.

Council Corporate Emissions Summary 22/23

Overall Emissions By Source [tCO2e]
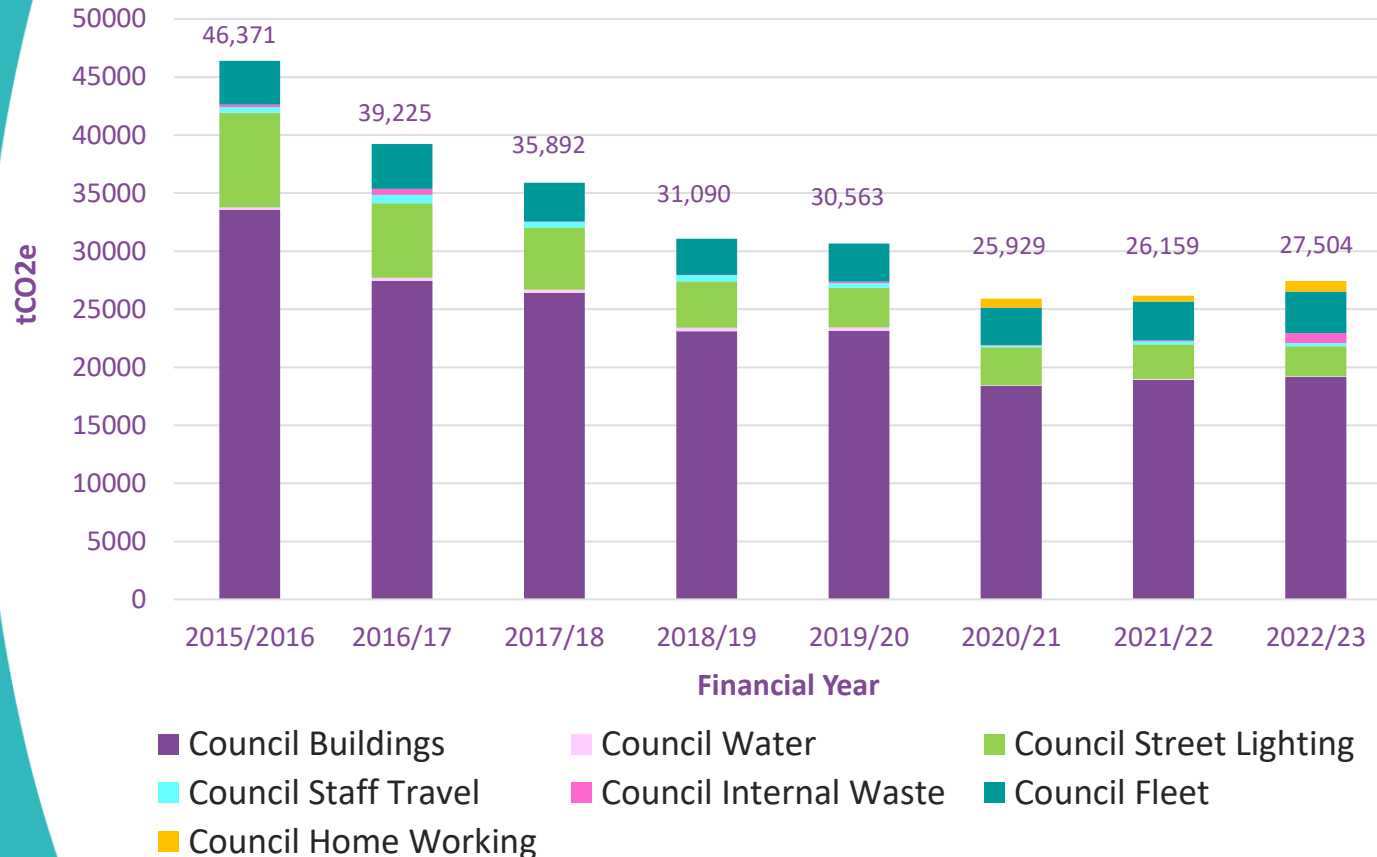
Total 22/23 emissions have increased by 5% compared to 21/22.

Factors to explain increase:

- Addition of District Heating emissions to scope. Without this addition, 22/23 emissions would show as 26,007 tCO2e, a reduction of 0.6% compared to 21/22.

Factors out with our control, such as:

- Temporary change to management of some Corporate Waste due to a fire at Altens East Facility.

- Home Working calculation method change by Scottish Government increased emissions.

Total 2022/23 emissions have reduced by 41% against 2015/16 (baseline year) and are still on track to achieve the interim target of a 48% reduction by 2025

Council Corporate Emissions Summary 22/23

Emissions Source	Comparison of 21/22 and 22/23	Comments
Buildings	⬆	Increase is due to addition of Public buildings heated by District Heating to totals for the first reporting year.
Water	⬇	Tendency to fluctuate.
Street Lighting	⬇	An eighth continuous year of emissions reduction, a 68% fall from the baseline year, due to LED lighting programme and change in emission factors (greening of grid).
Staff Travel	⬆	Due to increased activities post COVID 19.
Internal Waste	⬆	Temporary change to management of some corporate waste due to a fire at Altens East Facility which increased emissions overall, however tonnage of waste reduced by 5%.
Fleet	⬆	Increase due to improved monitoring.
Home Working	⬆	Change to Scottish Government calculation method.

Themes

Buildings	Mobility	Other Operations	Leadership & Governance	Awareness & Behaviour Change
Council buildings & Council housing	Fleet & staff travel	Street lighting, internal waste, nature based action	Processes, procurement and decision making	Communications, participation and training

Operational   **Enabling**

Buildings Theme

92 new Gold Standard homes at Auchmill

92 new Gold Standard homes completed at Auchmill, with improved insulation, renewable energy to provide hot water & connected to the district heating network.

Project Doric- Phase 2 underway with external wall insulation and zero carbon technologies such as air source heat pumps and solar panels

Torry Heat Network approval for Phase 2, to heat up to 570 homes and a community campus.
Phase 1 expected to be completed August 2023.

Muirfield Primary School and Len Ironside Centre connected to the district heating network.

Local Heat & Energy Strategy *(LHEES)* in progress, to improve energy efficiency of buildings & reduce emissions from heating.

New School opened in Countesswells, with a target of EPC A.

Opening of new Countesswells School

Mobility Theme

Car Club retendered from Co-Wheels to Enterprise, 10 exclusive cars available for Staff use. 6 electric and 4 hydrogen.

8 fleet dedicated EV charging points installed for 16 fleet vehicles.

'Local Authority Fleet Operator of the Year' at the Transport News Scottish Rewards, for commitment to sustainable fleet vehicles.

88% of Fleet is now low emission.

Staff Travel Survey undertaken, and revised Council Travel Plan drafted and consulted on.

25% of Council's external passenger transport providers use low emission vehicles.

Fleet of the Year Award 2023

Other Operations

Following storms, high risk damaged trees cleared, felled and restocked. Plus 400 + street trees planted.

160k spring bulbs delivered & planted by 112 community groups.

9 Green Flags for well managed parks & green spaces.

40 It's Your Neighbourhood' groups now formed.
More than any other Council.

The Strategic Tree & Woodland Implementation Plan approved in June 2022.

Engaged with over 250 community partnerships.
Various environmental improvements, projects and campaigns.

50 child minders & their children taking part in planting and food growing initiatives.
Bee Happy Pollinators and Toots, Roots, Buckets and Boots projects.

LED Streetlighting Replacement Programme completed.
Estimated to save 400 tCo2e per year

System pilots introduced to calculate Procurement emissions, report on Community Benefits & Environmental Outcomes.

Six-year North-East Local Flood Risk Management Plan published in December 2022

Printer rationalisation survey complete. Results to inform initial proposal to review requirements.

Beautiful Scotland, ACC Volunteers. Aberdeen won a Gold Medal, Best City and joint 1st in the Rosebowl, as part of the Beautiful Scotland 2022 Awards

Leadership and Governance

Aberdeen City Council responded to the global climate change and nature loss crises by declaring a climate and nature emergency in February 2023.

The Council Carbon Budget 2023/24 was approved at Council in March 2023 alongside the financial budget.

Council in March 2023 approved a series of multi-year capital investments to progress net zero and climate resilience, including an £800,000 programme for 2023/24 initiatives in support of the Council's Climate Change Plan.

Net Zero Environment and Transport Committee established to monitor delivery of all services and functions relating to net zero, environment and transport, ensure delivery of Council environmental targets and the meeting of related statutory obligations.
First meeting was November 2022.

Awareness & Behaviour Change

Internal Climate Change training module launched to raise staff awareness of Council's Climate Change Duties and encourage action.

Council contribution to Climate Week North-East 2023: 8 Council teams hosted 11 events with over 600 attendees, working in partnership with 13 organisations.

Refresh of Staff Intranet page: 'Green Workplace', now includes further access to Climate and Sustainability information, events and participation opportunities.

Regular Council-wide communication campaigns are launched to save energy, such as, 'Switch Off' during school holidays.

On-going progress to incorporate climate change action into annual staff appraisals.

Green Champions Network has grown from 63 to 75 members, participating in 8 activities.
e.g., Workplace food growing, 'repair what you wear' workshops and activities to provide access to free reusable period products in the workplace.

Council Climate Change Plan won 'Best Practice' Award at the inaugural Scottish Renewables Net-Zero Energy Transition Awards.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Policy review and communications plan relating to single-use vapes
REPORT NUMBER	COM/23/331
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHORS	Sandy Gustar and Urenna Adegbotolu
TERMS OF REFERENCE	6 and general 8.7

1.   **PURPOSE OF REPORT**

1.1   This report responds to the instruction of the Net Zero, Environment and Transport Committee on the 9th May 2023, for the Chief Officer – Strategic Place Planning to report to the Net Zero, Environment and Transport Committee to outline the policy implications of a ban on single use vapes on the Council and to report on a communications plan highlighting their environmental and health impacts.

2.   **RECOMMENDATIONS**

That the Committee :-

2.1   Note the policy implications of a ban on single-use vapes on the Council; and

2.2   Approve the Communications Plan as described in Appendix 1.

3.   **CURRENT SITUATION**

3.1   The policy review of the implications of a ban on single-use vapes to the Council can be summarised as follows:- No change would be required to policy within schools or within Council premises as vapes are already banned. A national ban would lead to less litter to pick-up and less potential associated litter enforcement. There would be a reduced risk of fire from litter impacting Aberdeen's infrastructure and green spaces. There would be a reduced fire risk for the Council in its waste management operations. There would be improved health and well-being outcomes for Aberdeen's citizens and especially its young people. It is likely that any ban would fall to Trading Standards to enforce which would result in an increased work load.

3.2   As a ban on single-use vapes would impact on different teams across the Council, this paper has been compiled collaboratively with colleagues from Trading Standards, Education, Operations, Climate and Sustainability Policy, Communications and Employee Relations and Wellbeing.

3.3 As requested, letters have been sent to the Scottish Government and Zero Waste Scotland expressing Aberdeen City Council's support for a proposed ban on single use vapes and management of single-use vapes (Appendix 2).

3.4 It should be noted that most, but not all, vapes contain nicotine, which is a harmful and addictive chemical, most often found in cigarettes and related products. Vapes are promoted as a smoking cessation aid but are being used among young people attracted to start vaping (Scottish Government research published 10/5/23). Vapes are also known as electronic cigarettes.
This policy review focuses on single-use vapes designed for disposal which cannot be refilled nor recharged.

3.5 In June 2023 Zero Waste Scotland delivered a Scottish Government commissioned review of the environmental impact of single use vapes and potential policy options. These include: a ban on sales, regulations to set certain design criteria, and charges to encourage behaviour change or producer fees to offset some of the environmental impacts.

3.6 On the 5th September 2023 the Scottish Government outlined a commitment to take action to reduce vaping among non-smokers and young people and to tackle the environmental impact of single-use vapes, including consulting on a proposal to ban their sale and other appropriate measures. The UK government has initiated an eight-week consultation ending on the 6th December, on behalf of itself and the devolved administrations, which includes seeking feedback on potentially prohibiting the sale and supply of single-use vapes.

3.7 In its response to Petition PE2033: Introduce a full ban on disposable vapes the Scottish Government indicated that it was considering a range of next steps which will form part of the refreshed Tobacco Action Plan due to be published later this year.

3.8 Officers understand that there are legislative routes from which a ban on single-use vapes could be advanced:
1) new legislation;
2) amendment to The Tobacco and Related Product Regulations 2016 which is UK legislation that regulates the manufacture, presentation and sale of tobacco and related products, including vapes; or
3) amendment to The Tobacco and Primary Medical Services (Scotland) Act 2010 which is Scottish legislation that makes provision about the retailing of tobacco products and nicotine vapour products (vapes).

3.9 In its press release on the 5 September 2023 the Scottish Government noted that: '*The Scottish Parliament has successfully taken action to ban the supply and manufacture of certain single use plastic products due to their environmental impact. Action on single use vapes is likely to require a similar exclusion from the Internal Market Act*'.

3.10 According to the Zero Waste Scotland report an estimated 10.8% of the adult population of Scotland, and 22% of those aged under-18 were users of vapes (both single-use and reusable); of those, more than a quarter (27%) are estimated to be users, mainly, of single-use vapes.

3.11 The 2023 Health and Wellbeing survey, reported to the Aberdeen Education and Children's Services Committee of 23 May 2023 showed that: 6.7%, 473 of learners (P6-S6) reported that they have tried smoking cigarettes or e-cigarettes, showing a reduction of 1.3% from the previous year. The number of young people reporting that they use e-cigarettes or vapes once a week or more is 2% (149). In comparison, the number of young people reporting that they smoked tobacco cigarettes once a week or more was 0.7% (49).

3.12 At the request of headteachers, vaping was added to the '*Procedure for Managing Substance Use Incidents and Supporting the Wellbeing of Adults, Children and Young People in Schools' guidance* in April 2023.
It states: '*Scottish Directors of Public Health strongly advocate that legal e-cigarettes or vapes as they stand should be treated in the same way as normal cigarettes in relation to local policy and procedures.*
Smoking or vaping on school premises is strictly prohibited. If pupils are found vaping or smoking the product can be confiscated. It is illegal to sell tobacco or nicotine containing e-cigarettes to under-18s, or to purchase such products for them....'

3.13 Education Support Officers have developed and evaluated a programme for primary schools to communicate the issues associated with vaping in an age-appropriate way. A train the trainer event is to be held for Aberdeen primary school staff in November and a wider vaping awareness event is to be delivered as part of the Stronger Families series also in November.

3.14 As of 1st April 2023, there were 162 retailers in Aberdeen registered with the Scottish Government to sell vapes (as required by the Tobacco and Primary Medical Services [Scotland] Act 2010). Each year Aberdeen City Council Trading Standards Service report on two performance indicators:
1) provide business advice to at least 20% of premises registered to sell vapes and
2) send a 16 or 17-year old in to at least 10% of registered premises in order to try and buy a vape.
In 2022-23 advice was provided to 82 retailers and a 16-year old was sent into 43 shops to try and buy a vape. There were seven sales to one of our volunteers which resulted in £200 fixed penalties being given to two businesses. Trading Standards also investigate complaints relating to under-age sales and proxy sales. Trading Standards enforce the Tobacco and Related Product Regulations 2016 and Part 1 the Tobacco and Primary Medical Services (Scotland) Act 2010 therefore it is likely that they would have a duty to enforce any ban. This would result in an increased work load for Trading Standards.

3.15 A report to the Communities, Housing and Public Protection Committee of the 5th September 2023 outlined an *Aberdeen City Retailers' Charter for the Responsible Sale of Tobacco and Vaping Products*. This aims to target 'proxy purchasing' where adults are buying vapes for people under 18 years of age. The charter would require that vaping products and tobacco products could not be bought with cash in participating retailers. The initial focus of the Charter will be Union Street.

3.16   Single-use vapes are classed as electrical and electronic equipment and fall within category 7 (toys, leisure and sports equipment) of The Waste Electrical and Electronic Equipment Regulations 2013. They should therefore be disposed of at local Household Waste and Recycling Centres, most vape stores and electrical recycling bins at supermarkets and electrical stores. Single-use vapes cannot be disposed of at home and should not be put in any household and public general waste bins, mixed recycling or food bins. A communications plan has already begun to inform people of how to dispose of their single-use vapes (see appendix 1). Committee are asked to approve the communications plan, in accordance with Recommendation 2 of this report.

3.17   A report to the Audit, Risk and Scrutiny Committee of 2 February 2023 included the Fire Investigation Report into the Altens East Recycling and Resource Facility (OPE/23/030). It was noted that: *'the CCTV footage was not conclusive on the cause of the fire however it was likely to be a battery or similar electronic device deposited in recycling.'* The fire risk from batteries is a recognised and significant issue in the waste industry and waste fires have caused millions of pounds worth of damage as well as the risk to life. If single-use vapes are banned this will result in less chance they will find their way into the wrong waste-stream and therefore lead to a reduced risk of fires within waste management infrastructure.

3.18   Single-use vapes and their packaging are increasingly being seen within litter in Aberdeen. An internal ACC Operations survey of known, regular litter pickers found that two thirds were picking up single-use vapes more frequently. Anecdotally, some schools have problems with increasing vaping litter around their buildings. A ban on single-use vapes would stop this form of litter. Litter-pickers will be considered in the communications plan to ensure they are informed of how to dispose of them correctly.

3.19   Aberdeen City Council has its own '*Smoke Free at Work Policy*', and it states that the use of vapes is prohibited wherever smoking is prohibited.

4.   FINANCIAL IMPLICATIONS

4.1   There are no direct financial implications arising from the recommendations of this report. Costs for items in the communications plan will be covered by the ongoing engagement provided by the Waste and Recycling Service.

5.   LEGAL IMPLICATIONS

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

6.   ENVIRONMENTAL IMPLICATIONS

6.1   The Zero Waste Scotland report estimates that 26 million single-use vapes were used in Scotland in the last year, of which an estimated 10 per cent were littered and more than half were disposed of incorrectly. The communications plan in this report could lead to fewer single-use vapes adversely impacting the

environment. A reduction of single-use vapes littered or disposed of incorrectly will impact on the environment in the following ways:

6.2 Wasteful use of resources: Single-use products which are difficult to recycle do not support the transition to a circular economy. The lithium batteries used in the most popular single-use vapes could be recharged up to 500 times if the product design allowed. Lithium is a valuable limited resource which is needed for the energy transition. Throwing them away undermines the energy transition aspect of our journey to a more sustainable future.

6.3 Embodied greenhouse gas emissions: Total emissions associated with single-use vapes in 2022 are estimated in the Zero Waste Scotland report to have been up to 4,292 tonnes CO2e.

6.4 Impact of littering and incorrect disposal: single use vapes create waste which includes plastics, metal, paper packaging, lithium, copper and nicotine. Lithium is hazardous and if left to degrade in the environment will leak into the soil and groundwater and adversely affect biodiversity. Littered batteries and heating elements within single-use vapes could also trigger fires in the natural environment. Incorrect disposal into collected waste-streams can lead to fires in waste management infrastructure which could compromise the overall efficiency of recycling and resource recovery.

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 identified			**Yes**
Compliance	No significant risks identified			**Yes**
Operational	Where vapes are incorrectly disposed of, the batteries increase risk of fires at waste centres and on collection vehicles that can damage equipment or be a risk to personal safety.	The communication proposals in this paper seek to improve the likelihood that single-use vapes will be disposed of correctly by users		**Yes**

Financial	No significant risks identified			**Yes**
Reputational	No significant risks identified			**Yes**
Environment / Climate	Where vapes are incorrectly disposed of and become litter, the batteries increase risk of fires and degradation over time will be a risk to biodiversity.	The communication proposals in this paper seek to improve the likelihood that single-use vapes will be disposed of correctly by users and not end up in the environment.		**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspects of the policy statement: - • Building a Greener and Sustainable City - work with communities to review the management of council-managed open spaces to create more sustainable and safer green areas and open spaces • Caring for Each Other - work with partners to identify and agree specific integrated solutions for tackling the health and social problems caused by misuse of alcohol and drugs.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous People Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch Outcomes (11) Healthy life expectancy (time lived in good health) is five years longer by 2026. It is also relevant to the LOIP Improvement Project Aim 'Reduce tobacco smoking by 5% overall by 2023'.
Prosperous Place Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch Outcomes 13-15 Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026. Communication of how to dispose of single-use vapes will lead to fewer of them entering the wider environment or contaminating existing waste-streams

Regional and City Strategies	The proposal within this report supports the
Regional Strategies: (i.e. Regional Economic Strategy, Regional Skills Strategy) _City Strategies and Strategic Plans (i.e. Local Development Plan; Local Housing Strategy; Children's Services Plan; Net Zero Route map for the City)_ _Council Strategies (i.e. Medium Term Financial Strategy; Estates and Assets Strategy)_	Aberdeen City Waste Strategy and the Net Zero Aberdeen routemap (circular economy and natural environment strategies).

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

10.1 UK-wide consultation closing 6th December 2023: Creating a smokefree generation and tackling youth vaping.

10.2 Stopping the Start presented to the UK Parliament on 4th October 2023

10.3 Press Release by the Scottish Government announcing a consultation on a proposal to ban the sale of single-use vapes and other measures, 5th September 2023: Single use vapes ban considered - gov.scot (www.gov.scot)

10.4 Communities, Housing and Public Protection Committee paper RES/23/258, 5th September 2023 The Aberdeen City Retailers' Charter for the Responsible Sale of Tobacco and Vaping Products

10.5 Zero Waste Scotland's review of the environmental impacts of single use vapes (released 30 June 23)

10.6 Leading respiratory paediatricians urge First Minister to act now to tackle Scotland's 'adolescent vaping epidemic' | ASH Scotland (22 June 2023)

10.7 Parliamentary Petition and response PE2033 Introduce a full ban on disposable vapes | Scottish Parliament Website (20 June 2023)

10.8 ACC Health and Wellbeing Survey Analysis (April 2023) appended to report CFS/23/117 to the Education and Children's Services Committee of 23 May 2023

10.9 Scottish Government Research published 10th May 2023: Data on Vaping among Children - Vaping - understanding prevalence and trends among adults and children: research - gov.scot (www.gov.scot)

10.10 Notice of Motion by Councillor van Sweeden to the Net Zero, Environment and Transport committee 9th May 2023

10.11 Report OPE/23/030 to the Audit, Risk and Scrutiny Committee of 2 February 2023: Altens East Recycling and Resource Facility – Fire Investigation report

10.12 Raising Scotland's tobacco-free generation: our tobacco control action plan 2018

10.13 Waste Electrical and Electronic Equipment (WEEE) Regulations 2013

10.14 Environmental Protection Act 1990 (legislation.gov.uk) section 87 which contains the offence of leaving litter

11.   APPENDICES

Appendix 1- the proposed Single Use Vapes Communications Plan

Appendix 2 - letter text to the Scottish Government and Zero Waste Scotland

12.   REPORT AUTHOR CONTACT DETAILS

Name	Sandy Gustar
Title	Senior Sustainability Officer
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Tel	01224 069187

Appendix 1

Vaping – Aberdeen City Council Communication Plan

1. Introduction

The increased use of single-use vapes is having negative impacts across many parts of society, including on health, high rates of young people starting the habit, increased fire safety risks, biodiversity loss, increasing waste, high rates of contamination in bins and increasing litter.

This campaign aims to educate the public, with a focus on young people, on the impacts of single-use vapes and to encourage a change in habits to decrease use.

2. Key Messages

The focus of the messaging will be centred around the negative impact of single-use vapes, some of which will include vaping in general. Key messaging should cover:

- The term Single-use vapes will be preferred in comms, not disposable.
- Single-use vapes can lead to fire hazards. For example the fire at the Altens Recycling Facility was likely caused by a lithium battery – which are present in single-use vapes.
- Throwing away single-use products is leading to an increase in litter. It is estimated that over 1 million single-use vapes are thrown away each week in the UK.
- Nicotine, which is present in most vapes, and the toxic chemicals in the batteries, if left to degrade in the environment could present a fire risk and damage soils and biodiversity.
- Single-use vapes are made from critical materials including lithium and copper and the need to separate these makes them difficult to recycle.
- Vapes should never be put in household or public bins. Used vapes should be disposed of in small Waste Electrical and Electronic Equipment (WEEE) household or supermarket boxes. New or unused vapes should be returned sellers.
- Selling vaping products including e-liquids to people under the age of 18 can result in a fixed penalty notice of £200 which will increase by £200 for each subsequent offence. Failure to pay a fixed penalty will be reported to the Procurator Fiscal and can result in a fine of up to £2500. The council can apply for a banning order if a business commits 3 offences in a 2-year period which would stop the premises from selling vaping products.
- Businesses must also follow the challenge 25 rule and request ID from customers who look younger than this.
- Most, but not all, vapes contain nicotine, which is a harmful and addictive chemical in cigarettes.

3. Communication Channels

Methods of engagement will include:

    a. Social media

    b. Advertising (bus shelters, bus sides, radio)

    c. Media releases

d. Newsletters and articles

e. A dedicated page on the Council website

f. Waste and Recycling service materials – inc. bin tags and bin decals

g. Where requested, information will also be provided in alternative formats

If the partnership are supportive, we could issue a release to note the Council's position on single-use vapes and include the key messages.

4. Target Audience

The following target audiences have been identified:

- Aberdeen City residents
- Aberdeen City Schools
- Aberdeen City Council staff (particularly those who answer public enquiries)
- Elected Members
- Retailers
- Litter pickers (via Clean Up Aberdeen and CommunityCleanUp Facebook groups, and partners)

5. Communication Timeline

Activity	Message	Lead Officer	Date
"Take Charge" Social Media	Shared messaging using the Environmental Services Association (ESA)'s "Take Charge" campaign to provide advice about how to dispose of electrical items (inc. vapes)	Mark Yule	November 2022 – January 2023
"Take Charge" bus advertising campaign (see appendix 1)	Advertising based on the ESA "Take Charge" campaign was posted on bus sides and bus shelters across Aberdeen in the build up to Christmas 2022	Mark Yule	November/December 2022
Newsbite article	An article providing advice on recycling electrical items (inc. vapes) was submitted to Newsbite	Mark Yule	November 2022
SUEZ (waste management	CCTV of Altens MRF fire starting used to highlight	Mark Yule (SUEZ led)	December 2022

company) media release shared	dangers of binning electricals inc. vapes) - Fire at Altens East Mixed Recycling Facility - YouTube		
Bin Tags (see appendix 2)	Bin tags to advise residents that bins are contaminated with electrical items were provided to waste crews.	Waste and Recycling Crews	December 2022
Social media (see appendix 3)	Messaging about disposing of flammable items (including vapes)	Mark Yule/Rachael Smillie	Started in August 2023
Bin stickers updated	Decals to be attached to communal waste bins have been ordered, with information about the various flammable items (including vapes), that shouldn't be put in bins.	Mark Yule	TBC
Website updated	Vapes added to list of items that should not be put in bins - Mixed recycling bin	Aberdeen City Council & General waste bin	Aberdeen City Council	Mark Yule	September 2023
Bus side advertising	Updated messaging from the "Take Charge" campaign will be posted on bus sides again in the build up to Christmas 2023	Mark Yule	November/December 2023
Pull-up banner designed	A pull up banner based on messaging about disposing of flammable items (including vapes) will be produced for the waste service to add to their suite of materials for public engagement	Mark Yule/Graphic Design Team	TBC

Social media	Messaging to reflect the updated key messaging detailed in this plan.	Mark Yule	TBC
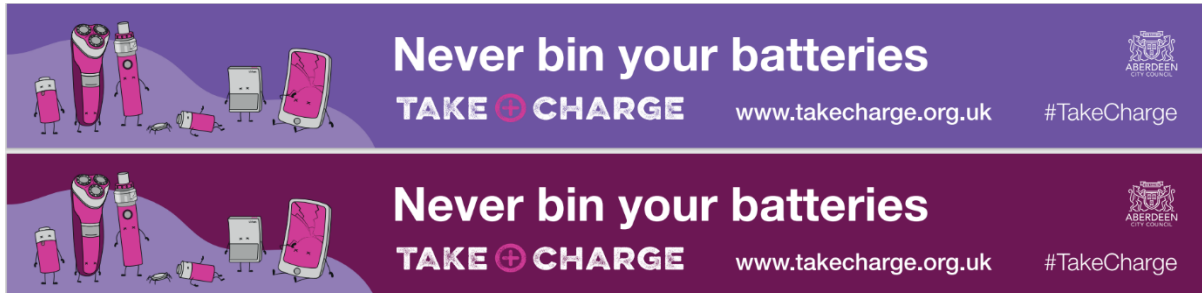
6. Cost implications

The majority of communication activities will be delivered with no direct cost using existing social media and web channels, media releases and article submissions to publications. Costs for advertising, a pull-up banner, bin stickers and bin tags will be met from existing Waste & Recycling Service communications budget.

7. Evaluation and Analysis

A data analysis report will be produced by the Communications and Management service following completion of the social media and advertising campaigns, to report on the reach, impressions, and engagement of the messaging. This will incorporate data from our social media management tool, Orlo, to inform future communications.

Appendix 1 (Take Charge Bus Side and Bus Shelter Ads)

Appendix 2 (Bin Hanger)

TAKE + CHARGE

STOP!
Never bin your batteries

Batteries hidden in your rubbish
and recycling can start fires

1 Never put batteries in normal
   rubbish or recycling bins

2 Only recycle batteries using a
   proper battery recycling service

3 Remove batteries from broken
   devices if safe to do so and recycle
   the battery and device separately

4 If you can't safely remove the
   battery, recycle the device with the
   battery inside using a small waste
   electricals recycling service

5 Still unsure what to do?
   Visit www.takecharge.org.uk
   #takecharge

Appendix 3

Aberdeen City Council
3 September at 10:00 · 🌐

Gas canisters, vapes, batteries and other small electricals can all be dangerous if they are not disposed of properly. It is important that these items are never put in your general, recycling, or brown bins as they can lead to fires during processing.

You can find details of your nearest battery recycling service at https://orlo.uk/ekdnb

And you can take other flammable items to your local recycling centre. To find out more visit: https://orlo.uk/zCmhc

Electrical items

Vapes

Gas canisters

Batteries

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Appendix 2: Text of letter sent by Chief Officer, Strategic Place Planning to Lorna Slater MSP, Minister for Green Skills, Circular Economy and Biodiversity and Iain Gulland, Executive Director and Chief Executive Officer, Zero Waste Scotland and copied to Scottish Government, Office of the First Minister.

Dear Lorna Slater MSP and Iain Gulland,

Aberdeen City Council's support for a ban on single-use vapes

I am writing to you both with regards to a ban on single-use vapes. Aberdeen City Councillors, at their meeting of the Net-Zero Environment and Transport Committee on the 9th of May 2023 requested that I write to you on this matter. Following a policy review on the implication of banning single use vapes on the Council, I would like to use this opportunity to make you aware that Aberdeen City Council supports a proposed ban on the sale of single-use vapes.

The recent Zero Waste Scotland - Material Focus report estimates that 26 million single-use vapes were used in Scotland in the last year, of which an estimated 10 per cent were littered and more than half were disposed of incorrectly. There is increasing vape use amongst non-smokers including young people from Primary year 6 through to Secondary year 6. Single-use vapes and their packaging are increasingly being seen within litter in Aberdeen. An internal survey of regular litter pickers found that two thirds were picking up single-use vapes more frequently, and some communities have seen an increase of discarded vape products in their public and open spaces. Additionally, schools have problems with increasing vape litter around their buildings. There are concerns that the nicotine and battery chemical pollution and toxicity from vape litter would contribute to biodiversity loss. There is also loss of critical raw materials such as Lithium and Copper which is increasingly needed for the energy transition. Aberdeen City Council has recently been significantly affected by a fire at the Altens Materials Recovery Facility which may have been caused by a Lithium battery.

A local Trading Standards investigation showed that some shops are participating in direct and proxy sales of vaping products to under 18-year-olds. We are aware that there are social and health implications for under 18's and young people. A World Health Organisation publication in 2022 pointed out that the consumption of nicotine in children and adolescents has deleterious impacts on brain development, leading to long-term consequences and potentially leading to learning and anxiety disorders. As you would know, leading respiratory paediatricians have written an open letter to the Scottish First Minister expressing their concerns about the lung health of young people involved in vaping.

A ban on single-use vapes would reduce the likelihood of them becoming litter, potentially being a fire hazard and adversely affecting biodiversity, land and water resources in Aberdeen and beyond.

A communications plan is being developed by Aberdeen City Council targeting residents, schools, litter-pickers, waste management facilities and council staff with information on how to correctly dispose of vapes.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Low Emission Zone Penalty Charge Notice - Net Surplus Income Policy
REPORT NUMBER	COM/23/327
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	7, 8

1. **PURPOSE OF REPORT**

1.1 The purpose of this report is to gain approval for a policy for the use of any net surplus income arising from enforcement of the Low Emission Zone (LEZ).

2. **RECOMMENDATIONS**

That the Committee:

2.1 Approve the policy proposed for the use of any net surplus income arising from LEZ enforcement; and

2.2 Instruct the Chief Officer – Strategic Place Planning to submit a report to this Committee in Summer 2025 identifying the costs and income associated with operation of the LEZ during the 2024/25 financial year, including a proposed programme for the use of any surplus income.

3. **CURRENT SITUATION**

3.1 Aberdeen City Council declared a LEZ in the city centre on 30th May 2022. A two-year grace period, during which no enforcement has taken place, commenced on that date, with full enforcement of the LEZ to commence on 1st June 2024. Enforcement will encompass the issuing of a Penalty Charge Notice (PCN) to the registered keeper of any non-compliant and / or non-exempt vehicle that enters the LEZ.

3.2 Legislation governing LEZs was established in the Transport (Scotland) Act 2019. In reference to PCNs, Section 27 of the Act states that:

Any monies received from penalty charges in respect of a low emission zone scheme may be applied by the local authority only for the purposes of—
(a) facilitating (directly or indirectly) the achievement of the scheme's objectives, and

(b) if (and only if) any surplus remains, making any repayments required as a condition of a grant under section 25(1)(b).

Officers have confirmed with Transport Scotland that, in reference to point (a), any PCN income must be used first and foremost to cover the operational and maintenance costs of the LEZ enforcement system (cameras, signage, administration of PCNs, etc.). Should there be any income remaining once such costs have been met, the local authority can put this surplus towards projects that will further improve air quality within the LEZ or wider City Centre Air Quality Management Area (AQMA). If the income exceeds the operational costs of the enforcement system and the Council cannot identify relevant projects to direct this money towards, it will have to be paid to Scottish Ministers to offset previous LEZ grant funding.

3.3   The level of compliance with the LEZ is assumed to be high and will further improve as individuals and businesses naturally replace their vehicles and fleet. Surplus PCN income is therefore anticipated to be low, albeit officers are in regular contact with Glasgow City Council (who commenced LEZ enforcement in June 2023) to learn from their early experiences. Nevertheless, should the situation arise where surplus PCN income exists, it is prudent for the Council to have a policy in place for assigning this, to ensure it can be used appropriately and in accordance with legislation.

3.4   The proposed policy is included as Appendix 1 to this report. The policy was approved by the Council's Policy Board on 20th June 2023 and by the Risk Board on 17th July 2023. The policy has also been reviewed by Transport Scotland who are content with the recommendations. Upon adoption, the policy will be published on the Policies section of the Council's intranet.

4.   FINANCIAL IMPLICATIONS

4.1   Enforcement of the LEZ may result in income to the Council via the issuing of Penalty Charge Notices (PCNs). As mentioned in paragraph 3.3 it is unclear at this stage what, if any, this level of income will be, and will only be known with certainty once enforcement commences.

4.2   As mentioned in paragraph 3.2, any income must be used first and foremost to cover LEZ operational and maintenance costs. Thereafter, any surplus income can be used for measures to further improve air quality within the LEZ or wider AQMA. To ensure local application of these locally generated funds, a list of suitable projects will require to be developed, otherwise any surplus income that is not used by the Council must be paid to Scottish Ministers to offset previous LEZ grant funding.

5.   LEGAL IMPLICATIONS

5.1   Legislation governing LEZs and the use of income arising from LEZ enforcement was established in the Transport (Scotland) Act 2019. The recommendations of this report have been developed in accordance with the Act, with the proposed approach agreed with Transport Scotland.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The Act states that any projects taken forward with surplus LEZ PCN income must aim to further the objectives of the LEZ, which are primarily to improve air quality. The proposals therefore should result in a reduction of harmful emissions within the City Centre AQMA.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	The Council has a statutory duty to improve air quality in the AQMAs for public health and wellbeing. The proposed policy will contribute to further improvements to air quality, in line with obligations.	Approve a policy for the use of surplus PCN income that further contributes to LEZ and wider air quality objectives.	L	Yes
Compliance	Failing to adopt a policy for the appropriate use of surplus LEZ PCN income (and having this agreed by Transport Scotland) could result in the Council acting contrary to the Transport (Scotland) Act 2019.	Approve a policy for the use of surplus PCN income that is in accordance with the Act and which has been approved by Transport Scotland.	M	Yes
Operational	No risks identified.	N/A	N/A	Yes
Financial	If a policy is not established and	Approve a policy for the use of	M	Yes

	agreed between the Council and Transport Scotland, any surplus LEZ PCN income would have to be returned to Scottish Ministers.	surplus PCN income that is in accordance with the Act and which has been approved by Transport Scotland.		
Reputational	There will be reputational risks should the Council be seen to contravene the Transport (Scotland) Act 2019 and not use any surplus LEZ PCN income for approved purposes. There are also reputational risks associated with not maximising the use of this income in the City and having to pay it to Scottish Ministers.	Approve a policy for the use of surplus PCN income that is in accordance with the Act and which has been approved by Transport Scotland.	M	Yes
Environment / Climate	There are risks around air quality deterioration and a gradual erosion of the LEZ benefits if supporting measures are not in place to further reduce air pollution in Aberdeen.	Approve a policy for the use of surplus PCN income that further contributes to LEZ and wider air quality objectives.	L	Yes

8.   OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Local Outcome Improvement Plan 2016-26	

Prosperous People Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 11 – *Healthy life expectancy is five years longer by 2026*, in that projects resulting from the policy should seek to improve air quality, with benefits for the health and wellbeing of all those living in and visiting Aberdeen.
Prosperous Place Stretch Outcomes	The proposals within this report may support the delivery of LOIP Stretch Outcome 14 – *Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026*. Projects which support a reduction in emissions via an increase in walking and cycling would be eligible for funding via the net surplus income.
Regional and City Strategies	The proposals within this report support the Regional (RTS) and Local Transport Strategy (LTS) as well as the Net Zero Routemap and Air Quality Action Plan, in that they should lead to the delivery of projects that encourage sustainable travel and a reduction in harmful and climate-changing emissions.

9. IMPACT ASSESSMENTS

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

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 Appendix 1 – Low Emission Zone Penalty Charge Notice Net Surplus Income Policy

12. REPORT AUTHOR CONTACT DETAILS

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Title	Senior Engineer (Transport Strategy and Programmes)
Email Address	WHekelaar@aberdeencity.gov.uk
Tel	01224 069599

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Low Emission Zone Penalty Charge Notice Net Surplus Income Policy

**Approved by Committee on
20xx with an implementation date of 20xx**

ABERDEEN
CITY COUNCIL

Document Control

Approval Date	*- Calibri Regular12pt*
Implementation Date	
Policy Number	POL-SPP-0010
Policy Author(s) and Owner	Author: Will Hekelaar Owner: David Dunne, Chief Officer – Strategic Place Planning
Approval Authority	Net Zero, Environment and Transport Committee
Scheduled Review	
Date and Changes: N/A – new policy	

Table of Contents

1 Why does the Council need this Policy?

1.1 A policy requires to be established for the use of any net surplus income arising from enforcement of the Aberdeen Low Emission Zone (LEZ).

1.2 Aberdeen City Council (ACC) declared a LEZ in the city centre on 30th May 2022, with enforcement to commence from 1st June 2024. Enforcement will encompass the issuing of a Penalty Charge Notice (PCN) to the registered keeper of any non-compliant and / or non-exempt vehicle that enters the LEZ.

1.3 Legislation governing LEZs was established in the Transport (Scotland) Act 2019. The Act states that:

> *Any monies received from penalty charges in respect of a low emission zone scheme may be applied by the local authority only for the purposes of —*
> *(a) facilitating (directly or indirectly) the achievement of the scheme's objectives, and*
> *(b) if (and only if) any surplus remains, making any repayments required as a condition of a grant under section 25(1)(b).*

1.4 ACC has confirmed with Transport Scotland that, in reference to point (a), any PCN income must be used first and foremost to cover the operational and maintenance costs of the LEZ enforcement system. Should there be any income remaining once operational costs have been covered, the local authority can spend this on projects that will further improve air quality within the LEZ or the wider City Centre Air Quality Management Area (AQMA). If the income exceeds operational costs and ACC cannot identify relevant projects to direct this money towards, it would have to be paid to Scottish Ministers to offset previous LEZ grant funding awarded to the Council.

1.5 The level of compliance with the LEZ is assumed to be high and will further improve as individuals and businesses replace their vehicles and fleet. Nevertheless, should the situation arise where surplus PCN income exists, it is prudent for ACC to have a policy in place for assigning this income, to ensure it can be used appropriately and in accordance with legislation.

1.6 Failing to adopt a policy for the appropriate use of surplus LEZ PCN income could result in ACC acting contrary to the Transport (Scotland) Act 2019. If a policy is not established and agreed between the Council and Transport Scotland, any surplus LEZ PCN income would have to be paid to Scottish Ministers.

2 Application and Scope Statement

2.1 The policy will guide the decisions of Council officers and Committees on the use of surplus LEZ income.

3 Responsibilities

3.1 The Chief Officer – Strategic Place Planning is responsible for overseeing this policy and its implementation.

3.2 The policy will be administered by officers in the Transport Strategy and Programmes team. Specific responsibilities will be:
- Inviting applications on an annual basis for the use of LEZ net surplus income from Council teams;
- Reviewing applications and developing a prioritised list of projects for funding, in agreement with the Chief Officer and endorsed by the relevant Committee(s);
- Determining the surplus income available for release for projects on a quarterly basis;
- Awarding the funding to eligible projects as it becomes available;
- Monitoring the progress of projects funded via the LEZ surplus income;
- Monitoring income and expenditure;
- Annual progress reporting;
- Seeking any necessary approval or confirmation from Transport Scotland that projects meets the criteria for use of net surplus income spend.

3.3 The Transport Programme Board (TPB) will be responsible for approving the recommended prioritised list of projects prior to submission to the Net Zero, Environment and Transport Committee.

3.4 The Net Zero, Environment and Transport (NZET) Committee will be responsible for formally approving the policy and approving the list of projects to be supported by the surplus income on annual basis.

3.3 Feedback on the policy should be directed to: transportstrategy@aberdeencity.gov.uk.

4 Supporting Procedures & Documentation

4.1 The proposed application form for the use of the LEZ surplus income is included as Appendix 1 to this policy.

4.2   This will be sent out to relevant Council teams on an annual basis to nominate projects for funding in the next financial year.

5   About this Policy

5.1   The policy requires applications for the use of LEZ surplus income to demonstrate how the nominated projects further the objectives of the LEZ or otherwise improve air quality in the City Centre AQMA. This will ensure that any surplus income is used by the Council in accordance with the Transport (Scotland) Act 2019.

5.2   Projects will be allocated funding based on the contribution they make to the aims and objectives of the LEZ, AQMA and / or the wider Air Quality Action Plan (AQAP). When projects are submitted for consideration to the fund, these will be scored in the following manner:

- 4 – project directly supports and contributes to an improvement in air quality within the LEZ or wider AQMA;
- 3 – project supports the AQAP via encouraging and facilitating an increase in active travel (walking, wheeling or cycling);
- 2 – project supports the AQAP via encouraging and facilitating an increase in public transport use;
- 1 - project supports the AQAP via enabling an increase in shared and low emission vehicle use.

Additional marks will be awarded for projects that can be linked directly to the AQAP and Local Outcome Improvement Plan (LOIP), or which otherwise support the Council's transport and net zero strategies or City Centre Masterplan (CCMP).

5.3   Self-scored applications will be submitted on the agreed project proposal template, with applicants responsible for ensuring appropriate consultation has taken place on the proposal prior to submission. Applications will then be reviewed by the Policy and Strategy Manager and the Chief Officer – Strategic Place Planning, and re-scored if required. Projects which meet the required criteria will then be prioritised based on the scores awarded.

5.4   The prioritised list of projects will be presented to the TPB for approval, prior to submission to the NZET Committee. Assuming approvals are given, funding will be released for the projects on a prioritised basis as it becomes available.

5.5   Successful applicants will be responsible for ensuring that projects are delivered, monitored and reported in accordance with TPB governance requirements.

5.6 This process mirrors that which is undertaken annually for the Bus Lane Enforcement (BLE) net surplus income, thus ensuring that prospective applicants are aware of the process and requirements and allowing for efficiencies in the preparation and consideration of applications.

6 Risk

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

- **Strategic Risks** – ACC has a statutory duty to improve air quality in the AQMAs to ensure continued public health and wellbeing. A policy for the use of surplus PCN income that further contributes to LEZ and wider air quality objectives should result in further improvements in air quality, in line with legal obligations;
- **Compliance Risks** – Failing to adopt and implement a policy for the appropriate use of surplus LEZ PCN income could result in the Council acting contrary to the Transport (Scotland) Act 2019;
- **Financial Risks** – If a policy is not established and implemented to ensure appropriate use of funds, there is a risk that any surplus income has to be paid to Scottish Ministers;
- **Reputational Risks** – There may be reputational risks should the Council be seen to contravening the Transport (Scotland) Act 2019 and not using any surplus LEZ PCN income for approved purposes. There are also reputational risks associated with not maximising the use of this income in the City and having to pay it to Scottish Ministers; and
- **Environment / Climate** – There are risks around air quality deterioration and a gradual erosion of the LEZ benefits if supporting measures are not put in place to further reduce air pollution in Aberdeen.

6.2 It is anticipated that proposed expenditure will be reported to Transport Scotland for approval to ensure compliance with the Act and reduce risks of any income having to be paid to Scottish Ministers.

6.3 Income and expenditure will be regularly monitored to ensure sound financial management of the programme. An annual report on income and expenditure will be prepared and shared with Transport Scotland to ensure transparency of expenditure.

6.4 Air quality monitoring is undertaken regularly and reported in annual AQAP Progress Reports, allowing an assessment of the impacts of individual projects on air quality.

7   Environmental Implications

7.1   The legislation states that any projects taken forward with surplus LEZ PCN income must aim to further the objectives of the LEZ, which are primarily to improve air quality. The proposals therefore should result in a reduction of harmful emissions within the City Centre AQMA. Such projects are anticipated to be those that contribute to traffic reduction, support an increase in low or zero emission transport use in the area, and / or develop or enhance blue/green infrastructure within the AQMA.

7.2   Although the primary objective is air quality improvement, projects are likely to have secondary benefits such as carbon reduction, noise reduction, street greening, etc.

8   Policy Performance

8.1   The factors determining whether the policy is effective are:
- Development and delivery of an annual programme of projects for use of any LEZ surplus income, agreed with the Council and Transport Scotland – this should eradicate the compliance, financial and reputational risks described above; and
- Continued improvement of air quality in the City Centre AQMA resulting from the delivery of such projects, thus mitigating the strategic and environmental risks described above.

8.2   Success will be measured by:
- Delivery of an annual programme of projects using LEZ surplus income;
- An improvement in air quality in the City Centre AQMA, in addition to what will be achieved via the LEZ alone.

8.3   A report will be presented to the NZET Committee on an annual basis, with an update on project progress and a proposed programme of expenditure for the subsequent financial year. Monthly progress on the programme will be reported to the TPB, including any risks, issues and project change requests.

8.4   Air quality is reported annually via ACC's Air Quality Annual Progress Reports.

9   Design and Delivery

9.1   The policy supports the delivery of the following LOIP Stretch Outcomes:
- 11 – *Healthy life expectancy is five years longer by 2026*, in that projects resulting from the policy will have as a key objective air quality improvement,

which will contribute to improving the health and wellbeing of all those living in and visiting Aberdeen;

- 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*, in that the majority of projects to improve air quality are likely to also have carbon reduction benefits; and
- 14 – *Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026*. Projects which support a reduction in emissions via an increase in walking and cycling would be eligible for funding via the net surplus income.

9.2   The policy supports the Regional and Local Transport Strategy as well as the Net Zero Routemap, in that it is likely to support the delivery of projects to encourage more sustainable travel and a reduction in harmful and climate-changing emissions.

10 Housekeeping and Maintenance

10.1   The policy will be reviewed annually as each year's programme of projects is developed.

10.2   An application form for projects seeking funding from the LEZ surplus income has been developed in support of the policy.

11 Communication and Distribution

11.1   Upon approval of the policy, it will be added to the Policies section of the Council intranet site.

11.2   The policy will be shared with relevant Council teams on an annual basis as part of the annual call for applications.

12 Information Management

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

Appendix 1 – LEZ Surplus Income Application Form

LEZ Project Proposal 20xx/xx

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

1   Executive Summary

Describe the project and how it will contribute to the aims and outcomes of the Low Emission Zone (LEZ) and / or the Air Quality Action Plan (AQAP) (further detail on the AQAP can be found in Section 12):

What is/are the anticipated outcome(s) of this project?

2   Business Need

Why is the project needed? What triggered it?

What are the business drivers and the current business situation? What air quality objectives does it help deliver?

What are the risks to the Council if the project does not go ahead?

What kind of tangible measurable benefits will the project provide?

3   Options

Describe any of the currently identified options of how the project will be delivered *(Any project where an option appraisal has not been carried out will not be considered).*

4   Recommended Option for Approval

5 Whole Life Costs and Project Spend Profile

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

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

This projected spend profile will be used to inform the Project Status Report if the application is successful. *(This should influence Key Milestones in Section 6)*

Month (23/24)	Projected Spend (£)
April	
May	
June	
July	
August	
September	
October	
November	
December	
January	
February	
March	
Total	
Future Year Project Spend (if required)	Projected Spend (£)
2024/25	
2025/26	

Maintenance Requirement	Year	Projected Cost (£)

Project Investment = £

Project Maintenance = £

Project Whole Life Cost (Investment + Maintenance)   £

6   Milestones and Timescales

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

The projected milestone dates will be used to inform the Project Status Report if the proposal is
successful. Only milestones on the critical path should be included here, unless you feel they are
beneficial to include. Please note if they are not critical path milestones.

Milestone	Start Date	Due Date

7   Dependencies

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

8   Resources

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

Resource	Activity	Timescale

9   Risks

Detail any risks that may cause milestone slippage

10   Promotion and Communication

Detail any promotion and communication (media releases, website updates) that would be involved with this project. *(this should influence Key Milestones in Section 6)*

11   Scoring of Project Against Objectives

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

Priority	
Low Emission Zone (4)	
Walking, Wheeling and Cycling (3)	
Public Transport (2)	
Shared and Low Emission Vehicles (1)	

Definitions

Low Emission Zone: Complementing or contributing to a reduction of harmful pollutants within the Low Emission Zone and / or City Centre Air Quality Management Area, including incentives, education and infrastructure.

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

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

Shared and Low Emission Vehicles: Supporting and facilitating the take-up of shared (car sharing, Car Clubs) and / or low emission (particularly electric and hydrogen) vehicles.

12 Relevance of Project Against Council Priorities	

Please tick what AQAP measures and LOIP outcomes this proposal contributes towards:

AQAP Measures	
Transport Planning and Infrastructure	
Promoting Travel Alternatives	
Promoting Low Emission Transport	
Policy Guidance and Development Control	
Traffic Management	
Freight and Delivery Management	
Public Information	

LOIP Stretch Outcomes	
Economy	
No one will suffer due to poverty by 2026	
400 unemployed Aberdeen City residents supported into Fair Work by 2026	
500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026	
People (Children and Young People)	
95% of children (0-5 years) will reach their expected developmental milestones by the time of their child health reviews by 2026.	
90% of Children and young people will report that their experiences of mental health and wellbeing have been listened to by 2026.	
As corporate parents we will ensure 95% of care experienced children and young people will have the same levels of attainment in education, health and emotional wellbeing, and positive destinations as their peers by 2026	

95% of children living in our priority localities will sustain a positive destination upon leaving school by 2026		
Child friendly city where all decisions which impact on children and young people are informed by them by 2026		
30% fewer young people (under 18) charged with an offence by 2026		
People (Adults)		
25% fewer people receiving a first ever Court conviction and 2% fewer people reconvicted within one year by 2026		
Healthy life expectancy (time lived in good health) is five years longer by 2026		
Rate of harmful levels of alcohol consumption reduced by 4% and drug related deaths lower than Scotland by 2026		
Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate		
Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026		
Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026		

Additional Questions	Yes
Does this project contribute to Aberdeen's net zero vision?	
Does this project contribute to the realisation of the Local Transport Strategy?	
Does this project contribute to the realisation of the City Centre Masterplan?	

13 Support Services Consulted

The minimum consultation period for Project Proposals is 10 working days unless the Programme Board Chair agrees there are exceptional circumstances that require a shorter turnaround time.

Note:

- In addition to noting comments from consulted services, it should also be noted below if there are any services on the list who were *not* consulted.
- It is mandatory to consult with Environmental Policy for all projects.

- At this early stage you should also be considering what impact implementing this proposal will have on employees, service users or other people who share characteristics protected by The Equality Act 2010.

Note: There is a copy and paste version of the consultation list below which you can use for circulating your Project Proposal – Support Services Consulted Circulation List

Service	Consultee	Comments	Date
Resources	Chief Officer, Finance jbelford@aberdeencity.gov.uk		
Resources	Chief Officer, Corporate Landlord stbooth@aberdeencity.gov.uk		
Governance	Chief Officer, Governance (tbc)		
Place	Chief Officer, Strategic Place Planning DDunne@aberdeencity.gov.uk		
Place	Chief Officer, City Growth (tbc)		
Operations	Chief Officer, Operations and Protective Services mareilly@aberdeencity.gov.uk		
Operations (Facilities)	Andy Campbell, Facilities Manager AnCampbell@aberdeencity.gov.uk		
PMO	PMO Programme Manager RMacTaggart@aberdeencity.gov.uk		
Finance	Scott Paterson, Finance Partner spaterson@aberdeencity.gov.uk		
Asset Management	Alastair Reid, Team Manager alareid@aberdeencity.gov.uk		
Legal (Property/ Planning & Environment)	Ross Campbell roscampbell@aberdeencity.gov.uk Fiona Closs FCloss@aberdeencity.gov.uk Elena Plews EPlews@aberdeencity.gov.uk		
Legal (Commercial & Procurement)	Michele Pittendreigh, Team Leader MPittendreigh@aberdeencity.gov.uk		
Procurement	Boguslawa Symonowicz BSymonowicz@aberdeencity.gov.uk		
ICT – Digital & Technology	Steve Robertson, Digital & Transformation Manager sterobertson@aberdeencity.gov.uk		
Design – Public Buildings	Neil Esslemont, Team Leader nesslemont@aberdeencity.gov.uk		
Grounds Maintenance	Steven Shaw, Environmental Manager stevens@aberdeencity.gov.uk		

Service	Consultee	Comments	Date
Communications	TBC		
HR	Lindsay MacInnes, People & OD Manager lmacinnes@aberdeencity.gov.uk		
Transportation Strategy and Programmes	Joanna Murray, Team Leader joannamurray@aberdeencity.gov.uk		
Place – TSAP	Nicola Laird, Senior Project Officer NLaird@aberdeencity.gov.uk		
Roads Management	Stuart Allan, Team Leader Technical StuAllan@aberdeencity.gov.uk Vycki Ritson, Team Leader Engineering vritson@aberdeencity.gov.uk		
Roads Projects	Alan McKay, Team Leader AlanMcKay@aberdeencity.gov.uk		
Emergency Planning Officer	Fiona Mann FioMann@aberdeencity.gov.uk		

You can attach a link to your document to the list above but will need to attach a copy of your document to the consultees below as the link function doesn't work for generic addresses:

Service	Consultee	Comments	Date
Estates	Property Estates Manager Estates@aberdeencity.gov.uk		
Environmental Policy	EPConsultations@aberdeencity.gov.uk		
Equalities	Baldeep McGarry/ Faiza Nacef equality_and_diversity@aberdeencity.gov.uk		
Planning	Local Development Plan Team LDP@aberdeencity.gov.uk Development Management PI@aberdeencity.gov.uk		

14 Decision by Board	Date
Approval by Transportation Board.	
*Approved to:	

* indicate approval given, as well as any additional stipulations.

15 Document Revision History			
Version	Reason	By	Date

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Biodiversity Duty Report 2023
REPORT NUMBER	COM/23/333
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Lina-Elvira Back
TERMS OF REFERENCE	9.4

1.   **PURPOSE OF REPORT**

1.1   This report is to allow Members to consider and review the draft Aberdeen City Council (ACC) Biodiversity Duty Report 2023 (BDR2023) and seek Committee approval for submission to Scottish Government. The Nature Conservation (Scotland) Act 2004 requires ACC to consider and further biodiversity whilst carrying out our duties as a local authority. The Wildlife and Natural Environment (Scotland) Act 2011 adds to that duty the duty to report every three years on our actions to fulfil our Biodiversity duty. The submission is required by the 31st December 2023 and covers the period from 1st January 2021 to 31st December 2023. The previous report can be viewed on our website (https://www.aberdeencity.gov.uk/media/13779).

2.   **RECOMMENDATIONS**

That the Committee:-

2.1   Approves the content of the draft report;

2.2   Instructs the Chief Officer – Strategic Place Planning to finalise the report (minor corrections and design format) and submit it to the Scottish Government by 31st December 2023;

2.3   Instructs the Chief Officer – Strategic Place Planning to publish the finalised report on the Council's website and circulate it as a Service Update to this Committee in early 2024; and

2.4   Instructs the Chief Officer – Strategic Place Planning to develop and lead on two projects in partnership with other public bodies in the city to:
a) develop and monitor a suite of cross-organisation biodiversity and related data, i.e. land managed for nature, access to nature, engagement with nature, etc. to inform the Council and City's strategic direction and required on the ground actions and investments now and in the future;
b) develop, implement and monitor a public and wider stakeholder awareness and engagement campaign on the value of nature to the City, its citizens and

businesses, the risks to nature locally and the need for local action, what the Council & partners are doing and what others can also do in support of nature recovery across Aberdeen;

c) report back to this Committee within 12 months with the outcomes of these projects.

3. CURRENT SITUATION

3.1 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland have a duty to further the conservation of biodiversity when carrying out their responsibilities. This biodiversity duty is about taking care of nature all around us, not just in specific protected sites and for particular species. Fulfilling our Biodiversity Duty can help address wider outcomes such as:

- Helping Scotland halt biodiversity loss and address the climate emergency, and contributing to a green recovery and a net zero future.
- Ensuring compliance with the legislation and helping Scotland to meet its national and international biodiversity targets.
- Contributing to sustainable development and the quality of life in Scotland.
- Demonstrating you are working in a socially responsible and ethical way, by safeguarding biodiversity and environmental assets for future generations.

3.2 The Wildlife and Natural Environment (Scotland) Act 2011 (commonly known as the WANE Act), added the duty for every public body in Scotland to produce a publicly available report on compliance with the Biodiversity Duty. Reports must be submitted once every three years. The current submission is required by the 31st December 2023 and covers the period from 1st January 2021 to 31st December 2023. The previous report which was submitted in December 2020 can be viewed on our website (https://www.aberdeencity.gov.uk/media/13779).

3.3 Officers are now seeking Members' approval to finalise and then submit the draft BDR2023 report to Scottish Government before 31st December 2023, to ensure we are in compliance with our statutory duty.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. The collaborative work recommended will be undertaken as part of existing staff roles and budgets and any awareness raising materials produced will be funded from the Council's direct allocation of the Edinburgh Process Fund from the Scottish Government.

5. LEGAL IMPLICATIONS

5.1 The Nature Conservation (Scotland) Act 2004 requires ACC to consider and further biodiversity whilst carrying out our duties as a local authority. The Wildlife and Natural Environment (Scotland) Act 2011 adds to that duty the duty to report every three years on our actions to fulfil our Biodiversity duty. Failure

to submit this report by 31st December 2023 would mean that ACC is not fulfilling its statutory duty.

6. ENVIRONMENTAL IMPLICATIONS

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

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 identified			Yes
Compliance	Risk of not complying with our statutory duty should report either not be submitted, or not be submitted on time	Early preparation of report and internal consultation/sign off for report to allow submission on time.	L	Yes
Operational	No significant risks identified			Yes
Financial	No significant risks identified			Yes
Reputational	Risk to ACC if report not submitted on time or had	Early preparation of report and internal consultation/sign off for report to allow submission on time.	L	Yes

	significant omissions of relevant work carried out by ACC over the period			
Environment / Climate	No significant risks identified			**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The examples feature in our report support the delivery of the following aspects of the policy statement:- • Work with communities to review the management of council-managed open spaces to create more sustainable and safer green areas and open spaces and develop a Community Environmental Improvement Fund, for communities to access, to implement their own small-scale local environmental improvements. • Recognise the importance of Aberdeen's Green Belt, green spaces and open spaces so they can be enjoyed for purposes of leisure, sport and environmental wellbeing, and investigate the creation of new pocket parks.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous Economy Stretch Outcomes	Whilst not immediately supporting the Prosperous Economy stretch outcomes, protection of nature and biodiversity within the city will create an attractive place where people will want to live and work.
Prosperous People Stretch Outcomes	Whilst it is not necessarily obvious, protecting biodiversity whilst carrying out our duties as described in the Biodiversity Duty Report will work towards achieving the stretch outcomes for Prosperous People. The positive effect on the wellbeing and health of people from interactions and closeness to nature are well documented, and therefore continuing to protect and enhance

	biodiversity while we carry out our duties is essential to achieving this LOIP stretch goal.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 15 – Addressing the nature crisis by protecting/managing 26% of Aberdeen's area for nature by 2026. The report details projects and actions the Council have taken whilst still carrying out our duties which assists biodiversity and nature within the Council boundary.
Regional and City Strategies	The details in the Biodiversity Duty Report supports both national and regional priorities such as the emerging national strategy for Nature Networks, ACC's Nature Conservation Strategy, Net Zero Aberdeen, Aberdeen Adapts, the Regional Economic Strategy, and the adopted principles of our North East Scotland Biodiversity Partnership (NESBiP), which is a regional strategic partnership with Aberdeenshire and Moray Councils and public and private sector partners.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 "Trees and woodland", report no RES/23/132 at Net Zero, Environment and Transport Committee, 9 May 2023

10.2 Aberdeen City Council Planning Performance Framework annual report 2022-23

11. APPENDICES

11.1 Aberdeen City Council Biodiversity Duty Report 2023

12. REPORT AUTHOR CONTACT DETAILS

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THE BIODIVERSITY DUTY REPORTING TEMPLATE: <u>LEVEL ONE ORGANISATIONS</u>
Public bodies that own or manage land, regulate land use, or have responsibilities linked to biodiversity

Report Outline
- Section 1: Introductory information about your public body
- Section 2: Actions to protect and enhance biodiversity
- Section 3: Mainstreaming biodiversity
- Section 4: Nature-based solutions, climate change and biodiversity
- Section 5: Public engagement and workforce development
- Section 6: Research and monitoring
- Section 7: Biodiversity highlights and challenges

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SECTION 1: INTRODUCTORY INFORMATION ABOUT YOUR PUBLIC BODY

Please describe your organisation's role and purpose, including any particular environmental responsibilities

Aberdeen City Council (the Council) is a local authority which covers an area of 185.7 km² and on 30th June 2021, National Registers of Scotland estimated it has 227,430 residents. Many internationally, nationally and locally protected areas fall within the Council's boundary, most prominently the River Dee Special Area of Conservation (SAC), designated for its Atlantic salmon, freshwater pearl mussel and European otter. But perhaps more importantly, the city has a diversity of public green and open spaces for people and wildlife; enabling climate adaptation and the mitigation of climate change and also to support people's wellbeing.

As a local authority, our services are diverse and wide-ranging. The Council is a landowner and land manager, a planning authority and a provider of education and social care services. Inevitably, the Council has a broad regulatory remit that can have impacts on biodiversity. The Council is responsible for the management and maintenance of all Council buildings, associated grounds and public open spaces such as parks, woodlands, cemeteries, school grounds, road verges and play parks. The Council also manages blue infrastructure around the city, such as burns (open and culverted), some Sustainable Urban Drainage Systems (SUDS), stretches of beach and coastal engineering structures. The Council works to both alleviate and improve resilience to flooding of all kinds.

Our Countryside Ranger Service manages 25 countryside sites across Aberdeen City for biodiversity, education and public access. These sites total more than 1,000 hectares and include one Site of Special Scientific Interest, four Local Nature Reserves and fourteen Local Nature Conservation Sites. In addition to this the Council manages 350 hectares (ha) of woodland and 1,450ha of parks and other greenspaces.

The internationally recognised Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) Global Assessment of Biodiversity (May 2019) report identified 5 main drivers of biodiversity loss globally. Alongside the twin crises of climate change and nature loss, one of the major pressures on biodiversity in Aberdeen is the increasing requirement for land for housing and industrial development. Another key threat to biodiversity in the city area comes from invasive non-native species (INNS). In this report we will outline some of the many ways the Council protects and enhances biodiversity whilst still delivering vital services to the citizens of Aberdeen City. This report demonstrates how Aberdeen is working towards delivering the United Nations Sustainable Development Goals (SDG) locally, especially SDGs 13, 14 and 15. This report covers the period from 1 January 2021 to 31 December 2023.

SECTION 2: ACTIONS TO PROTECT AND ENHANCE BIODIVERSITY

Please describe and explain any actions that your organisation has undertaken <u>alone or as part of a partnership</u> to benefit biodiversity directly, to tackle the main drivers of biodiversity loss, or to achieve wider outcomes for nature and people

Climate and Nature Emergency Declaration

In March 2023, Aberdeen City Council added its voice to the growing number of local authorities around the world to have responded to the global climate change and nature loss crises by declaring a climate and nature emergency. Details of the declaration are available in the minutes of the full Council meeting of 22 February 2023 (see item 18).

North East Scotland Biodiversity Partnership (NESBiP)

Aberdeen City Council remains a key partner of the North East Scotland Biodiversity Partnership (NESBiP) and believes that the partnership approach to tackling threats to biodiversity and facilitating conservation action is key to achieving outcomes reported under the Biodiversity Duty. NESBiP's Strategic Delivery Plan and actions complement the Council's environmental, community and land-use planning duties and objectives.

During the reporting period, despite impacts of the Covid-19 lockdown, the partnership has continued in delivering positive benefits for biodiversity. Unfortunately, NatureScot removed funding to all biodiversity partnerships from 2021 onwards, and the partnership's coordinator moved on to a different role in early 2022. The coordinator role was however filled again in mid-2023. The partnership spent most of the past year seeking funding from private companies, inevitably taking time away from its core functions.

The main highlight for the reporting period is the partnership's 'Developers Hub', featured in our previous Biodiversity Duty Report 2020, which has been mentioned by Scottish Government as a good example for local authorities on how to implement the new policies relating to biodiversity in the National Planning Framework 4.

North East Scotland Biological Records Centre (NESBReC)

Aberdeen City Council is a partner with the North-East Scotland Biological Records Centre (NESBReC) who collect, store, manage and disseminate biological data for various organisations including local authorities. Through a Service Level Agreement (SLA), NESBReC provide information to the Council to assist it in making decisions relating to nature conservation, land-use planning and site management plans. NESBReC also engages directly with residents of Aberdeen, as well as across North East Scotland, to increase awareness of biodiversity and to encourage participation in biological recording. Records of any species can be submitted to NESBReC by the general public for inclusion in the database (after necessary validation and checking procedures) and for future use by the council.

Finishing in 2022, NESBReC carried out habitat mapping in sites across Aberdeen City to build up a profile of habitat types and plant species. The data was used to inform decision-making in development management and various internal strategic planning initiatives such as the

review of Local Nature Conservation Sites. The data can be compared to older habitat data to highlight any changes, whether natural or man-made, and to assess any losses or gains in biodiversity value.

NESBReC continues to manage a database of biodiversity data and receive records from the general public to add to the database. NESBReC has continued to hold an annual Recorders Forum event every March to an audience of around 80-100 attendees. In 2021 and 2022 these were online events due to Covid restrictions but in 2023 an in-person event was held at the University of Aberdeen. At Recorders Forum events people who are active in biological recording enjoy a day of presentations and discussion focussed on recording the wildlife of North East Scotland.

During the reporting period, Covid restrictions impacted on the way that NESBReC delivered their public training events on identification skills for different wildlife species. This meant that eight events had to be delivered online during 2021 and were available free of charge. In 2022-2023, a mixture of seven online and nine in-person events were delivered with four of them taking place in AberdeenCity. Of the events held each year, the subjects covered in each of these online training sessions were: amphibians & reptiles; bumblebees; mammals; fungi; invasive non-native species; swifts; bats; and an introduction to biological recording. The aim is for attendees to build up their identification skills to feel more confident to record these species in their local area and to submit records to the NESBReC database.

In order to increase awareness of the biodiversity of Aberdeen and to encourage participation in biological recording within the city, NESBReC has given presentations to a range of local groups such as to Scotland's Rural College students and at the University of Aberdeen Environmental Careers Fair. NESBReC's participation in events run by other organisations was limited due to Covid restrictions but they were able to raise awareness of local biodiversity in Aberdeen City and North East Scotland at these events: Duthie Park and Seaton Park Bioblitz; Aberdeen Science Centre Discovery Day and North East Scotland Climate Action Network (NESCAN) Climate Week.

Dee Catchment Partnership (DCP)

Aberdeen City Council is a funding partner to the Dee Catchment Partnership (DCP), and believe that the river restoration work, research and monitoring carried out by the organisation is beneficial to understanding how the River Dee functions. As a major wildlife corridor within the city, the River Dee has always played a significant role in Aberdeen's identity and will continue into the future as Aberdeen tries to adapt to climate change. River restoration work carried out within the catchment, such as the Cairngorm National Parks' initiative '1 million trees', provide benefits for the river downstream. Some restoration work can provide flood alleviation downstream preventing river flooding within the city. Knowledge contained within this partnership on river restoration will be vital, to helping the Council working with Scottish Environment Protection Agency (SEPA) to restore a section of the Den Burn.

Sustainable Food Place Partnership Aberdeen (SFPPA)

The Sustainable Food Place Partnership Aberdeen (SFPPA), also known as Granite City Good Food, was co-founded by the Council in 2017, hosted by CFINE and is chaired and part funded by the Council. The partnership has successfully taken Aberdeen from the bronze award

status of the Sustainable Food Place initiative in 2018 to achieving silver in 2022. The current action plan is organised around six overarching objectives one of which describes tackling the climate and nature emergency through promoting sustainable food and farming and another focuses on putting an end to food waste.

Impacts of Storms Arwen, Malik and Corrie in 2021

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. 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.

Storms Malik and Corrie followed and although not as severe as Storm Arwen, their impact saw more damage to Aberdeen's trees and woodlands. The number of incidents recorded resulting from the storms was over 500. Thousands of trees in Aberdeen were affected and some areas completely changed in character, with resulting impacts on habitats and biodiversity.

The recovery work which is still ongoing took up large parts of the Council's arboricultural services as well as the wider Environmental Services teams. This means that resources have been diverted from other projects and work that those services provide.

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. 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. It has allowed woodland devastated by the storms such as Carnie Woods and Hazlehead, to be clear felled and restocked, ensuring the habitat is being restored.

Creation, enhancement and protection of wildlife and natural habitat

Aberdeen Flagship Parks for Pollinators
In early 2023, the Council partnered with Buglife to complete a project to boost habitat features for pollinators within two city parks; see Case Study 1 in Section 7 of this report for more information.

Addressing key drivers of biodiversity loss

Invasive non-native species

The internationally recognised Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) Global Assessment of Biodiversity (May 2019) report identified 5 main drivers of biodiversity loss globally, one of which was invasive non-native species (INNS). This is also one of the main threats to biodiversity within Aberdeen's local authority area. The Council's Countryside Ranger Service (CRS) has taken the lead in managing invasive non-native plant species across the city. This has focussed on giant hogweed, Himalayan balsam, American skunk cabbage and Japanese knotweed. These are mainly found along the main river and burn corridors but also in areas away from these usual transmission routes. An emerging issue is New Zealand pygmyweed, which has been identified in ponds within a Local Nature Reserve. In 2021 to 2023 the CRS spent 32 person days controlling INNS. In 2023 the CRS has also worked on controlling invasive species like gorse and bracken; working with corporate groups and Robert Gordon College for a total of 57 person days.

In addition to efforts to control the above INNS plant species within the area, the Council remains a strong supporter of the Saving Scotland's Red Squirrel (SSRS) project in their efforts to control grey squirrel in Scotland. In the reporting period, the Council have provided officer time to identify Council owned sites for SSRS to monitor and control grey squirrel. SSRS have reciprocally provided their officers' time and species records to the Council's review of Local Nature Conservation Sites. SSRS has been working locally with Aberdeen City Council and wider project partners since 2011 to reduce grey squirrel density and distribution in the North East. The work to date has been very successful, and SSRS are now aiming to completely eradicate grey squirrels from the North East of Scotland.

Being innovative with how we manage INNS, using the small staff resource we have available within the Council, working with partnerships and with multiple landowners, is key to successfully tackling this main driver of biodiversity loss.

Integrating multi-functional green infrastructure

Sedum roofs and solar panels on bus shelters
As part of the Council's drive to provide a more sustainable and climate neutral public transport network, a programme of bus stops topped with sedum roofs and solar panels is being rolled out. These will also support the Council's work on Nature Networks by providing 'stepping stones' for species across city greenspaces. See Case Study 2 in Section 7 of this report for more information.

Providing opportunities for young people and learners to connect with and understand nature through Learning for Sustainability, Outdoor Learning and through STEM subjects

Countryside and Park Rangers
The Countryside and Park Rangers services are vital to delivering the biodiversity message to the wider public and to education services. In the reporting period they provided;
Educational events: 151
Practical events: 112

In addition to delivering the practical aspect of nature conservation and biodiversity information, the Rangers have provided Council officers within the Natural Environment Policy team with information for planning applications and strategies and policies affecting Council assets.

Schools and early learning

Many schools in the city have an Eco Group or Climate Change committee. The groups are involved in a variety of activities within schools to consider their local environment and make decisions that will improve the school and its locality. The activities that young people are involved in within pupil groups help to increase their awareness of climate change both for themselves and through the sharing of their activities with peers.

A yearly summary is created highlighting activities that schools undertake around Net Zero and other environmental concerns within Aberdeen City Council. Other activities also take place, like regular litter picks, which have been promoted through the school's individual social media channels. The engagement from Aberdeen's young people around environmental topics has been clear from pupil surveys that were undertaken in 2021 and in 2022. The surveys led to the Youth Climate Change President, and two Vice Presidents, being appointed in March 2022. Monthly meetings are held during the school term with interested young people and the Council gave the group funds to spend on environmental projects which they feel are important.

There is an expectation in all schools that they cover climate change and the environment as part of the curriculum from Nursery to the end of S3. All pupils from Level 1 onwards as part of the Curriculum for Excellence must demonstrate an understanding of their own climate impacts. The impact of climate change forms a larger part of the curriculum as pupils progress through secondary school. A range of improvements have been made to the natural environment both in school grounds and in the local community through the Eco Groups. Initiatives include:

- Tree and bulb planting
- Planting of a hedgerow to link a wildlife corridor
- Planting and selling of flowers from the school and wildflower planting
- Extending biodiversity in school grounds and bird feeders being installed
- Bug hotels and improvements or establishment of school wildlife gardens to encourage pollinators.
- Gardening group established
- Planting vegetables and creation of a market garden
- Creation of sensory gardens
- Visits to a school allotment

This work includes the development of school gardens, planting of orchards and redevelopment of outdoor courtyards as positive spaces for learning. School groups have designed and displayed planters and invested in outdoor picnic tables as well as purchasing resources to support learning outside.

Hazlehead Primary have updated their pupil-created Eco Code, which is central to the environmental values of the school:

Hazlehead Primary School's ECO Code

Everyone is responsible for looking after our planet
Cycle or walk when you have the opportunity
Only use or eat as much as you need – always recycle
Care for and respect our plants, trees and wildlife
Only use water and energy when you need it
Do be fair to the environment and put your litter in the bin
Everyone should have the courage to follow our Eco Code

Wider community benefits and biodiversity action

Countryside and Park Rangers
The Countryside and Park Rangers service is vital to delivering the biodiversity message to the wider public and educational settings. In the reporting period the service provided 151 educational events and 112 practical events.

In addition to delivering the practical aspect of nature conservation and biodiversity information, the Rangers have provided Council officers within the Natural Environment Policy team with information to help inform planning applications and strategies and policies affecting Council assets.

The Countryside Ranger Service works with a number of community groups and horticultural therapy projects to develop a small area at the Council's former plant nursery at Hazelhead to create an area for groups to use who find outdoor learning in publicly accessible places more challenging due to their physical or mental capacity limitations or issues around social interaction. An area of existing young woodland has been extended, with a wildflower area and a small pond. 'Discovery Woodland' areas have been created for 'leave no trace' campfires, with bird feeding stations, minibeast hotels and many other features. The area is extensively used by Ranger-led "Branching Out" programmes where adult clients are referred by medical practitioners as an alternative to drug therapy for some mental health conditions. It has proved very successful with many clients getting in to work for the first time or being able to return to work after a period of poor mental health when they have been unable to work. The area has also been used by the Family Learning Team working with families affected by autism; by the Play Forum and as a venue for woodland craft and fire training for adults. The area is also used daily by the Hazlehead Outdoor Nursery staff and pupils.

Food Growing and Allotments

The biodiversity value of food-growing spaces is expressed throughout 'Granite City Growing', Aberdeen's food-growing strategy, which was featured in the Council Biodiversity Duty Report 2020. Outcome two of the strategy is to 'increase biodiversity, contribute to a Low Carbon Scotland, encourage climate change adaptation and mitigation (through changed behaviours) and improve the condition and carbon retention in the soil'. The supporting objective is to 'Embed the requirement to increase biodiversity and climate change adaptation and mitigation within growing spaces through the choice of plants, heritage varieties, site design and management'.

Baseline data was created in 2020 in a partnership project with an MSc student from the University of Aberdeen. A questionnaire targeting local allotment-holders and community food-growers found that 70% of 99 respondents were not only aware of the need to encourage biodiversity but they actively made efforts to do so. Furthermore, 69% of respondents followed organic principles in their approach to food-growing. Implementation of the food-growing strategy is overseen by a steering group which sits within the Sustainable Food Places Partnership Aberdeen (Granite City Good Food) governance structure.

Allotments are prime places for biodiversity and important as 'stepping stones' within habitat networks in the urban environment. Whilst allotment rules mean that a plot should mainly contain edibles, they have a significant role to play in boosting biodiversity.

In an effort to improve allotment sites for pollinators, bulbs were purchased, and a selection has gone to each site. The Council's Allotment Project Officer purchased various homes for nature using funding secured during the reporting period. These have been evenly distributed amongst the 21 Council allotment sites too and include:

9

Amphibian Homes	2
Bee Barn	45
Birch Log Open Nest Box	45
Washington-type Nest Box	30
Blackbird Nest Box	30
Wooden Hedgehog Nest Box	20

Aberdeen Archives, Gallery and Museums

Aberdeen Archives, Gallery and Museums (AAGM) looks after the local archives, art collections and museums. Biodiversity and environmental improvements in and around some of the AAGM buildings have been achieved in the following ways: .

- A wild flower meadow is currently progressing at the [Aberdeen Treasure Hub](#) in partnership with CFine, Earth & Worms and the University of Aberdeen. "No Mow May" has been observed at Aberdeen Treasure Hub to encourage growth and flowering for pollinators.
- Aberdeen Treasure Hub and Crombie Road both have solar panels on the buildings.
- Aberdeen Art Gallery balcony planters have been left to flower and seed to encourage bees.
- Aberdeen Art Gallery and Aberdeen Maritime Museum can be explored digitally using the Bloomberg Connects free app and therefore reducing the visitor carbon footprint. AAGM currently donate coffee grounds from our cafés at Aberdeen Art Gallery to the community gardening group Earth & Worms . The coffee grounds are collected by Earth & Worms on bike carriers and used to create natural fertilisers.
- Several AAGM storage crates were repurposed for use as planters as part of the Countryside Rangers project 'Crates to Plates'. (see page 25)

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SECTION 3: MAINSTREAMING BIODIVERSITY

Please outline any steps your organisation has taken to incorporate measures to protect biodiversity into its wider policies, plans or strategies. This should include decision-making structures and staff and organisational roles and responsibilities.

Regional Economic Strategy

The 2023 Regional Economic Strategy has been drafted where one of four work programmes, which supports the overall vision and high level objectives of the Strategy, is 'An outstanding natural environment'. It states that *'Our natural environments and biodiversity will be preserved, protected and restored, to ensure we retain their value and integrity, allowing them to continue providing all the essential services we need to support and strengthen our economy, people and places'.* Building biodiversity and the natural environment into this key, high level, document sets the context for the region and helps to ensure that biodiversity and the natural environment are properly considered going forward.

Local Outcome Improvement Plan stretch goal 15: Addressing the nature crisis by protecting or managing 26% of Aberdeen's area for nature by 2026

Community Planning Aberdeen (CPA) is the strategic partnership for public services in the city, working to deliver the Aberdeen City Local Outcome Improvement Plan. The LOIP was first published in August 2016 and is refreshed every two years to ensure it reflects current circumstances and that the Partnership remains focussed on the priority issues for the city to achieve the vision of Aberdeen as 'a place where all people can prosper'. In the 2021 refresh stretch goal *15: Addressing the nature crisis by protecting or managing 26% of Aberdeen's area for nature by 2026* was added.

Total area for Aberdeen	**18750 hectares (ha)**
Total area protected	**3191.6 ha**
Total percentage of Aberdeen protected (2021)	**17%**

Aberdeen Local Development Plan 2023

The Aberdeen Local Development Plan (LDP) 2023 was formally adopted by Aberdeen City Council on 19 June 2023. The most notable inclusion following the review of the prior Draft LDP by the Scottish Government Reporter, was the revision to Policy NE5: Trees and Woodland. The policy now includes an additional sentence advising that: *"Particular emphasis is placed on the protection and ongoing management of Ancient Woodlands".* The inclusion of this minor alteration will better enable the protection of not only woodlands containing ancient trees, but the preservation of long-established woodlands that have been sustainably felled and replanted over hundreds of years.

Aberdeen Planning Guidance (APG) has also been drafted to provide further advice and guidance on the interpretation of the policies within the LDP, and these were adopted as Interim Planning Advice on the same day. The APGs have been through a period of public consultation and are anticipated to be accepted and adopted by the Council prior to the end of 2023.

The APG for Landscape includes an extensive list of appropriate native species planting as part of the landscaping scheme for a development. This includes a breakdown of species of plants, shrubs, trees and climbing plants that may be incorporated into a scheme in order to provide biodiversity enhancements for a site.

The Natural Heritage APG now includes a statement on the Precautionary Principle which requires "*close adherence to nature conservation principles on all development sites, particularly where there is uncertainty about the impacts on internationally or nationally important habitats and species.*"

In addition to this, there is a dedicated section focusing on 'Enhancements and Overall Biodiversity Gain' which outlines that all development proposals should make provision to achieve an overall biodiversity gain on site. Aberdeen City Council also clearly expresses that in instances where a potential development site is deliberately pre-emptively cleared of trees or habitat, that the Council's position will be to view the site as if this had not taken place. Such an approach would prevent the undervaluation of a site's existing biodiversity value and ensure that the enhancements obtained are relative to the prior condition of the site, and not relative to a subsequently cleared and vacant brownfield site.

The Food-growing Aberdeen Planning Guidance makes considerable reference to biodiversity, signposting to examples of best practice and encouraging space to support pollinators and other wildlife. An appendix to the planning guidance lists types of fruit trees which developers could seek to include in their landscaping plans to maximise their biodiversity value.

The Aberdeen Planning Guidance for Open Space and Green Infrastructure further supports the policy by providing guidance on how developments will be expected to assess and demonstrate their compliance with policies and deliver Open Space and Green Infrastructure.

The Beachfront Development Framework
The Beachfront Development Framework was approved as an Aberdeen City Council Strategy in May 2023. This is a high level strategy which shows the aspiration to improve biodiversity at the historic beachfront area. The Development Framework states:
"With the 'working with nature' approach we can truly integrate sustainable drainage systems that become part of the landscape. 'Working with nature' will showcase the Beachfront concept masterplan as a working example of how to work harmoniously with our environment."

The enhanced green network within the site will play a key role as a habitat for wildlife and increasing biodiversity. Landform mounding will provide shelter to form microclimates and grow a variety of plant species.

Net Zero, Environment and Transport Committee
After the latest local government elections, the Council put a new committee structure in place. One major element of this was a new Committee called the Net Zero, Environment and Transport Committee. The remit of this Committee is to monitor the delivery of all services and functions relating to net zero, the environment and transport; to scrutinise performance and approve options within set budgets to ensure

best value and delivery of the Council's agreed outcomes; and to ensure that the Council has robust arrangements for the delivery of its environmental targets and related statutory obligations including the Biodiversity Duty Report.

Climate and Environment Policy Service restructure

In late 2022 the Environmental Policy Team at the Council was restructured as the Climate and Environment Policy Service (CEPS). It contains two teams: the Natural Environment Policy Team and the Climate and Sustainability Policy Team. This restructure has raised the Service's profile within the organisation, giving biodiversity and natural heritage an increased profile. CEPS has a Service Manager, two Team Leaders and four Senior Officers improving the Service's resilience and progression opportunities with a more balanced structure in place.

Nature Networks and 30x30

The Natural Environment Policy team, which is part of the wider Climate and Natural Environment Policy Service, provide specialist advice to other departments within the Council on topics such as nature conservation, biodiversity, tree protection, outdoor access, open space, climate change and sustainability to ensure legislation and best practice is covered in decision making. The team is working to improve the level and type of advice associated with developer contributions which could help to further conserve biodiversity.

The team is currently working on strategies and policies relating to the emerging Nature Networks and 30x30 guidance. The policies coming out of this will be supported by early work from a larger project called Aberdeen B-lines, run in partnership with Buglife. This project has helped to deliver habitat management on the ground, community engagement on biodiversity and assist grounds maintenance teams to better realise biodiversity benefits which are cost effective within land management practices.

The Net Zero Routemap

The Net Zero Aberdeen Routemap was developed in partnership with 24 city organisations. The routemap sets a pathway for Aberdeen achieving net zero carbon emissions by 2045. It is supported by six enabling strategies covering key themes; Natural Environment Strategy, Mobility Strategy, Buildings and Heat Strategy, Circular Economy Strategy, Energy Supply Strategy and Empowerment Strategy

The Natural Environment Strategy aims to protect and expand nature across Aberdeen; enhancing its integrity, managing it to contribute to an overall reduction in greenhouse gas emissions, and reversing the nature decline for the multiple benefits nature gives to societal and economic needs.

The Aberdeen Adapts Framework (originally published in 2019) was refreshed alongside Net Zero Aberdeen to show synergies and interdependencies between the two. Aberdeen Adapts is the climate adaptation framework for the city, developed collaboratively with the University of Aberdeen, with support from Adaptation Scotland and participation from communities and city organisations. The Net Zero Aberdeen Routemap, enabling strategies, and refreshed Aberdeen Adapts Framework were approved at Full Council in February 2022, with design versions of these documents being created and published on the website by November 2022.
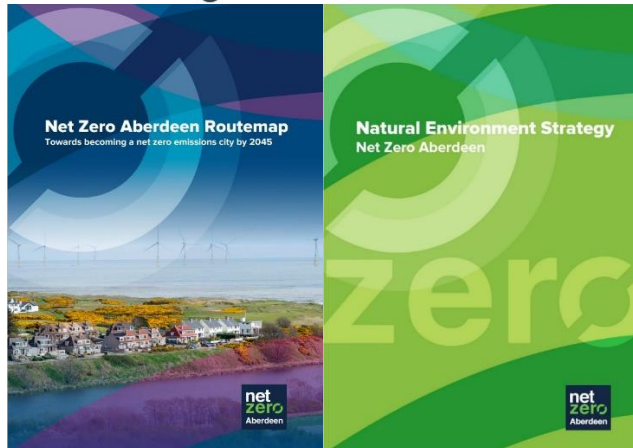
Open Space Audit and Strategy

The Open Space Strategy is one of the key ways for the Council to deliver on its biodiversity duty. It contains high level aims and objectives and an action plan, setting various tasks and resources required for its delivery. There are eight objectives in the strategy and 33 actions identified by partners, stakeholders, and the public who contributed towards its development. Open space land use types are defined by Planning Advice Note (PAN65) 'Planning and Open Space'.

Audits of Aberdeen's open spaces have recently been completed with early analysis of data underway which will provide the evidence base for a revised audit report. This included a public consultation on open spaces and a map based survey where residents could feedback on spaces important to them and also help identify spaces that might have potential to be managed for wildlife. The updated audit findings will inform a future revision of the Natural Environment Strategy.

NESBReC applied a biodiversity scoring system for habitat compartments within the city to help assess sites for the Open Space Audit. The data is held in a digital format for multiple use and cross referencing with other data. The scoring system identified areas that contained priority habitats and also highlighted areas that might benefit from future biodiversity improvement. Input into the audit ensured that biodiversity was accounted for as part of the overall process. In addition, individual audited areas were scored for future use to inform planning application assessment and other decision making on land use and development.

As part of the Open Space Audit, habitat connectivity scores were also collected for sites to which capture how well connected they are to the wider green space network and citywide green infrastructure. This will allow staff to identify opportunities to improve the connectivity of habitats and reduce habitat fragmentation through project work and by working with developers.

14

Ecosystem services data has been gathered for open space sites to estimate the potential benefits and nature based solutions a site delivers. The percentage of tree, shrub, grass, water and impervious surface cover for each site was collected as well as the percentage of the site which could benefit pollinators. This data can be used to estimate the benefits and ecosystem services sites are providing, these include air purification, carbon storage and sequestration, water run-off reduction, temperature regulation, noise reduction and benefits to pollinators.

One of the key actions to deliver the biodiversity duty is enhancing and protecting the green space network across the city to avoid habitat fragmentation and link various habitats and species together. We use a Green Space Network GIS tool on an ongoing basis to assist with protecting, enhancing and managing green spaces across the city. This tool is used to promote biodiversity through the planning process as well as supporting blue green infrastructure policies in the Aberdeen Local Development Plan. The Aberdeen Planning Guidance for Open Space and Green Infrastructure further supports the policy by providing guidance on how developments will be expected to assess and demonstrate their compliance with policies and deliver Open Space and Green Infrastructure.

As part of Aberdeen City Council's Participatory Budgeting programme, known as UDECIDE, the Council's Natural Environment Policy team identified £25,000 for projects that engage young people with nature, tackle climate change and make positive environmental changes in Aberdeen.

The Fairer Aberdeen Board steering group worked in partnership with the Aberdeen City Health and Social Care Partnership's Health Improvement Fund and Aberdeen Council of Voluntary Organisations (ACVO) Community Mental Health and Wellbeing Fund to allocate funds to a wide variety of initiatives which otherwise may not have received funding.

Organisations and the wider community were supported with funding for innovative projects to improve the natural environment and encourage young people to engage with outdoor spaces. These included community gardens, food growing, coastal learning activities, outdoor cooking facilities, event shelters, litter clean ups and native tree planting along the banks of the rivers Dee and Don.

Tree & Woodland Strategic Implementation Plan
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 for the stewardship and expansion of Aberdeen's urban, street trees, rural trees and woodlands. It provides a long-term framework for ensuring that the qualities of trees and woodland are measurable, recognised, properly valued, protected, and permanently enshrined in the fabric of the city.

Local Transport Strategy
The Council is currently drafting its next Local Transport Strategy and plans to consult on it during the Autumn 2023. The draft LTS (2023-2030) considers both climate change and biodiversity and how they will impact and be impacted upon by the transport network. Both have their own topic areas, policies and actions within the draft strategy.

Of particular note to biodiversity are the following objectives;

- TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen
- TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather
- TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen.

Below these objectives sit a series of topic areas, each with their own policy. All of these will help to reduce the environmental impact of transport on biodiversity.

South College Street Junction Improvements project – providing additional positive effects for biodiversity
Following the adoption of the Aberdeen City Centre Masterplan, the impact of the proposed changes on the city's road network was assessed. This identified a number of transport network changes to enable the implementation of public realm enhancements. including wildflower and tree planting along Guild Street and Union Street. The project will enhance infrastructure for walking and cycling along its length andprovide positive effects for biodiversity and increased resilience to climate change effects. The project is jointly funded by Aberdeen City Council and a grant from the Scottish Government's Bus Partnership Fund.

Food Growing Strategy

The Community Empowerment (Scotland) Act 2015 gave local authorities the duty to prepare a food-growing strategy for their areas. Granite City Growing was approved at committee in February 2020; the culmination of nearly three years of work. Food-growing has many co-benefits and, in Aberdeen, making strong links to health and wellbeing as a therapeutic activity and in providing fresh edibles has been locally important. Embedding it within local spatial and community planning has underpinned the strategy throughout. As well as alignment to the Local Development Plan, Granite City Growing has also sought to fit in with the governance of the Local Outcome Improvement Plan and the Sustainable Food City Partnership Aberdeen vision and action plan.

Environmental Services grounds maintenance management plans and policies

Aberdeen has a long history of horticultural excellence resulting in many high quality greenspaces. With the twin crises of climate change and nature loss, the need to take action to manage greenspaces more sustainably, to mitigate and build resilience to climate change *and* support biodiversity is required.

Reduced grass management is not only better for biodiversity generally but it also reduces the Council's carbon emissions by requiring less movement of staff and machinery to sites in order to cut the grass. .

As reported in the previous Biodiversity Duty Report 2020, the Council has implemented changes in management regimes in some parks and greenspaces. In several areas a matrix of management types has been trialled; some areas are only cut once at the end of the summer and all the cuttings removed, other areas are cut two or three times a year. Areas are still maintained with more frequent cuts where there is a need for areas for informal or formal recreation activities.

Matrix style management

Where the vegetation is allowed to grow longer, paths are mown through the areas to maintain public access and to allow people to get closer to nature in their local area. Some areas where we do management such as this are;

Stonehaven Road	Culter Bypass	Riverview Drive
Garthdee Road	Skene Road verges	Fernielea Park
Riverside Drive	Raeden Park	Eric Hendrie Park

Existing wildflower rich areas

Existing species-rich grassland areas, managed for biodiversity, need to be maintained with low fertility and to be cut at the end of the flowering season, once the wildflowers have set seed. For most areas this will be from late September to the end of October but can vary depending on the weather conditions during the summer months.

Annual cut not primarily for biodiversity

Some areas of grassland have been identified for one or two cuts per year to encourage longer grass growth for its biodiversity benefits even though the area is less likely to develop well for wildflowers. Longer grass supports other biodiversity such as insects, small mammals and birds who benefit from the shelter and food source.

Biodiversity areas in formal parks

The last 12 months have been rewarding for everyone involved in Aberdeen's parks and green spaces.. At the Beautiful Scotland 2022 Awards the city was named joint first in Scotland and awarded the Beautiful Scotland's prestigious Rose Bowl. This is the top award presented by Keep Scotland Beautiful each year and is awarded to the entrant that is best in terms of horticulture, environmental responsibility and community participation. At the awards, Aberdeen was also the winner of a Gold Medal and crowned Best City. To top things off Aberdeen also won the Royal Caledonian Horticultural Society Award for its horticulture displays in city parks and green spaces.

The Council recognises that whilst some parks require a more formal approach to planting and management for heritage reasons, there is scope for some wilder areas within parks. The Council has roughly 45ha of formal parkland across the three parks of Duthie, Seaton and Victoria Parks, and of this approximately 2.4ha or about 5%, is more naturalised.

Communication with staff, the public and Elected Members

Key to the success of changing the grassland management regimes is communication with staff, senior management, the public and elected members. A consistent and accurate message is essential across the organisation but presented in a way appropriate to the different groups. Starting this before the work changes on the ground is essential as local communities are more likely to buy-in and accept change if they have been part of the process from the beginning.Doing this communication work during the Covid-19 restrictions was more challenging but still possible through online means, social media and the print media, radio and TV.

Community Tree Planting Schemes

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. Overall, the Council has planted 43,000 trees since 1 Jan 2021 and there are plans for about 24,000 more during the report period and beyond.

Street Tree Planting

A commitment to plant new and replacement street trees has seen more than 800 street trees planted in 2021-2023. 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.

Queen's Green Canopy Champion City

Thousands of trees were planted in Aberdeen as part of a nation-wide initiative to mark the Queen's Platinum Jubilee in 2022. The Queen's Green Canopy is a unique tree planting initiative which invited 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 was selected as one of the initiative's Champion Cities..

Being a Champion City was a great honour and Aberdeen is one of only 20 cities across the UK to be awarded this. In Aberdeen, there has been a programme of tree planting throughout the 21/22 season which includeds:

- Planting up Fernielea open space with 8000 trees and shrubs. This was our Queens Green Canopy premier site and launch. Planting was completed early April 2022
- Street tree planting for 2021/22 aligned to Queen's Green Canopy seeing 500 street trees planted across the City and planting was completed in April 2022
- 70 oak trees were made available to schools and community groups for planting
- All of Aberdeen's formal parks (Duthie Park, Hazlehead Park, Victoria Park etc) have planted a Queen's Green Canopy tree
- Queen's Green Canopy aligned as part of our tree planting programme to Aberdeen City Council's Climate Plan and Spaces for Nature work.
- The theme for the School Garden Competition was Queens Jubilee. There was an excellent response from schools across Aberdeen with winners selected from Cornhill, Loirston and Quarryhill
- Clean Up Aberdeen to be linked in i.e. clean up our woodlands.
- Launch of a Council tree nursery at Hazlehead in 2022

Further information on The Queen's Green Canopy is available at the The Queen's Green Canopy webpage.

New housing programme

Aberdeen City Council is building new council houses across Aberdeen. This major project involves building at several sites aiming to address a long-term shortage of affordable social rented housing in the city.

Actions to protect and enhance biodiversity

All new Council housing developments have various reports on habitats and nature to inform their preservation, protection and enhancement. Sustainable urban drainage systems are installed where appropriate and blue and green corridors created throughout the developments using native planting along with wildflower meadow planting. Traditional dry stone dykes and holes in fences are provided to allow the movement of hedgehogs and other wildlife.

Nature-based solutions, climate change and biodiversity

In addition new Council housing developments include the provision of water butts, low energy fittings and heating by either district heating, air source heat pumps or ground source heat pumps. High levels of insulation are used to reduce heating demand and help alleviate fuel povertyBat and bird boxes have been provided to encourage nature and low level lighting specified to reduce the impact on bats and alleviate light pollution. Two burns have been un-culverted and the adjacent area rewilded. Wetland areas have been created where fish can now be seen and they provide useful areas which are allowed to flood in times of heavy rainfall preventing flooding downstream. Trees have been planted on land which was previously amenity grassland and the grass has been allowed to grow with little maintenance. .

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SECTION 4: NATURE-BASED SOLUTIONS, CLIMATE CHANGE AND BIODIVERSITY

How has your organisation integrated biodiversity into actions on the climate emergency such as through Nature based Solutions?

The Council recognises the devastating effect climate change is having on biodiversity and working towards net zero and climate resilience in as many aspects of our business as possible is essential.

- The Climate Change Plan 2021-2025: Towards a Net Zero and Climate Resilient Council was approved at Council in March 2021. The purpose of this plan is to set out the Council's approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045. The plan sets emissions targets for Council assets and operations, outlines actions to reduce carbon emissions and to increase resilience to climate change. It covers 5 main themes:
- **Buildings** - reducing energy demand, transitioning to renewable energy and low carbon technology, increasing resilience of Council buildings and improving standards.
- **Mobility** – transition to zero emission fleet, with an expanded EV charging and hydrogen refuelling infrastructure. Reducing emissions from staff travel. Considerations of climate adaptation for transport infrastructure.
- **Other Operations** - upgraded streetlighting, increase in nature-based solutions, a reduction in waste generated from Council buildings and operations, a reduced carbon footprint from our catering.
- **Leadership and Governance** – improved data and climate risk management, incorporating climate change into Council practices and decision-making processes, strategic resource allocation.
- **Awareness and Behaviour Change** - staff are aware of the Council's climate action and commitments, increasing staff understanding on climate change; and where necessary, upskilling to support actions.

Ongoing progress is taking place to work on a Project Register of over 100 projects being taken forward under the five thematic sub-groups. An Oversight Group drives the tracking of this activity. Further projects to embed climate change in Council systems and processes are being progressed through the Plan.

What steps has your organisation taken to incorporate biodiversity outcomes into partnership initiatives, wider strategies or initiatives of relevance to climate change?

Co-operating in collecting, managing and using biodiversity data
In addition to their usual duties, North East Scotland Biological Records Centre (NESBReC) continues to receive and manage reports of invasive non-native species (INNS) from residents within Aberdeen. The data is held on the NESBReC database for further use by the Council (see section 2). Sightings of the INNS plant species are shared with the Countryside Rangers Service to enable control measures to be

planned. Sightings of grey squirrel and red squirrel are shared with Saving Scotland's Red Squirrels to aid their project work in Aberdeen City and Aberdeenshire.

During 2021-2023, NESBReC has been a member of the Scottish Biodiversity Information Forum (SBIF) Advisory Group, attending regular meetings and responding to ongoing consultations on the SBIF Review. This review process aims to achieve an improved flow of biodiversity data across the whole of Scotland and NESBReC represents organisations and biological recorders of both Aberdeen City and Aberdeenshire. As of April 2023, the recommendations of the SBIF have resulted in the Better Biodiversity Data (BBD) project and NESBReC staff are active members of the BBD Project Group and the BBD Data Management Sub-Group.

Looking ahead, what do you think will be the main climate change related challenges for biodiversity over the next three years?

In the Council area, the main challenge from climate change is likely to be from flooding. Overall, the challenges from climate change for biodiversity locally are similar to the Scottish challenges which have been detailed in the 'UK Climate Risk Assessment – summary for Scotland' which include:

Ne1: Risks to species and habitats due to inability to respond to changing climatic conditions.
The pace of change is resulting in habitat loss and fragmentation, which means there is a shift in species numbers and distribution and warmer springs / later autumns also changes the lifecycle events of many species. In the Council area this could be a particular problem for the fishing industry with the northward movement of cold-water marine species. Rising river temperatures are a risk to the qualifying species of the River Dee Special Area of Conservation (SAC), particularly the freshwater pearl mussel which is an immobile species.

Ne4: Risks to soils from increased seasonal aridity and wetness.
This includes water-based soil erosion, deterioration/ loss of soil quality and function plus risks from compaction. Aberdeen can especially see the impacts of water-based soil erosion around the Council area and tackling this problem ties in with aims for flood alleviation.

Ne5: Risks to natural carbon stores and carbon sequestration, **Ne6:** Risks to agriculture and wildlife from water scarcity; and flooding and **Ne7:** Risks to freshwater species from higher water temperatures.
The River Dee is a Special Area of Conservation for the freshwater pearl mussel, Atlantic salmon and European otter. With lower water flows warming water temperatures and the impact on water quality from flood events there is a need for management practices which reduce risks from low and high water flows. Involvement with the Dee Catchment Partnership allows more can be done for the River Dee higher up in the catchment to see the benefits in the Aberdeen City Council area.

Ne9: Risks to agriculture, forestry, landscapes and wildlife from pests, pathogens and invasive species.

A warmer climate is changing dispersal which means there is increased threat from pests and disease and INNS. An emerging concern in our city is New Zealand pygmyweed.

Ne12: Risks to habitats and heritage in the coastal zone from sea level rise; and loss of natural flood protection.
Coastal inundation from storm surge events causes loss and erosion of coastal habitats. There is an increase in dynamic movement of our soft coastal areas. Partnering with the East Grampian Coastal Partnership ensures the capture of the best data for protecting the coastline and promoting responsible access. Working with Buglife on the B-lines project is also enhancing biodiversity through the coastal natural areas of the city.

SECTION 5: PUBLIC ENGAGEMENT AND WORKFORCE DEVELOPMENT
Public Engagement

Countryside Ranger Service
The Aberdeen City Council Countryside Ranger Service currently comprises 2.6 full time equivalent Countryside Rangers, managed by an Acting Countryside Officer. The team manages 25 countryside sites across Aberdeen. These sites total more than 1,000 hectares and include a Site of Special Scientific Interest, four Local Nature Reserves, and 14 Local Nature Conservation Sites. Ranger-managed sites are regularly patrolled to detect maintenance work that is required to keep infrastructure safe for public use

The Countryside Rangers lead an extensive program of public events, from practical habitat volunteering to pond dipping and shelter building. Activities are run for all levels of education including home-schooled groups and groups of adults recovering from addiction and mental health issues.

The Countryside Ranger Service has an active Facebook page with a following of over 4,600 people and some posts reaching over 1 million views. The Facebook page is used to promote the activities of the team, achievements, interesting wildlife sightings and a weekly 'Friday Elevenses Quiz' which is a biodiversity related photograph or sound clip posted with a question for followers to answer. The Facebook page is a good way for two-way communications with individuals and other groups in the area.

Duthie Park Rangers
The Duthie Park Ranger Service provides a variety of environmentally themed educational workshops to schools, nursery and community groups in addition to hosting two public events during the reporting period The aim is to enhance the learner's knowledge of the natural environment and of Duthie Park. The Park Rangers have also assisted the Natural Environment Policy team with public events for the Parks for Pollinators project.

Climate and Nature Pledge
Recognising that delivery of the Net Zero Routemap will require a collective citywide effort, the Aberdeen Climate and Nature Pledge was launched in November 2022, supporting the objectives of its enabling strategies. The Pledge enables citizens and organisations to get involved and play their part in the collaborative journey towards a net zero, climate resilient, biodiverse city. There are currently 95 pledge signatories, made up of 30- organisations and 65 individual or household signatories (correct 27/09/23).

All signatories commit to an overall pledge statement (available on the linked website), in addition to commitments across key topics. Businesses are asked to commit to at least one action across each of the five categories; Mobility, Buildings & Energy, Natural Environment, Circular Economy and Empowerment. Individuals are also asked to commit to actions across four categories; Home, Food, Transport and Lifestyle. The Natural Environment commitments for organisations include the following statement linked to the Local Outcome Improvement

Plan Stretch Outcome 15, "*We will...Manage at least 10% of our outdoor space for nature by 2023 and at least 26% by 2026".* A list of signatory organisations can be viewed on the Net Zero Aberdeen website: Pledge Signatories | Aberdeen City Council

Woodside Wee Forest

The first Wee Forest has been planted in Aberdeen thanks to the joint efforts of Aberdeen City Council's Countryside Rangers, Arboriculture team, pupils, and staff of Woodside Primary School and NatureScot. The Wee Forest at Woodside Primary School has joined a group of twenty such forests across Scotland which are being planted.

In March 2023, with the help of the whole of Woodside School, the Countryside Rangers and volunteers planted 600 native trees in the school grounds. This was done in accordance with the guidelines of the Tiny Forest methodology which is supported in Scotland by NatureScot. Since they were planted in a 20m x 20m area the trees have been looked after by the Countryside Ranger Service, pupils and staff of the school, especially through the very dry summer of 2022. The trees are monitored for height and health twice a year, with volunteer days being open to the staff of Environmental Services. Bird and invertebrate counts are conducted through the year in collaboration with the University of Aberdeen, and the Wee Forest is already a thriving area for wildlife beyond the trees that were planted originally: birds, butterflies, fungi and invertebrate populations benefit from the forest, which is already over two metres tall. Woodside Primary School created a film to accompany the launch of the wee Forest https://youtu.be/9jVHbuanSRI

Crates to plates:

In 2022 Aberdeen Art Gallery made its spare crates available through, the Council's 'Green Champions' network.

The Council's gardening staff refurbished the crates, replacing packaging materials with liners and compost, before delivering the first planters, in late 2022, to the Ukrainian guests living in a hotel at Aberdeen Airport in Dyce. Early this year staff from Community Food Initiatives North East (CFINE) helped lead the first planting workshop with the Council's Countryside Rangers and Ukrainian guests planting, among other things, kale, parsnips and lettuce. Since then, a workshop has run every month, focusing on growing, harvesting and eating the vegetables.

The arrival of more asylum seekers in Aberdeen has seen demand for Crates to Plates evolve towards a second delivery of planters. These will be delivered to other hotels in Aberdeen and used to grow herbs and vegetables, fruit such as strawberries and blueberries and for use in tea making and snacking.

Meadow-in-a-Box:

His Majesty's Prison Grampian and the Young Offenders Institution have been making wooden planters the meadow-in-a-box project. Planters have been delivered to ten of the Council's Early Years settings. Thirty more are awaiting delivery to schools, care homes and sheltered housing. The planters will be sown with native wildflower seeds provided for free by NatureScot. Each planter will grow a mini wildflower meadow that looks beautiful and provides pollinating insects with a nectar source in areas often lacking in a natural food source.

Meadow-in-a-Box is part of the Aberdeen B-lines project being run in partnership with Buglife. The intention is to publicise the project regionally so that other Local Authorities can use the model to site their own Meadows-in-a-Box.

Workforce development

Workforce upskilling

Green Workplace on intranet
A "Green Workplace" area of the staff intranet was established at the start of 2021. This area is for interaction by all staff, and provides easy access to information, practical tips, ideas and opportunities for staff to get involved in the biodiversity, climate change and wider sustainability agenda.

Internal Climate Change E-Learning Module
In September 2022, an internal Climate Change eLearning module: *Meeting Our Climate Change duties* was created and rolled out to enable colleagues to play their part in reducing carbon emissions and adapting to climate change.

Teacher training
The Countryside Rangers have run a practical outdoor skills course for nursery teachers at the two outdoor nurseries run by the Council.

North East Scotland Biological Records Centre training courses
NESBReC provides the public and staff with regular training courses related to biological recording throughout the year. Since the Covid-19 lockdown, the majority of these were moved online, which has proven to be very popular format but has its limitations due to the subject matter. Species identification courses have now returned to in person again.

2021	2022	2023
8 (all online)	8 (4 online)	8 (4 online)

Development Management officer training
Officers from the Council's Development Management teams have attended training courses directly related to biodiversity during the reporting period. Training on biodiversity and related subjects are vital to advance the new National Planning Framework 4 (NPF4), which has introduced the requirement for benefits to biodiversity within most developments.

Elected Member National Planning Framework 4 training

In preparation for the formal adoption of NPF4 on 13 February 2023, senior planners from the Local Development Plan team held an interactive training event for Elected Members. The training was identified as a particular priority for members of the Planning Development Management Committee and those who sit on the Local Review Body but was also offered to all 43 Elected Members of the Council.

The training event highlighted the changes in the planning system brought about through the Planning (Scotland) Act 2019 and the adoption of NPF4. The training covered national spatial strategy, national developments, the overarching themes, identified key changes from the previous national guidance documents and explained NPF4's enhanced status as part of the 'development plan.'

In addition to the Elected Member training, a council-wide webinar was organised to explain the implications for the Council as a whole. The audience included colleagues representing the Council in its role as both a landowner and developer.

Identify any opportunities that are available to your staff to take part in practical actions

Local Biodiversity Action Plan Officers (LBAPO) network
Environmental Planners from the Natural Environment Policy Team have been part of the LBAP officers network which has proven to be an effective way to engage with current emerging guidance for Nature Networks and 30x30 policies and guidance.

Secondment opportunities
The secondment of an Environmental Planner to the Scottish Government to work as a Senior Environmental Planner, part-time for 6 months, in 2021 involved the following duties:
- Delivering all aspects of Scottish Government Strategic Environmental Assessment (SEA) screening, scoping, environmental reports and post adoption statements for a wide range of Scottish Government plans, programmes and strategies, ensuring delivery within agreed timescales and to budget.
- Development and implementation of innovative approaches to SEA in Scotland, promoting a practical and proportionate approach to SEA throughout the Scottish public sector.
- Supporting the delivery of National Planning Framework 4 and the associated Integrated Impact Assessment.
- Providing advice and briefing as required to support successful delivery of the divisional business plan.

The team member got exposed to a different work environment and had the opportunity to work on national plans. This benefitted the individual who could then bring these experiences and ideas back to their work for the Council.

Anchor days for hybrid working
The Council continues to seek new ways of working as teams and as individuals to find the best way to build and maintain relationships, drive a positive organisational culture, and deliver good customer service. One of the key ways time in the office is enhanced is through the use of team "anchor days".

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The Climate & Environment Policy Service (CEPS) has extended the corporate advice on team anchor days to include an out of the office meeting every quarter. These are some of the things which CEPS have undertaken during their anchor days:

Bracken Bashing at Elrick Hill

In June, to help protect regenerating Scots Pine and native wildflowers from invasive bracken, the CEPS team went to bash back the bracken to allow the young saplings and wildflowers to grow with less competition for water and nutrients. The Countryside Rangers service provided expert advice and equipment for the task.

"Why do it?"
- Helping re-populate and support native species in the area
- Team building
- Support and learning more about the Countryside Rangers work
- Getting time away from behind the desk
- Learning about nature and exploring what's in our city
- Providing volunteer opportunities to services that need it

Duthie Park Nurseries

CEPS visited Duthie Park Nurseries to help sow wildflower seeds and plugs for the Aberdeen flagship Parks for Pollinators project.

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Greyhope Bay
CEPS visited Greyhope Bay for a coastal walk and dolphin watching.

Broad Hill
CEPS carried out a litter pick on Broad Hill; Clean up Aberdeen helped supply all the equipment and gear.

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SECTION 6: RESEARCH AND MONITORING

Describe any research activities that your organisation has undertaken to help develop understanding and awareness of biodiversity

Local Nature Conservation Sites Review

In 2022 a review of the Local Nature Conservation Sites (LNCSs) was started by the Natural Environment Policy team and is expected to finish in 2024. It was the first time the sites had been reviewed since designation. The review will consist of three phases. The first phase of the review involved carrying out a desk study of the sites to identify areas of habitat loss and any changes on site using two habitat data sets held by Aberdeen City Council. This phase is now complete and gave a useful insight into what changes are happening locally in Aberdeen and an overall high level picture of biodiversity loss in the area.

The second phase is ongoing and looks more closely at the sites to assess if they are still appropriately designated by scoring them and checking site boundaries. To help environmental planners with this role a scientific panel was set up to advise them. This panel consists of Aberdeen City Council Countryside rangers, local experts, county recorders, university researchers and NE Scotland Biological Record Centre (NESBReC). To date this scientific panel has proved to be hugely beneficial with providing species records and general site usage by species. It has also given environmental planners invaluable information regarding areas used around the city as wildlife corridors and areas used by migrant visitors. This new information will be used when commenting on planning applications and will be used for designing the Nature Network. The third phase of the review has started and includes looking at boundary extensions and potential new LNCS's. This work will help us contribute to meeting our Local Outcome Improvement Plan target of protecting and managing 26% of our land by 2026 whilst also working towards the national target of protecting 30% of land by 2030.

Master of Science (MSc) Projects

A Master of Science (MSc) student project, which the Natural Environment Policy team has been mentoring, is on the Retrofitting of Green Infrastructure into a housing area in a deprived area of Aberdeen City. Urban Greenspace and Green Infrastructure directly improve people's health and quality of life whilst also making a valuable contribution to biodiversity. However, the retrofitting of green infrastructure into an existing housing area involves change, consultation and a sound plan that residents can buy into and methods that will ensure the green infrastructure is robust, fit for place, functional and attractive and will be retained in the long term.

The project was to identify the best methods to retrofit green space and green infrastructure, trees, hedges, green walls, roofs, and sustainable urban drainage systems into areas of existing housing within a deprived area of the City. The student was to identify a housing area within Aberdeen City where there is a lack of, or poor-quality, green infrastructure and identify specific actions that could be taken to retrofit green infrastructure. The student has produced a report and plan and provided a presentation of the project..

What follow-up actions or monitoring have you undertaken to assess the impacts of the actions you have taken? How have you measured this? If you do not carry out any monitoring activities, please explain why.

Updated Habitat Data
The Council holds habitat data for the whole city which was originally gathered around 2005. In 2021, the Council's partner NESBReC completed habitat surveys which covered most of the city, and subsequently provided data interpretation on the results, mainly for our Local Nature Conservation Sites. This included the percentage change of cover and habitat type, which will be monitored for change on a regular basis.

Nature Data and Indicators Project
The Climate and Environment Policy Service have identified there is a requirement to gather nature data to support and monitor Aberdeen City's Council progress to achieving its Local Outcome Improvement Plan (LOIP) stretch goal 15 of protecting or managing 26% of Aberdeen's area for nature by 2026. In 2022, the Scottish Government produced Scotland's Biodiversity Strategy in response to how to address the biodiversity loss crisis nationally linking in with the Conference of the Parties to the United Nations Convention on Biological Diversity 15 (UN COP15) targets and over-arching goals. Delivery plans from Scotland's Biodiversity Strategy will state measures that are needed to help halt biodiversity loss. As part of these delivery plans, it is expected there will be new duties and responsibilities for local authorities to monitor and report on biodiversity. This will involve looking at nature data and indicators to extract trends and patterns to better understand how nature is performing locally, nationally and internationally.

Quality Improvement Manager poll of schools for biodiversity measures
Schools in Aberdeen (11 Secondary and 45 Primary) were recently surveyed to ascertain any biodiversity activities in their schools. In the survey 63% of respondents have wildflower areas in their school grounds. A further 53% of respondents have bug hotels located in their outdoor areas. This poll was initiated after identifying a gap in baseline data around biodiversity activities in schools. The poll aim is to ensure annual data on biodiversity activities in schools is recorded and monitored.

Does your school have bug hotels or similar on the school grounds?
19 responses
Yes 52.6%
No 47.4%
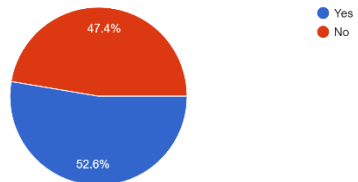
Does your school have a wildflower area?
19 responses
Yes — 12 (63.2%)
No — 7 (36.8%)

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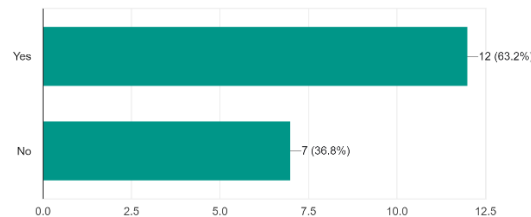
Impacts of development on Local Nature Conservation Sites

The Council's Natural Environment Policy teams' project to update habitat data as mentioned above, especially for the Local Nature Conservation Sites (LNCS), revealed that the main impact of change on our LNCSs' comes from development. Three examples are provided below;

- The development of the new harbour at Nigg Bay impacts on a significant part of the Balnagask to Cove LNCS at its northern end. The area affected includes approximately 3ha of Priority Habitat, including coastal heath and coastal grassland. Part of the area affected is a temporary construction area, and it is assumed that some habitat will be restored or created on completion of this development in those temporary construction areas.
- Several of the LNCS sites are within close proximity of the new Aberdeen Western Peripheral Route (AWPR) and may have been impacted due to the construction of this road. Two sites have been cut into 2 sections as a result of this development and 4 sites have had a small area cut into but with no significant overall impact on those sites. The remainder, whilst possibly affected at the periphery during the development phase, do not appear to have suffered any notable impact.
- A number of the LNCS sites have seen development since the 2004-06 survey period on the land immediately adjacent to the LNCS boundary.

The broad habitat composition of the majority of the LNCS sites has not changed significantly during the study period, and most have not, as yet, been encroached upon by urban development. However, the various habitats within these LNCS are important in themselves, as well as being 'stepping stones' of biodiversity for prospective wildlife corridors through the city. In order to protect these pockets of valuable habitat it is essential that future development in the proximity of the sites does not lead to a degradation of their habitats or compromise the species that rely on those habitats and isolated sites. Allowing development in the near vicinity of these sites might well increase fragmentation of priority habitats with potential impacts caused by drainage, pollution, movement of plants as garden escapes or through dumping, as well as some faunal species disappearing due to being sensitive to human disturbance and noise. It may be prudent to introduce buffers of a certain distance around most LNCS boundaries to safeguard these sites and their biodiversity.

Moreover, the 45 LNCS sites could offer opportunities to increase habitat connectivity between sites and throughout the city for the long-term benefit to biodiversity, as well as to support other important ecosystem services that various habitat types can provide. It is the intention to deal with the impacts caused within our LNCS review which is currently ongoing (see page 30).

Have you added any data collected to the National Biodiversity Network or your Local Records Centre?

Our Countryside Ranger service provide species and INNS records annually to our partner local records centre NESBReC. All records which go to NESBReC go on to National Biodiversity Network.

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SECTION 7: BIODIVERSITY HIGHLIGHTS AND CHALLENGES

Describe your organisation's main achievements for biodiversity over the reporting period and what you are most proud of (this can include processes, plans, projects, partnerships, events and actions).

Awards
Winner
2021

- Aberdeen City Council Blue Green Infrastructure through Social Innovation (BEGIN) project - European Commission REGIOSTARS Award "People's Choice Award"

2022

- Net Zero Energy Transition Awards 2022 - Best Practice Award for Council Climate Change Plan
- RTPI Scotland Planning Excellence Awards 2023
  - Best Plan for Net Zero Aberdeen
  - Planning Authority of the Year
- Aberdeen City Council STAR Awards - Trainee of Year Guy Bergman, Trainee Environmental Planner, Climate and Environment Policy Service
- Beautiful Scotland - Best City
- Keep Scotland Beautiful Green Flag Awards – 7 sites
  - Duthie Park got a Green Heritage award and 10th anniversary of being awarded a green flag
- Fields in Trust UK's Favourite Parks Scotland Winner - Seaton Park

2023

- Keep Scotland Beautiful Green Flag Awards - 9 sites

Finalist / Shortlisted
2021

- RSPB Nature of Scotland Awards - shortlisted for Aberdeen City Council; Woodlands, Wetlands & Wildflowers in the Innovation Award category

2022

- RSPB Nature of Scotland Awards - shortlisted for Protecting and Enhancing Aberdeen's Beautiful Trees and Woodlands in the Forest and Woodland Award category
- Aberdeen City Council STAR Awards - Collaboration: Climate and Environment Policy Service

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- Torry HeatNet North-West Europe project - finalist in the Scottish Green Energy Awards in the Carbon Reduction category

Case study 1:
ABERDEEN FLAGSHIP PARKS FOR POLLINATORS PROJECT

Overview
Aberdeen City Council is extending naturalised greenspace management by improving and creating blue/green habitats in two high profile parks in the city. In **Aberdeen Flagship Parks for Pollinators,** Duthie Park beside the River Dee and Seaton Park on the River Don have been chosen to show this approach can benefit both people and wildlife. Both parks also serve more deprived areas of the city, include extensive areas of traditional horticultural layouts, and are heavily used.

More about the parks...
Duthie Park (18 hectares) beside the River Dee in South Aberdeen is a Heritage Park on Heritage Environment Scotland's Inventory for Gardens and Designed Landscapes.
The Heritage approach is used in maintenance, with traditional horticultural practises and formal planting. The Park is next to the River Dee Special Area of Conservation.
Seaton Park – (27 hectares) is in the Old Aberdeen Conservation Area in north Aberdeen. The Park won a popular vote award organised by Fields in Trust for Favourite Park in Scotland in 2022 and contains both formal gardens and wilder areas. The Park is also a target for forthcoming active travel investment.
Both parks have very active Friends Groups, with approximately 4300 and 2000 Facebook followers respectively - Friends of Duthie Park and Seaton Park Friends. The Friends groups are involved in fun days, fund raising and gardening as well as support for nature in the park.

Duthie Park

Seaton Park

Goals: What is the project doing, how is it funded and how does it relate to other work?

The Council is using a *Nature Restoration in Parks* grant from the Scottish Government to survey, plan and design work to further improve the parks for nature. As wetlands and ponds provide a valuable habitat for a range of species, these are being included, in addition to creating or improving wildflower meadow areas for pollinators and tree planting.

Aberdeen Flagship Parks for Pollinators also supports the longer term 'B-lines' pollinator work between Aberdeen City Council and the charity Buglife. This includes naturalisation of grasslands in ways that reconcile with people's actual use of the areas. There is a longer article on the topic including a commentary by Steven Shaw, Aberdeen City's Environmental Services Manager, in 'Aberdeen's natural progress' (31 Aug 2022) on the Scottish pollinators blog.

'Quick win' actions in Aberdeen Flagship Parks for Pollinators are creating and restoring habitats through planting native wildflowers and native trees, and a change to a naturalised meadow management regime.

Project funding totals £37,000, of which £31,000 is on action planning for the long term, and £6,000 on the 'Quick wins'.

The Nature Recovery in Parks grant scheme was put together by greenspace scotland for the Scottish Government and uses part of the Scottish allocation of the UK Government's Levelling Up Parks fund from 2022-23.

Local neighbourhoods of Aberdeen's project where multiple deprivation is experienced include Seaton, Tillydrone, Woodside, Middlefield and Cumming Park, served by Seaton Park, and Kincorth and Torry, served by Duthie Park. According to the 2020 Scottish Index of Multiple Deprivation, Seaton is in the most deprived 10% and Tillydrone is in the most deprived 20% datazones in Aberdeen. Parts of Torry are in the 10% and 20% most deprived areas in Aberdeen.

What are current project activities and outputs?

The Aberdeen Flagship Parks for Pollinators project is collating baseline data to understand the habitats and species currently in the parks. Action plans are being written to improve and manage habitats, and form a platform for the Aberdeen B-lines project with Bug Life Scotland B-Lines Scotland - Buglife

Specific activities within Aberdeen Flagship Parks for Pollinators include:

- Ecological surveys
- Landform surveys to inform drainage and future management
- Planting for pollinators
- Tree planting at Duthie Park

Education, events and community engagement are involving the council Parks Rangers, Buglife Scotland and volunteers including from Butterfly Conservation and the North East Scotland Biological Records Database.

Two 'Bio-blitz' community engagement events in Duthie and Seaton parks included interactive activities for kids, grown-ups, beginners, and experts alike.

Outcome

The Aberdeen Flagship Parks for Pollinators project has shown how additional revenue funding for local authorities can extend and accelerate nature restoration work in multiuse parks. It shows the potential to connect this work with other, related projects in a holistic way, for the benefit of nature and for people.

Case study 2:
SEDUM ROOFS AND SOLAR PANELS ON BUS SHELTERS

Overview
Many biodiversity wins can be multifunctional and serve several purposes. A great example of this is a project organised by the Council Public Transport Unit, who during their bus shelter replacement programme have provided green roof bus shelters with solar panels across the city.

Goals
At the same time as providing the necessary shelter for public transport users, the sedum roofs are also providing biodiversity benefits and acting as 'stepping stones' for nature within the urban environment, . Compared to traditional bus shelter structures, the shelters are self-powered by solar panels.. 15 sedum roofed shelters were installed in 2022/23 and a further 15 are confirmed for 2023/24, with potential for up to 35 in 2023/24. Case studies in other cities have shown that green roofs on bus shelters contribute towards climate resistance, absorb rainwater, capture particulates from the air, and support placemaking ambitions. Shelter suppliers have worked with experts to ensure that the species of wildflower and sedum are appropriate to support native pollinators.

Outcomes

The new shelters have been in place since late winter of 2021 / early spring 2022. They appear to be bedding in well and have been well-received by the public. The Council have sourced funding for another two projects of this type funded by NESTRANS and have plans to support a 5-year capital budget project which should provide a great deal of new sedum and solar shelters within the City.

The provision of green roof bus shelters contributes towards the national requirement to enhance and protect biodiversity and additionally supports the Council's vision for Net Zero, ensuring that climate adaptation and biodiversity are considered at all stages of project development, management, and maintenance of the city transport infrastructure.

CASE STUDY 3: UNION TERRACE GARDENS – HISTORIC URBAN GREENSPACE WITH MULTI-BENEFITS

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Overview:

In 2015 the City Centre Masterplan (CCMP) was agreed unanimously by Aberdeen City Council. This included a plan for Union Terrace Gardens:

"Enhanced connections to Union Terrace Gardens, restoration of historic features and sensitive contemporary interventions will create a more accessible, enticing and vibrant city centre destination. The enhanced urban green space will provide multi-functional benefits; strengthening urban wildlife corridors, encouraging sustainable transport choices through this enhanced green corridor and equipping Aberdeen to be more resilient to climate change effects".

The planting proposals have respected the history and heritage of the gardens; informed by the size and species of existing plants.

Appropriate new plant selection, green infrastructure and soft landscaping has provided a 'sink' for biodiversity within the urban landscape.

Outcomes:

The three pavilions erected in the park as commercial premises all feature sedum roofs. Lighting has also been designed to minimise impacts on wildlife. The original gardens benefitted from extensive mature tree cover; however, they ranged in condition, with the majority being fair, but a notable amount in poor condition.

The proposals aimed to retain as many of the existing trees as possible, but a combination of poor health and access required to undertake the new construction works, resulted in the majority of the trees ultimately being removed. Three existing trees were able to be retained as part of the final design.

The removal of existing trees was mitigated by extensive new, large, mature tree planting which saw an increase in overall tree numbers and the variety of species which will have notable benefits in terms of biodiversity and long-term resilience of the gardens. In total the proposals included the planting of 89 new trees, the majority of which are very large specimens, of 18 different species. The inclusion of large trees has ensured that the characteristic mature tree cover of the gardens has been maintained. The tree planting is supported by a new hedge, specimen shrubs and perennial planting. Planted at a high density to ensure immediate visual interest, they were selected to provide year-round interest through colour, texture and scent. A total of 43,160 plants were incorporated into the garden design along with 78,982 bulbs.

The redevelopment of Union Terrace Gardens was completed in 2023. People are using the gardens more than previously and it promises to become a new and valued focal point for the city.

CASE STUDY 4: DEN BURN RESTORATION

Overview:

The Den Burn was once a significant burn for the city but reclamation for agriculture land and development has diverted the burn from the River Dee and culverted it in places resulting in a fast flowing burn and of low ecological value.. The aim of the project is to re-naturalis 2.3km of the Den Burn by creating natural meanders in a previously straightened section, create new wetlands and reconnect people to nature. In the vicinity of the Den Burn there are residential areas, three primary schools, an academy, Woodend hospital and the proposed new Charlie's House Support Centre. The project aims to involve the local community and provide opportunities to promote health and wellbeing by accessing nature through active travel.

Goal:

It is hoped that work will enhance this wildlife corridor through the city to benefit both nature and people.

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Outcome:

In 2023, the project was selected for Water Environment Fund money via SEPA to re-naturalise a section of the Den burn. Work has started at designing a burn that will be Nature Positive, considers its role on the local delivery of the Sustainable Development Goals and Net Zero Aberdeen, and becomes a burn that will be resilient to a changing climate.

CASE STUDY 5: BRINGING BIODIVERSITY INTO THE HEART OF MASTERPLANNING AND DESIGN

- **Aberdeen City Centre Masterplan**
- **Beach Development Frameworks**
- **Finalised Draft George Street Masterplan**

The ethos of successful and sustainable 'place' design is to 'design for everyone and everything'. A greater challenge that runs through all three masterplan areas, listed above, is to rebalance our urban realm from being arteries for private car dominated 'movement' to providing a 'place' with a diversity of uses.

Urban greening, supporting greater biodiversity, is a crucial part of having urban environments that provide more holistic environmental benefits that satisfy the need for activity and accessibility and are also attractive places to be in for people and provide the connector routes for local flora and fauna between our greenspaces. This is to be fulfilled in the following approved policy & strategy project areas:

City Centre
- **Union Terrace Gardens** re-opened in the summer 2023 with a parkland redesign that capitalises on the topography with retained and new trees and a predominant planting of perennials that offer seed-heads, foliage and flowers throughout the year.

Projects approved in 2022 for project delivery in 2025 include:

- **Schoolhill,** the setting to Aberdeen Art Gallert, Robert Gordon's College and a range of important city centre uses, which suffered the loss of mature elms due to Dutch elm disease, is to be redesigned to provide a new urban plaza to key amenities with a 'pocket-park' connector near to Union Terrace Gardens, and Schoolhill / Upperkirkgate to become a tree-lined pedestrian priority street.

- **Castlegate & 'Mannie' Well,** our largest urban square simply formed in granite paving, is to be redesigned to retain its capacity as a civic meeting place with 2 lines of permanent trees, rain-gardens to provide SUDS and wider environmental benefit and pocket parks with water around the Mercat Cross and Mannie Well which are important, though under-celebrated, historic structures.

- **Aberdeen Market & The Green,** will see new urban realm design that improves the wayfinding between Aberdeen bus and train stations and Union Street with street trees, permanent planting beds and rain-gardens as a greening structure to historic granite streets devoid of soft landscaping.

The Beach
Aberdeen beach proved to be the most popular greenspace for the city during the pandemic to meet our recreational and re-connect with the world. As a result, a comprehensive Development Framework and specific masterplans have been approved for delivery in 2022-23 for delivery. Key areas to establish greater biodiversity impact include:
- A large-scale new play parkland to be created on mown grassland with children's' play and ball courts within an undulating greenspace structure of themed permanent planting areas.
- Redesign of Queens Links, an historic area of mown grassland, to make it a more structured/useable events space within a structured wild grassland perimeter
- Broad Hill – a natural hill once used as a meeting place for public speaking, is to have its accessibility improved where possible, and the existing grassland planting supported, and the established pine trees to remain.

George Street

The George Street Masterplan, recommended for approval in October 2023, advocates a place-based approach to redesigning the 12 streets within the study area to limit private vehicular through-routing to create places that fulfil the need to be more diverse, attractive and sustainable in their composition. Urban greening is proposed for all the streets with street trees, rain-gardens and places to 'linger-longer' to create a distinctive new place within the city centre. The area, largely built as Victorian tenement streets with rear greens for clothes drying, has no greenspace. Transformational projects include creating an urban park within a privately owned brownfield redevelopment site with each streets' urban greening creating its own eco-system and connector between greenspace parkland further afield. Decisions on the delivery of the Masterplan will be subject to the Council's annual budget setting process.

Looking ahead, what do you think will be the main challenges over the next three years?

Leadership and Communication

Strong leadership will be required, from all levels and sectors, if the actions that are required to protect and recover biodiversity are to happen at the pace and scale necessary. This will need to be both through strategy and actions and through wide ranging communications to ensure the key messages are heard and understood; about the value of biodiversity, the current state of it, what this means for people, prosperity and the planet, and what part we can all play in its protection and recovery. This messaging needs to be tailored so that the value of nature and need for action is heeded in the public, private and political spheres.

At the national level sufficient support and resourcing will be necessary from the Scottish Government and NatureScot, amongst others, to help provide this leadership and messaging. Sufficient support and resourcing will also be required to see an effective roll out of forthcoming legislation, strategies and guidance that can positively impact on nature, as well as to ensure effective implementation of National Planning Framework 4.

At all levels, including local authorities, work will be needed to upskill everyone from decision makers to operatives on the changes required and how we invest in and manage nature going forward to ensure the positive outcomes we all need to see.

Partnership working

The Council recognises that encouraging and supporting partnership working to explore, define and deliver on cross-cutting issues and actions, across the public, private and third sector will make for more successful outcomes for biodiversity, prosperity and people. Community Planning is a key partnership mechanism to achieving successful local outcomes.

Education is also essential to delivering change. Engaging and inspiring the public and partners through citizen science, projects and events to support lifestyle changes will become more important to ensure that sustainable changes are achieved.

Additional resources from government as well as public and private partners towards strengthening biodiversity partnership working will help to ensure that cross-cutting issues and actions can be identified and delivered at the necessary pace and scale.

Climate change adaptation - nature based solutions and retrofitting green infrastructure

Dealing with extreme weather patterns and the consequences this will have for nature and ultimately for biodiversity will be a challenge for all local authorities. It is acknowledged that to address climate change and biodiversity loss, rapid changes are needed when designing our infrastructure and places, especially in urban areas and scenarios where space and budget are limited. To facilitate this urgent change, appropriate funding / incentives, regulation and planning mechanisms are needed to alter, normalise and favour retrofitting green infrastructure and nature-based solutions.

Nature Networks, 30x30 and data driven decision-making

Delivery plans from Scotland's Biodiversity Strategy will state measures that are needed to help halt biodiversity loss. As part of these delivery plans, it is expected there will be new duties and responsibilities for local authorities in monitoring and reporting on biodiversity in particular regarding Nature Networks and 30x30 sites.

This will require more robust nature data and indicators to determine local trends and patterns on how nature is performing locally, which will require evolving resources and expertise within local authorities. This in turn will require both internal and external partnership working to achieve.

Funding

All too often, additional funding tends to be too short term and focused on capital works, when what is equally, if not more necessary, is access to consistent revenue funding over a longer term to facilitate maintenance / monitoring of nature and ; to connect people to nature. Access to longer term revenue funding, will also allow local authorities to collect more reliable data and trends on how well wildlife is performing in their local area, especially when considering climate change.

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City Council Travel Plan (2023)
REPORT NUMBER	COM/23/326
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Anthony Burns
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to gain approval for the adoption of a revised and refreshed Travel Plan for Aberdeen City Council.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the work undertaken to date to prepare the Aberdeen City Council Travel Plan (2023);

2.2 Approve the adoption of the Aberdeen City Council Travel Plan (2023) as detailed in Appendix A; and

2.3 Instruct the Chief Officer – Strategic Place Planning to monitor the impact of the Plan and to report progress on a biennial basis to the relevant Committee.

3. CURRENT SITUATION

3.1 The Council Travel Plan is a document setting out the Council's aspirations for encouraging all employees and Elected Members to travel sustainably to, from, and during work no matter which ACC site, school or office location they are based at. By helping to facilitate and encourage sustainable transport options amongst staff, the document helps engineer a shift away from reliance on driving alone in a private car to alternatives such as walking, cycling, public transport and shared vehicles. This will help to foster positive outcomes for staff health and air quality in the city whilst helping the Council to be seen to lead by example. Given that a travel plan is often a requirement for new developments, it is important that the Council is able to demonstrate that its own plans are competent and that it is actively planning to reduce the impact of staff travel. A Council Travel Plan can also be a useful tool in attracting funding to implement sustainable transport initiatives.

3.2   Since the last Travel Plan for Aberdeen City Council was produced and published, there have been many changes to the Aberdeen transport network and the way people move around. Major changes to the physical transport network include increased city cycle infrastructure, the growing popularity of ebikes, more pedestrian space across the city, enhanced rail capacity and additional stations across the North East while, for road, the Aberdeen Western Peripheral Route fully opened in 2019. For vehicles, the growth of plug-in and hydrogen powered vehicles and refuelling infrastructure has also brought change while the launch of a car club in the city has changed the way in which people access cars. In terms of people's behaviour, greater availability of information, awareness of climate and air quality issues, the impacts of COVID-19 and the resulting long-term changes to the way people work and travel, coupled with changes at Council level to the workforce size, locations of workplaces and working patterns, have all resulted in a very different transport context. Therefore, to ensure that the Council is able to adapt to this, and provide the best information to its employees, a new, more up to date document is required. The larger list of changes can be found in the Council Travel Plan (2023) (Appendix A to this report).

3.3   In terms of key policy, strategy and plan drivers, the Net Zero Aberdeen Routemap and six enabling strategies, including mobility, were approved in February 2022 while, at Council Level, the Council Climate Change Plan (2021-2025) contains commitments to reduce the Council's impact on the environment. The Local Outcome Improvement Plan (LOIP) also contains outcomes around improving the physical health and wellbeing of people in the city, while National commitments around a 20% reduction in car kilometres travelled, reaching Net Zero by 2045 and phasing out the need for new petrol and diesel cars and vans by 2030 all require a travel plan which can help achieve this. The next Aberdeen Local Transport Strategy is also currently being developed with a draft due to go out for public and stakeholder consultation this year. The full list of key drivers can be found in the Council Travel Plan (2023) (Appendix A to this report).

3.4   Refreshing the Council's Travel Plan will help to set the context for changes to the Council's Staff Travel Policy, planned for later in the 2023/4 financial year. The main differences between the Council Travel Plan and the Staff Travel Policy are:

- The Staff Travel Policy deals with staff travelling around for work and what forms of transport should be authorised for carrying out Council business. The Council Travel Plan is mainly concerned with how staff travel to and from work and how they can be encouraged to do this more sustainably by promoting and facilitating access to the available travel options. However, it will also look to influence and compliment the Staff Travel Policy by ensuring staff are encouraged to travel sustainably whilst working too.
- The Staff Travel Policy will outline how authorisers of staff travel should book and pay for their travel during work. The Council Travel Plan will look at how to incentivise all staff to travel more sustainably.
- The Staff Travel Policy looks at what is the most appropriate form of travel for staff to be using in different journey circumstances including

whether the journey actually needs to be made at all. The Council Travel Plan will look at how to encourage staff to pick the most sustainable option and will also deal with the behaviour change/ awareness raising aspects of travel and how the Council can promote sustainable alternatives for travel to staff, rather than just the policy itself.

- The Council Travel Plan will look at how the Council can minimise the impact of travel from staff, foremost for the benefit of the transport system and the environment but will also stress the money-saving and health benefits of active and sustainable travel.

3.5 The Council Travel Plan (2023) contains a vision, aims and series of actions as well as a monitoring plan. These have been informed by a comprehensive review of the previous Plan, a full appraisal of the plans, policies, strategies and schemes which make up the wider transport context and several rounds of consultation. Consultation was firstly undertaken amongst identified stakeholders and then two rounds of engagement amongst all staff. It was also reported to the Council's Strategy Board on 5th June 2023. The proposed Plan is included as Appendix A to this report. The Plan will be graphically enhanced should Members agree with the recommendations attached to this report. The final Plan would then be promoted to staff. It would be made available on the Council's Intranet and signposted to within new staff induction processes. Should Members approve recommendation 2.3 then the Chief Officer – Strategic Place Planning will monitor the Council Travel Plan on a biennial basis and report progress back to the relevant Committee.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. Funding may be required to help deliver some of the actions within the report. However, where this cannot be accommodated within existing internal budgets, opportunities for external funding will be sought first to reduce the financial burden upon the Council.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

6.1 By helping to make staff more aware of sustainable travel and make it a more attractive option to them, an updated Council Travel Plan has the potential to bring positive environmental impacts as people are encouraged to be less car dependent with the associated benefits this will have for the city's environment. This supports the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap, the Council's own Climate Change Plan and the new Low Emission Zone among others and will help the Council to meet its own Net Zero targets.

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	Should the Plan not be approved and delivered, the Council's ability to support the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap, Local and Regional Transport Strategies, the Council's own Climate Change Plan, Local Outcome Improvement Plan and the new Low Emission Zone would be reduced	Approve the refreshed Council Travel Plan	L	**Yes**
Compliance	Should the Plan not be approved and delivered, this could negatively impact upon perceptions of the Council's desire to implement priorities contained in the Local Outcome Improvement Plan, Local and Regional Transport Strategies and to meet its Net Zero targets	Approve the refreshed Council Travel Plan	L	**Yes**
Operational	Should the Plan not be approved, it is less likely that projects which would have resulted from the Plan seeking to reduce car use and increase public transport and active travel use among staff will go ahead	Approve the refreshed Council Travel Plan	L	**Yes**

Financial	Should the Plan not be approved, it could weaken the case for external funding applications for the Council as it would be less able to evidence that it takes sustainable transport seriously and that it has steps in place to promote it.	Approve the refreshed Council Travel Plan	L	**Yes**
Reputational	The Council will not be seen as leading by example and may be accused of expecting other organisations to have travel plans whilst not maintaining one itself if the Plan is not approved and delivered	Approve the refreshed Council Travel Plan	L	**Yes**
Environment / Climate	Should the Plan not be approved, the Council will forgo a means to encourage staff to travel by sustainable and active travel, risking continued reliance on the private car and the negative environmental and climate consequences of this.	Approve the refreshed Council Travel Plan	L	**Yes**

8.   OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Local Outcome Improvement Plan 2016 - 26	
Prosperous Place Stretch Outcomes	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 – in that projects resulting from the Plan should seek to reduce car use and increase public transport and active travel use among staff.

	The proposals within this report also support the delivery of LOIP Stretch Outcome 14 – Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 – again due to the encouragement of active and sustainable travel over private car use for staff.
Regional and City Strategies	The proposals within this report support both the Regional (RTS) and Local Transport Strategy (LTS) in that they should lead to the delivery of projects that encourage sustainable travel and a reduction in harmful and climate changing emissions. The proposals in this report support the Net Zero Aberdeen Routemap and six enabling strategies, particularly the Net Zero Mobility Strategy and Aberdeen Adapts.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required. Stage 1 Assessment completed.
Data Protection Impact Assessment	Not required
Other	None.

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 Appendix A - Proposed Council Travel Plan (2023)

12. REPORT AUTHOR CONTACT DETAILS

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Section 1: Setting the scene

What is a Travel Plan?

A travel plan provides a dynamic way in which an organisation can provide more efficient and environmentally friendly choices for its staff and visitors. Travel Plans are recognised as having an important part to play because they can produce real benefits for:

- Individuals: through improved health, reduced stress and potential cost savings.

- Teams: through improved work efficiency and conditions, environmental and social benefits as well as cost savings.

- Aberdeen City Council: through healthier and more motivated staff, reduced congestion, reduced corporate carbon emissions and improved access to sites for employees, Councillors, visitors and business traffic.

- Local Communities: by the Council demonstrating its commitment to the Government's environmental priorities, bringing health improvements and by setting an example to others. Locally, this also helps realise the LOIP stretch outcome - 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.

- Local Environment: through improved air quality – with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems. There is also the need to reduce carbon emissions due to impact on climate change and Local Authorities in particular have a duty to do this.

As planning authority for the City, Aberdeen City Council encourages developments to put travel plans in place and, as part of the Aberdeen Planning Guidance to the Local Development Plan, requires developments over a certain size to implement a travel plan through planning conditions. Therefore, given the size of its workforce, the duty of the Council to act in the best interests of the residents of the city and the need to lead by example, it is essential that the Council has a travel plan in place.

How is the Council Travel Plan different from the Council's Staff Travel Policy?

In addition to the Council Travel Plan, Aberdeen City Council has a Staff Travel Policy in place. The Staff Travel Policy is due to be refreshed in 2023. There are key differences between the Council Travel Plan and the Staff Travel Policy:

- The Staff Travel Policy deals with staff travelling around for work and what forms of transport should be authorised for carrying out Council business. The Council Travel Plan is mainly concerned with how staff travel to and from work and how they can be encouraged to do this more sustainably by promoting and facilitating access to the available travel options. However, it will also look to influence and compliment the staff travel policy by ensuring staff are encouraged to travel sustainably whilst working too.

- The Staff Travel Policy will outline how authorisers of staff travel should book and pay for their travel during work. The Council Travel Plan will look at how to incentivise all staff to travel more sustainably.

- The Staff Travel Policy looks at what is the most appropriate form of travel for staff to be using in different journey circumstances including whether the journey actually needs to be made at all. The Council Travel Plan will look at how to encourage staff to pick the most sustainable option and will also deal with the behaviour change/ awareness raising aspects of travel and how the Council can promote sustainable alternatives for travel to staff, rather than just the policy itself.

- The Council Travel Plan will look at how the Council can minimise the impact of travel from staff, foremost for the benefit of the transport system and the environment but will also stress the money-saving and health benefits of active and sustainable travel.

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The Council Travel Plan will therefore influence the Staff Travel Policy by demonstrating why a sustainable transport-based approach should be taken in the Staff Travel Policy and will provide a resource that staff can consult in order to be aware of the benefits of sustainable transport and be able to find out more information about what options are available to them.

Who is this document for?

This document is aimed at all Council employees and Elected Members. However, it will also provide useful information for visitors meeting with Council staff.

Who has been involved in its development?

Aberdeen City Council's Travel Plan has been developed by a core team comprising of representatives from teams across the Council including Trade Unions. All those who were part of the core team are detailed below:

- Transport Strategy and Programmes Team
- Procurement Team
- Climate and Environment Policy Service
- Facilities Team
- Information Technology Team
- People and Organisational Development Team
- Equalities Team
- Internal Communications Team
- Passenger Transport Unit
- Road Safety and Traffic Management Team
- Data and Insights Team

The Council Travel Plan covers a period lasting until 2030. It is intended that it will be regularly reviewed within that period to take into account changing circumstances.

A bit about the Council
- Around 8800 employees work for Aberdeen City Council
- The Main office locations where staff are concentrated are Marischal College, Town House, Altens East, East Tullos, Kittybrewster and Spring Garden. There are also a series of smaller offices, community facilities and depots across the city.
- There are 59 Schools – 48 primary and 11 secondary which employ around 4700 staff.

- There are several public buildings, including 11 public libraries, museums, the art gallery, and the Beach Ballroom, across the city where staff work also.
- In August 2022 a staff travel survey was filled out by 974 staff. This identified that around 57% of staff lived 5 miles or less from their place of work and around 29% of staff worked from home as their main working location.
- A car parking space is not guaranteed for all members of staff at Aberdeen City Council. While at locations such as schools or suburban offices, there is likely to be a greater provision of car parking, opportunities are very limited in city centre premises such as Marischal College, Town House and the Art Gallery. However, these sites are most accessible by the greatest number of other options, ensuring that they still remain easy to access for most staff.
- Aberdeen City Council designates some staff as essential car users for their job, supplying them with car parking permits which allow them to park in Aberdeen City Council car parks. Staff who use their car for work purposes are also able to claim back the cost of doing so at a set cost per mile.
- The Council provides staff with access to cars to use for work purposes through its corporate membership of the Aberdeen Car Club while pool bikes, based at Marischal College, can also be used by staff for travel during work.
- The 2022 staff travel survey identified that around 18% of respondents did not have access to a private car.

Changes to the transport context

Since the last Council Travel Plan was adopted in 2001, there have been considerable changes to the transport context in Aberdeen. These include a far greater awareness of the environmental impact of transport and a commitment from the Council to tackle this, along with the importance of keeping people mobile, both for their physical and mental health.

The transport network itself has evolved with the opening of the Aberdeen Western Peripheral Route, improvements to the railway line between Inverurie and Aberdeen and new stations at Kintore and Laurencekirk, while better facilities for walking and cycling have been installed across the city and continue to be added to. The City's main bus station has been overhauled,

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more bus priority measures have been put in place across the city and the use of lower emission vehicles has grown with both electric and hydrogen buses on the streets and electric vehicle charge points and hydrogen refuelling stations available for members of the public to use. The city also has both a Bike Hire scheme and a car club, giving people access to transport without needing to own a car or bike. In terms of information, the launch of Getabout has provided an online resource for people in the North East of Scotland to find out more about how to access sustainable transport.

Furthermore, the way in which people work is changing with improvements in digital connectivity and computer technology meaning that people are now far more able to work from home successfully than they were previously and also more able to attend virtual meetings rather than travelling. The COVID-19 global pandemic, which occurred between 2020 and 2022, added to this, with people forced to work from home during the subsequent lockdowns and these changes to working patterns continue to be noted. Digital technology has also enabled contactless and capped payment for buses and Smart Travel Apps.

The size of the Council workforce has also reduced and now stands at around 8800, while the relocation to Marischal College from St Nicholas House, the opening of the Altens East facility and the closure of key Council offices at Balgownie One, Exchequer House, Frederick Street, Crown House, Kirkgate House and Summerhill have all changed the way Council staff move around the city for employment.

Therefore, a new plan which reflects these changes, is required.

Key policy, plan and strategy drivers

The following key policy, plan and strategy drivers also influence the need for a new travel plan.

Key external drivers

- Scottish Government (SG) Net Zero Emissions targets (Decarbonising of the transport sector, contributing to Net Zero by 2045, SG).
- Scottish Government target of reduction of car km by 20% by 2030 (SG Climate Change Action plan).

- Target of 50:50 mode split between car and sustainable transport in North East of Scotland by 2040 with higher sustainable ratio in urban areas (NESTRANS Regional Transport Strategy (RTS)).
- Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030 (Net Zero Aberdeen Routemap).
- Nature crisis - Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 (Aberdeen Local Outcome Improvement Plan (LOIP)).
- Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate (Aberdeen LOIP).
- Target for North East Scotland of air cleaner than World Health Organisation standards by 2040 for transport emissions, (NESTRANS RTS).
- Improve the physical health and wellbeing of people in Aberdeen (Aberdeen LOIP).
- Need to make best use of the existing transport network in North East Scotland (NESTRANS RTS).
- Scottish Government target to phase out the need for petrol and diesel cars and vans by 2030 (SG).
- Scottish Government aspiration to Create 20-minute neighbourhoods (Scottish National Planning Framework- NPF4).
- 20% reduction in traffic needed in Aberdeen to facilitate city centre regeneration (Aberdeen City Centre Masterplan).
- 38% of people walking and 5% of people cycling as main mode of travel by 2026 (Aberdeen LOIP).

Both the National and Regional Transport Strategies have been refreshed in 2020 and 2021 respectively. In particular, these both make strong reference to the importance of reducing the environmental impact of transport, the subsequent need to follow a hierarchical approach to transport planning with the most sustainable modes prioritised and the importance of making better use of the existing transport network ahead of creating new assets.

The Sustainable Transport Hierarchy is shown below

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Prioritising Sustainable Transport

Walking and wheeling

Cycling

Public transport

Taxis & shared transport

Private car
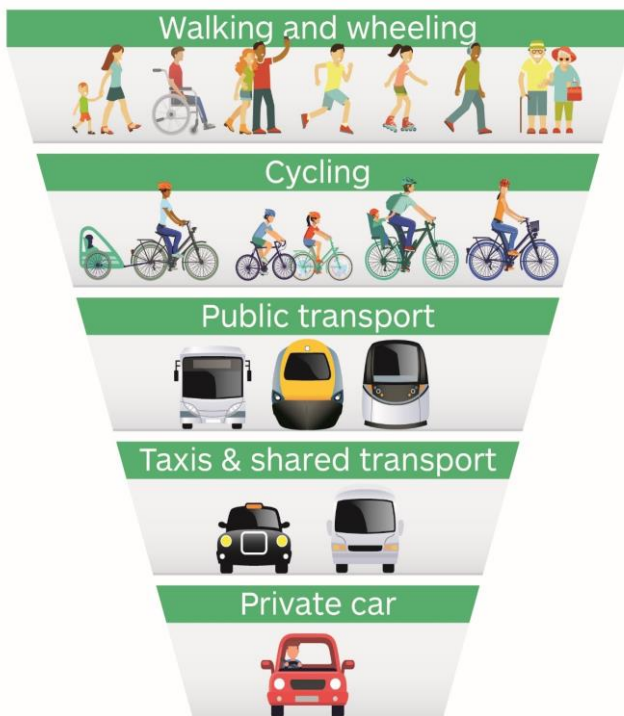
The Aberdeen Local Transport Strategy (2016) contains the objective "To ensure that the transport impact of existing and new developments are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City". This Travel Plan thereby supports the City's Local Transport Strategy.

The Local Transport Strategy is currently being refreshed with a new strategy due for completion by 2024. It too will be influenced by the key external drivers, along with the new National and Regional Transport Strategies and travel planning will continue to feature as a key theme.

Below the Local Transport Strategy sit a range of daughter documents which elaborate further in some of the key transport areas. These include the Active Travel Action Plan and Electric Vehicle Framework, both of which contain more detailed actions around these areas. These can be found in the following location

https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy

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The Council Travel Plan will help to support these.

The Scottish Government's *Public Sector Leadership in the Global Climate Emergency* Guidance (2021) states that Public Bodies should produce a Sustainable Travel Strategy that covers all aspects of travel across their organisation. It should outline steps to tackle behaviour change and promote the adoption of the National Transport Strategy's Sustainable Travel Hierarchy.

Key Internal Drivers

The Council Climate Change Plan (2021-2025) sets a net zero carbon emission target for Aberdeen City Council's own assets and operations by 2045 as well as interim targets of (at least) 48% reduction by 2025 and (at least) 75% reduction by 2030 against a 2015/16 baseline. Mobility is one of five key themed areas with 4 outcomes identified.

Outcomes for Mobility Theme
Zero emission fleet - Phase out the need for new fossil fuelled small vehicles by 2025 and for larger vehicles by 2029, switching to electric and hydrogen powered fleet vehicles
Low carbon fleet infrastructure - Plan, test and implement an expanded EV charging and hydrogen refuelling infrastructure for Council fleet.
Reduced emissions from staff travel - Increased staff uptake of active, sustainable and alternative travel choices, reducing the need for travel through use of technology
Resilient design and management – infrastructure – Ensure climate adaptation is considered at all stages of project development, management and maintenance of the transport infrastructure we maintain and manage

A travel plan will be a key component of realising this desire to reduce emissions from staff travel.

The Council is in the process of refreshing its Staff Travel Policy. This outlines how officers and elected members should travel during work and how they can pay for and reclaim any expenses involved with this travel. The Council Travel Plan refresh can complement and even help to influence this. The differences between the Staff Travel Policy and Council Travel Plan have been covered on page 1 above.

Employee Feedback

In order to understand staff movements, a survey has been undertaken every 2 years since 2008 (with the exception of 2020 due to COVID-19 restrictions). A survey was made available to all members of staff and Councillors in August 2022 to ask about their travel patterns to and from work and determine travel needs during the working day. The results of this will form the baseline for this travel plan. Some highlights are presented below with the full results in Appendix 1.

How do staff travel?

- The following shows the percentages of people who responded to the Travel Survey by their choice of travel to work mode.

● I work from home	202
● Walk	111
● Cycle	40
● Bus	132
● Motorcycle	2
● ACC Fleet Vehicle	5
● Car share/passenger	44
● Car (solo driver)	403
● Park and ride	2
● Train	20
● Taxi	1
● Other	10
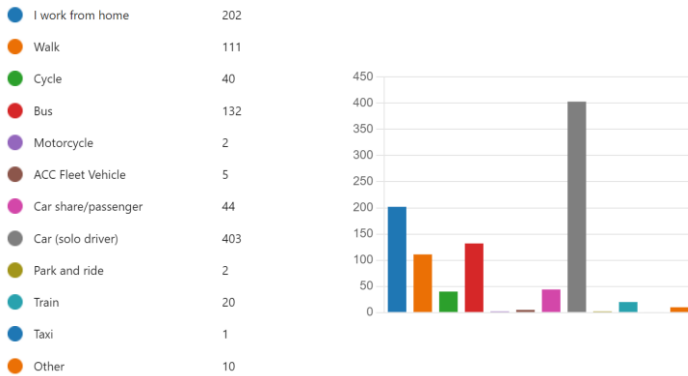
- Some 41% of staff normally drive to work – this has reduced from over 60% twenty years ago. For many the decision to drive to work relates to a car being essential to their job as well as convenience and public transport not being quick enough. For others, such as those within Social Work, a car may be needed for daily visits.
- Bus is the next most popular mode with 14% of staff using it as their main form of transport, the lowest in recent years and a 6% drop since 2018.
- Walking is the third most common mode with 11% of staff reporting it as their main form of transport to work. This is also the lowest recorded in recent years and a 6% drop since 2018.
- The above figures are likely at least partly explained by the huge rise in those working from home since the pandemic – 21% compared to less than 1% in 2018.
- Of those not yet travelling by sustainable modes, many said that better and cheaper public transport – especially buses – would make them change their mode of travel. Other measures which would make them consider changing included better provision for cyclists and more electric vehicle charging points.
- A full analysis of Staff Travel Survey results can be viewed as an appendix to the Council Travel Plan (Appendix 1).

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Section 2: The Plan

Having presented the context to inform this travel plan, and the need for it, the plan sets out to achieve the following:

Vision – A Council where staff are able to do their jobs successfully without being reliant on a private car to travel to, from and during work and are equipped with a mix of sustainable transport choices and supporting information to make this possible, benefitting them, the Council and the City.

Aims –
- Reduce the emissions from staff travel to, from and during work.
- Reduce the need for staff to travel to, from and during work.
- Increase the number of sustainable transport options and the attractiveness of them to staff.
- Increase the provision of information to make staff aware of the benefits of sustainable travel and the options available to them.

To achieve these aims, a series of topic areas have been identified, all of which have actions attached to them.

Topic 1: Reducing the need to travel / travel more flexibly

Is there a need to travel to a meeting at all? The global COVID-19 pandemic has shown that meetings can be conducted virtually via platforms such as Microsoft Teams, adopted by the Council in 2019, whilst still allowing participants to be seen and documents shared/discussed.

These can either be fully virtual, where all participants join the meeting online, or hybrid, where some meet in a room together and others are able to take part by joining virtually. The latter option can bring particular benefit in cutting down on longer distancer trips for those who would have to otherwise travel.

The results of the August 2022 staff travel survey showed that around 29% of staff now regard working from home as their most common work set up, compared with less than 1% in 2018, while, in a survey undertaken across the North East of Scotland in January 2022, NESTRANS found that even after the

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COVID-19 restrictions had been lifted around working from home, 84% of respondents expected that virtual meetings would replace some, or all face-to-face meetings. This shows that many people still see benefit in working from home even when they have the option to return to the office.

In terms of benefits, working from home;
- removes an often time consuming and stressful commute for many people, giving them more time to do other things and often enabling a better work life balance.
- removes the cost associated with commuting.
- allows many people to be more productive by removing the distractions of an office.
- still allows people to stay in touch and, with cameras, to see the people they are talking to.

It is accepted that, while working from home can benefit a lot of people, it isn't an option for everybody – some jobs require staff to be physically present in a workplace, while some staff do not enjoy it as it can lead to them feeling isolated from colleagues and proper physical interaction. It is important to ensure that the ability to have physical meetings is not removed entirely and that people are encouraged to be honest if they feel isolated.

For those who are already working from home or considering it, the Council has published a series of hints and tips on its intranet to help staff get the most out of it https://aberdeencitycouncilo365.sharepoint.com/SitePages/Isla%27s-top-tips-on-working-from-home.aspx

For those who do need to travel to and from a workplace, do you need to do this during peak times? Many Council roles already provide the opportunity to work more flexible hours which may help in this regard.

Reducing the need to travel / travel more flexibly - Actions
Support the further development of Microsoft Teams to further increase the attractiveness and feasibility of home and virtual working for staff and visitors.
Where staff have to travel out with their main place of work, support virtual meetings becoming the encouraged default for Council staff unless good reason prevents it.

Topic 2: Walking and wheeling

Active Travel is defined as "travel in which the sustained physical exertion of the traveller directly contributes to their motion" (Cook et al, 2022) or, as walking Charity Paths for All puts it, "making journeys in physically active ways". Walking, wheeling and cycling form the major modes within it with other modes, such as running and scooting, part of the package too.

"Wheeling" refers to people who wheel to get around by means of a wheelchair or a wheeled mobility aid.

The staff travel survey results from August 2022 showed that around 11% of staff commute to and from work by walking and wheeling which is lower than previous years in the survey. However, this could be partly explained by the, now higher, work from home figure which reassuringly has risen more than walking has dropped. The survey also reveals that around 25% of staff live within 2 miles of their place of work. This is a distance which could lend itself well to walking.

Walking and wheeling have many benefits. Often, short trips will be accomplished as quick if not quicker via these modes especially when the time taken to collect your car, sit in traffic and find a parking space are considered. The benefits to your personal health alone may encourage you. Indeed, experts recommend that adults be active for a total of 30 minutes a day, on five or more days of the week to benefit health. The good news is that this can be made up of shorter bouts of 10 to 15 minutes, making walking an ideal way to hit the target. Nationally, NHS Scotland figures from 2022 show that physical inactivity adds to nearly 2,500 deaths in Scotland each year and the cost to the economy of physical inactivity is around £91 million per year.

Walking and wheeling are also shown to be good at combatting stress. Therefore, even if

working from home, getting out for a walk before work, in the evening or at lunchtime can be beneficial for you.

They can be fun too. The official walking trails across the city, and those created for charity, have demonstrated that people enjoy getting out and discovering things on foot, both as individuals and in groups while the latter can be a great way in ensuring people do not feel socially isolated.

It is appreciated that employees may feel more vulnerable walking/wheeling in certain areas or at certain times of the day/evening and that some employees may live too far away, carry heavy equipment or have personal circumstances which make it difficult to consider walking as their main mode to commute. Furthermore, some areas and buildings may also not be as accessible as others. In these circumstances, staff could explore if even part of the journey could be done on foot, as this could still be beneficial to them or whether they could, for example, walk into work but take another mode home. However, it is accepted that this mode is not going to work for everyone all of the time which is why it is important that staff have a whole range of choices to suit them and are aware of these.

More information about the benefits of walking, and how to get around Aberdeen on foot can be found at the Getabout website https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-foot/

Both the NHS and Wanderlust Travel websites also offer top walking tips https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/

https://www.wanderlust.co.uk/content/top-tips-for-walking/

You can map your best routes using www.walkit.com too.

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Topic 3: Cycling

As with walking and wheeling, there are considerable health benefits associated with cycling. In addition, cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Regular cyclists enjoy a fitness level equal to that of a person ten years younger.

The growing popularity of eBikes, which enable a battery assist to pedalling, have seen the global electric bike market grow from £4.9bn in 2018 to a predicted £11.8bn in 2023 (Confederation of the European Bike Industry). These provide a more attractive means of cycling to many people, especially when it comes to hills. More information can be found on the Energy Saving Trust website https://energysavingtrust.org.uk/advice/electric-bikes/

In 2022, a staff survey showed that over 50% of staff travel less than five miles to get to work, which is a distance that lends itself well to cycling. However, whilst only 4% of staff actually cycled to work regularly, several respondents answered that they would consider cycling with improvements to infrastructure such as cycle lanes, more secure cycle parking and improved changing facilities being the main thing that would incentivise them. The Council continues to improve and add to the citywide cycling network on an annual basis and plans to continue to improve provision of facilities at Council workplaces too. Marischal College is already well served – boasting a pool of bicycles and undercover secure bike parking with showers, changing and maintenance facilities in the basement. The Council has improved this in recent years to create more cycle parking spaces, most of which are available for staff to use on a flexible and ad hoc basis with no booking required. Secure cycle lockers are also available to staff at Kittybrewster and showers, changing facilities and secure cycle parking facilities are available at Altens East too. Many of the schools also offer cycle parking. Furthermore, the Council offers secure cycle lockers for hire at the city's

park and ride sites as well as at Dyce railway station.

For staff who use their own bike for work purposes, the Council operates a cycle mileage allowance of 20p a mile for work-related travel on short distances across the city. The Council offers a cycle to work scheme, this is a government initiative that was introduced to encourage more people to commute to and from work by bike, enabling people to make healthier choices and reducing the UK's carbon footprint. The initiative allows employees to make tax and National Insurance savings on the cost of a new bike and safety accessories. These savings are achieved via salary sacrifice which is managed by the Council and lets you spread the cost. More information is available at the following link https://accmybenefits.vivup.co.uk/

There are currently twelve bikes – including an electric and folding example – which can be picked up from Marischal College. All are equipped with locks. Simply get in touch with counciltravel@aberdeencity.gov.uk if you wish to avail yourself of this resource.

Users are asked to provide their own safety equipment – high viz, helmet etc. A maintenance station including a pump and basic tools is provided alongside the bikes in the storage area. Additionally, cycle maintenance stations are located across the city.

In 2022, a bike hire scheme, operated by Big Issue Sharebike under contract with the Council, launched in Aberdeen, giving people access to a bike without the need to own one. More information can be found here https://bigissue.bike/

For those who want to try cycling, grow their confidence cycling and/ or feel safer doing so as part of a group, the local Cycling UK group offer "Try Cycling" sessions in the city. More information can be found here https://ctcgrampian.org.uk/try-cycling-runs/

For further information about cycling locally from those who are passionate about it and can share top advice see also the Grampian Cycle Partnership and Aberdeen Cycle Forum https://aberdeencycleforum.org.uk/

For more information about cycling in Aberdeen, including access to the Aberdeen Cycle Map, go to

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For further top tips and information, see https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-foot/

Plan your route at www.cyclestreets.net

Cycling - Actions
Continue to offer a cycle salary sacrifice scheme for staff.
Explore ways for Aberdeen City Council to become a corporate member of the City's Bike Hire Scheme so that staff have access to hire bikes for work.
Continue to maintain and offer a fleet of pool bikes to staff and explore options to make these available in locations other than Marischal College.
Undertake an Audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Investigate ways to increase the provision of supporting facilities, such as showering, changing and maintenance facilities.
Continue to facilitate mileage claims for staff using their own bikes for work purposes.
Investigate setting up and participating in challenges and competitions which encourage people to cycle more often and support and enable internal groups which make cycling more attractive to more staff.
Continue to promote the benefits of cycling to staff.
Continue to signpost staff towards opportunities where they can learn to cycle and gain more confidence cycling.

Topic 4: Bus

Bus travel is a key component in the sustainable transport mix. It is the most widely used form of public transport and a useful mode for people who don't have access to a car and those who cannot walk and cycle. The staff travel survey of August 2022 showed that bus is the second most popular mode of transport used by staff to travel to work with around 14% of staff choosing it.

For City journeys you can be as quick, if not quicker, catching the bus than driving. As a car driver you must collect your vehicle, drive it through the urban area and find a place to park. It can also remove the stress of urban driving,

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allowing you to relax, read, or listen to music and podcasts whilst you are driven to work. If a bus does not go close to your home there is also the option to drive to one of the city's park and ride sites, leave your car on the periphery, and take the bus the rest of the way. For more information on the city's park and ride sites, please visit https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/aberdeen-park-and-ride/

Both First Bus and Stagecoach – the city's two main operators – have recently invested in new double deck vehicles and the Council has been working with operators in the city to support the roll out of these zero emission buses. Whilst Stagecoach has gone purely down the electric route, First – in partnership with the Council – has hydrogen powered vehicles, with their own electric vehicles augmenting these later this year.

With the assistance of technology, bus services and facilities are greatly improved. Real Time Information tells you when the next bus is due; the new fleet is comfortable and offers amenities such as Wi-Fi and USB charging for your personal electronic devices. The Council also provides real time bus information on a large screen within Marischal College and at park and ride sites. All buses are wheelchair/pushchair accessible with low-floors. Bus timetables and routes are now available via mobile apps that provide live real time bus times, vehicle capacity information and you can even purchase tickets! Information is also widely available on the Internet via the operators' own websites as well as at www.traveline.org.uk where you can plan your journey. Information can also be obtained in person at the bus station Kiosk within Union Square.

Did you know staff can get discounted bus travel? Offers are available through First Bus and Stagecoach, follow this link https://accmybenefits.vivup.co.uk/ and select Discounted Bus Tickets to find out how you receive the savings directly through the providers. Through the Council's involvement with the North East Scotland Bus Alliance, a workstream to produce a guide on 'how to use the bus' is in development. These will support staff in using bus services and making the most out of technology available when using buses.

The provision of the Grasshopper smartcard allows for multi operator bus travel, allowing

customers to take the first bus that comes along – buy from your driver.

In recognising changes in travel patterns and hybrid working practices, bus operators in the region have introduced a range of flexible tickets to ensure passengers can find the right ticket to meet their travel patterns and further advancements in the use of 'tap and cap' are being developed to ensure passengers pay the lowest fare available for their use of bus services.'

More information about travelling by bus in the North East of Scotland can be found at https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-bus/

Bus - Actions
Continue to offer a bus salary sacrifice scheme for staff.
Engage with bus companies to run awareness events in staff premises where staff can come along and find out more about bus travel.
Investigate ways to give staff access to bus travel for work purposes such as attending meetings and carrying out site visits.
Continue to liaise with the bus companies through the Council's membership of the North East Scotland Bus Alliance to investigate further ways to make bus travel better value and more attractive.

Topic 5: Train

With two stations within the Aberdeen City area at Aberdeen and Dyce and railway stations at commuter settlements such as Huntly, Insch, Inverurie, Kintore, Portlethen, Stonehaven and Laurencekirk in Aberdeenshire, rail is another useful public transport option for staff commuting to and from Aberdeen. This has been made even easier thanks to improvements to the track between Aberdeen and Inverurie in 2019, allowing quicker, more frequent services to run.

The staff travel survey, undertaken in August 2022, showed that around 2% of respondents commute to work by train. With the recent opening of Kintore station there may be the opportunity to increase this.

There are many benefits. Compared with bus and even car in many cases, the commute by train is much quicker while there is no need to

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search for a parking space in Aberdeen when you get to the city.

Where travel out with the city for work is required, the train can also be a great option. A new fleet of refurbished Scotrail intercity trains now serve the Aberdeen route, providing tables and laptop/ mobile charging facilities and Wi-Fi. This allows you to remain productive and catch up with some work on the journey, or even enjoy some restful time, rather than sitting in traffic.

For more information around train travel in the North East of Scotland go to https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-rail/

Train - Actions
Continue to promote the train to staff both as an efficient means of commuting but also for travel for work.
Further investigate whether a rail salary sacrifice scheme could be added for Council employees.

Topic 6: Taxi

Taxis provide an alternative means of travel, during working hours, allowing a similar journey to the car to be made without needing to bring your car into work. They are often useful as an ongoing mode of transport following your train journey out with the city.

As more and more taxi drivers are switching to electric, hybrid and even exploring hydrogen taxis, this mode is becoming even cleaner with time too.

For members of staff who don't drive but need direct access to a destination quickly, this can be a very useful means of travel.

Taxi - Actions
Continue to encourage taxi companies to use low and zero emission vehicles for Council contracts.
Continue to promote taxi as a viable alternative for staff to using their own vehicle.

Topic 7: Motorcycle

A motorcycle can provide an efficient and cost-effective means of getting about the City. They take up little road and parking space – helping to

reduce congestion – and, depending on the engine size, can be more environmentally-friendly in terms of fuel consumption and use of resources than cars with a single occupant – particularly mopeds, motor scooters and small motorbikes.

With more and more electric powered motorcycles coming to market now too, there are even more opportunities for powered two wheelers to become even more sustainable.

The Council can provide reimbursement to staff using a motorcycle (in the same way as car and push bike use) at 24p per mile.

Further information on motorcycling and tips for keeping you and your motorcycle safe can be found at https://www.scotland.police.uk/advice-and-information/road-safety/motorcyclists/

Motorcycle - Actions
Continue to promote the benefits of motorcycles to staff.
Improve motorcycle parking provision at Council premises.

Topic 8: Car Club

A car club provides pay as you go, on-street car rental to members who pay by the hour and the mile for what they use. It provides people with access to a car without having to own one. Aberdeen City Council has a contract in place with Enterprise car club in the city and also uses the car club as a corporate customer. This allows staff to join to use the car club for work purposes with the Council booking 10 cars, all of which are zero emission at the tailpipe, for the exclusive use of staff. In addition, staff can also book any other publicly available Enterprise car club cars, around 40 in Aberdeen and also any in other cities of the UK should they have to travel further afield for work. This means that staff are able to commute to work without being dependent on a car and still have access to a car to use for work purposes when they get there. The August 2022 staff survey revealed that 58% of staff have used the car club vehicles for work. This is encouraging but it is likely that the service could reach more staff. You could also share a lift in one of the car club vehicles with others attending the same meeting. In addition to using the car club for work, staff can also enjoy free personal membership (worth £60 per year) of the car

club as an Aberdeen City Council corporate user to use it in their free time.

For more information about the Enterprise car club, as well as how to join as a member of staff, go to https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace/SitePages/he-Council%E2%80%99s-Car-Club-provider-for-Aberdeen-is-changing.aspx

Car Clubs - Actions
Continue to provide zero emission exclusive use cars for staff to give them access to a car for work.
Undertake research to ensure that these are located in the right place.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote the car club to staff as a means of getting access to a car without needing to own one, and to grow the membership.

Topic 9: Private Car

The August 2022 staff travel survey identified that, of the 46% of people that said they travelled by car to work, only 16% said a car was essential to perform their job. This means that there is an opportunity, through the Council promoting and enabling feasible alternatives, for staff to consider changing to other modes.

However, while it is important to provide staff with a range of alternatives to the private car, it is acknowledged that there will still be times when a private car will be the most appropriate form of transport for staff to use, especially if their job requires carrying specialist equipment or needs them to have access to a car at very short notice. There are also employees and Councillors who, for mobility reasons, for safety and security reasons (for example when working late in the office), or personal reasons (for example if they need to collect children from nursery/ school) require access to their car regularly. If you do need to use your car, there are a number of things to consider which could contribute towards the Travel Plan's objectives.

- Time of travel – Try to avoid travelling in the rush hour.
- Combine your trips if you need to make more than one in a day. Plan your routes.

11

- Ensure your car is well maintained so as to avoid unnecessary fuel consumption and emissions.
- Where possible, use alternative fuelled vehicles – electric and hydrogen.
- Look at whether you can car share.
- Practice eco driving.

These final three points will be covered in more detail in the following sections.

Car Use - Actions
Support the review of essential car user and mileage claim processes as part of the Staff Travel Policy refresh and explore opportunities to make staff less dependent on private cars.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Continue to promote a range of methods to staff which encourage car use to be undertaken in the most sustainable way.

Topic 10: Car sharing

Car sharing makes huge financial sense. The more people that travel in a car, the more people you can divide the cost of the journey by, so it can be a great way to save money through commuting. Even if you are unable to find someone to share the entire length of your journey with, there might be central meeting places, such as park and ride sites where you can meet up, park a vehicle and continue the onward journey in the other.

Car sharing is also a great way of combatting feelings of social isolation by bringing people together for the journey.

To help facilitate this, NESTRANS, the regional Transport Partnership for the North East of Scotland, have joined the national Liftshare scheme and have set up a North East of Scotland specific account. This gives people the option to find others who are looking to car share and gives you the option to be matched. This match can take place either at National level or just with others within the North East of Scotland.

The staff travel survey, undertaken in August 2022, suggested that 18% of staff might be willing to car share, Therefore, it is up to the Council to try and further promote the benefits to staff.

To find out more about car sharing go to https://liftshare.com/uk/community/getabout

Car sharing - Actions
Continue to support NESTRANS in their membership and facilitation of the North East Scotland Liftshare scheme.
Promote the money saving benefits of car sharing to staff.
Promote the benefits of destinations where staff can meet up to car share for part of the journey.

Topic 11: Low carbon vehicle

With the Scottish Government committing to "Phase out the need for brand new petrol and diesel cars and vans by 2030", the numbers of hybrid, battery electric and fuel cell electric (hydrogen) vehicles continue to grow in Aberdeen. Although it can be argued that hybrid, battery electric and fuel cell electric vehicles don't reduce congestion, they have much lower emissions at the tailpipe – zero in the case of the latter two – meaning they produce less carbon emissions and are less likely to cause air pollution than pure petrol and diesel vehicles. They are also cheaper to refuel and, with less moving parts than a petrol or diesel car, often much cheaper to service too. Aberdeen City Council is leading by example with a fleet modernisation programme which will see the Council, as part of their replacement programme, using zero emission vehicles where volume ready examples exist to replace petrol and diesel. In addition to several electric vans, this has seen hydrogen road sweepers and waste collection vehicles join the fleet. The Council continues to expand the network of electric vehicle charge points across the city while other companies, such as supermarkets, shopping centres, gyms and petrol filling stations are all starting to roll out charging infrastructure. To see what is available across Aberdeen, and further afield, go to www.zap-map.com and www.aberdeencity.gov.uk/electricvehicles

To find out more about the benefits of electric vehicles and some of the grants available to support electric vehicles drivers go to https://energysavingtrust.org.uk/advice/electric-vehicles/

There are also two publicly available hydrogen refuelling stations in the city. Find out more at https://www.aberdeencity.gov.uk/services/environment/h2-aberdeen

As part of its contract with Enterprise car club, Aberdeen City Council staff can join and have access to both hydrogen and electric vehicles. Go to https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace/SitePages/he-Council%E2%80%99s-Car-Club-provider-for-Aberdeen-is-changing.aspx for more information

Low carbon vehicles - Actions
Continue to provide zero emission exclusive use cars to staff, as part of the car club contract, to give them access to a car for work.
Investigate further charging opportunities at Council premises to provide staff with the opportunity to charge at work.
Continue to support the fleet replacement programme and subsequent growth of zero emission vehicles, so that the Council can continue to lead by example.
Continue to promote both hydrogen and EVs equally as both form part of the solution to decarbonising transport.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote low carbon vehicles and their benefits to staff and provide them with opportunities to try them in the real world via the car club contract.

Topic 12: Eco-driving

When using your car, there are many eco-driving techniques you can use. These will not only reduce the environmental impact of driving but can save you money in fuel bills and maintenance costs. The Energy Saving Trust (Scotland) identifies 7 key areas which can make a difference.

- Drive smoothly.
- Shift up early to a higher gear.
- Avoid excessive speeds.
- Switch off.
- Tyre pressures
- Roof racks, boxes and bars
- Windows vs air conditioning

You can find more details here https://energysavingtrust.org.uk/advice/efficient-driving/

Better driving techniques can also reduce accidents and lower insurance premiums.

Eco-driving - Actions
Continue to promote the benefits of eco driving to staff and stress the money saving benefits as well as environmental ones.
Investigate working with the Energy Saving Trust to run eco driving courses for staff.

Topic 13: Parking

Whether it is for bikes or cars, provision of parking is a key component which affects people's use of the transport network.

For bikes, although cycle parking provision exists at Marischal College, Town House, Altens East and many of the schools, there are a lot of Council workplaces which would benefit from improved secure cycle parking.

As identified earlier, a vehicle parking space is not guaranteed for all members of staff at Aberdeen City Council. While at locations such as schools or suburban offices, there is likely to be a greater provision of car parking, opportunities are very limited in city centre premises such as Marischal College, Town House and the Art Gallery. However, these sites are most accessible by the greatest number of other options, ensuring that they still remain easy to access for most staff.

Therefore, parking provision should be prioritised for

- sustainable modes such as cycling, car club
- other motorised modes with a small footprint such as motorcycles
- employees whose private car is essential to undertaking their job
- members of staff with disabilities who rely on their car to get around
- servicing requirements.
- visitors to Council buildings

Did you know? 10 bikes can park in the same space as one car.

Parking - Actions
Undertake an Audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Support a review of essential car user and parking permit provisions for staff as part of the

Staff Travel Policy refresh.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to use and park their own cars at Council premises.
Encourage staff to park out with the city centre, using facilities such as park and ride sites, and continue their onward journey by a more sustainable means.
Continue to promote the alternatives to driving for staff to further reduce the demand for parking.

Topic 14: Travel Information and Awareness

The Council has a key role to play in reducing the emissions from staff travel. It has commitments around net zero, the need to support a healthy workforce, both mentally and physically and the need to ensure that staff are able to access their work without undue cost. Therefore, it is not just important to give staff access to sustainable transport but also to let them know what is available.

The Council Travel Plan itself is designed to form a key component of this by making the case for sustainable transport and signposting staff to many useful links where they can find out more.

As part of its commitment to working with others to encourage sustainable transport in the area, the Council, along with Aberdeenshire Council, NESTRANS, NHS Grampian, Robert Gordon University, the University of Aberdeen, North East Scotland College and the Energy Saving Trust, is part of the Getabout partnership. Formed in 2009, this enables partners to share best practice, work together on developing sustainable transport initiatives, and allows all sustainable transport to be grouped and branded under Getabout. The Getabout website therefore is a very important tool for signposting staff towards sustainable transport options. www.getabout.org.uk

Internally, the Green Workplace pages will continue to be developed as the main place to find out about how to travel for work sustainably https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace

The Council Benefits pages also provide staff with information about how they can save money through the bus and bike salary sacrifice schemes https://accmybenefits.vivup.co.uk/

It is acknowledged that not everyone is able to easily access online resources so the Council will look to organise drop-in sessions for staff at main office buildings to further promote travel choices to staff.

Travel Information and Awareness - Actions
Continue to signpost staff to the Getabout website for information on sustainable travel in the North East and to promote sustainable travel citywide through the Council's own membership of the Getabout partnership.
Develop the Green Workplace area of the Intranet as a resource for staff travel information.
Work with communications colleagues to investigate further ways in which travel updates can be relayed to staff.
Support the ability to offer staff travel incentives through the bike and bus salary sacrifice schemes and investigate if similar schemes could be developed for other modes.
Look to hold physical events to promote sustainable travel options to staff in major Council office buildings.

Topic 15: Monitoring

The Council Travel Plan will cover a period from 2023 until 2030. In order to establish the success of the Council travel plan and its actions, it is proposed that monitoring will take place at least every 2 years. This will take place against the actions below.

In addition, it is proposed to undertake a staff travel survey every 2 years to see how the trends are changing against the 2022 baseline. The full baseline figures for the 2022 survey are available in Appendix 1.

We acknowledge that the transport context is constantly changing. Should any major new developments, initiatives or changes occur during the life of this Plan, we will look to adapt the document in response to opportunities offered by these.

Monitoring - Actions
Undertake monitoring every 2 years against the actions.
Undertake monitoring of the strategic context to

Full Action List

The full list of actions can be found below

Reducing the need to travel / travel more flexibly - Actions
Support the further development of Microsoft Teams to further increase the attractiveness and feasibility of home and virtual working for staff and visitors.
Where staff have to travel out with their main place of work, support virtual meetings becoming the encouraged default for Council staff unless good reason prevents it.
Ensure that the above is not undertaken at the expense of the mental and physical health of staff and acknowledge that not all staff have the ability to work from home.
Where staff do have to travel for work, continue to support further ways of enabling staff to work more flexibly, allowing them to travel out with peak times.

Walking and wheeling - Actions
Promote and facilitate walking and wheeling challenges and competitions to incentivise staff to walk more.
Support the principle of walking and wheeling meetings for staff as an alternative to virtual meetings and those taking place in a room for physical and mental benefit.
Support led walks and health walks taking place before and after work and during lunchtime.
Continue to promote walking and wheeling to staff as a means of staying active, saving money and reducing the environmental impact of travel.

Cycling - Actions
Continue to offer a cycle salary sacrifice scheme for staff.
Explore ways for Aberdeen City Council to become a corporate member of the City's Bike Hire Scheme so that staff have access to hire bikes for work.
Continue to maintain and offer a fleet of pool bikes to staff and explore options to make these available in locations other than Marischal College.
Undertake an Audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Investigate ways to increase the provision of

supporting facilities, such as showering, changing and maintenance facilities.
Continue to facilitate mileage claims for staff using their own bikes for work purposes.
Investigate setting up and participating in challenges and competitions which encourage people to cycle more often and support and enable internal groups which make cycling more attractive to more staff.
Continue to promote the benefits of cycling to staff.
Continue to signpost staff towards opportunities where they can learn to cycle and gain more confidence cycling.

Bus - Actions
Continue to offer a bus salary sacrifice scheme for staff.
Engage with bus companies to run awareness events in staff premises where staff can come along and find out more about bus travel.
Investigate ways to give staff access to bus travel for work purposes such as attending meetings and carrying out site visits.
Continue to liaise with the bus companies through the Council's membership of the North East Scotland Bus Alliance to investigate further ways to make bus travel better value and more attractive.

Train - Actions
Continue to promote the train to staff both as an efficient means of commuting but also for travel for work.
Further investigate whether a rail salary sacrifice scheme could be added for Council employees.

Taxi - Actions
Continue to encourage taxi companies to use low and zero emission vehicles for Council contracts.
Continue to promote taxi as a viable alternative for staff to using their own vehicle.

Motorcycle - Actions
Continue to promote the benefits of motorcycles to staff.
Improve motorcycle parking provision at Council premises.

Car Clubs - Actions
Continue to provide zero emission exclusive use cars for staff to give them access to a car for work.
Undertake research to ensure that these are located in the right place.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.

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Continue to promote the car club to staff as a means of getting access to a car without needing to own one, and to grow the membership.

Car Use - Actions

Support the review of essential car user and mileage claim processes as part of the Staff Travel Policy refresh and explore opportunities to make staff less dependent on private cars.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Continue to promote a range of methods to staff which encourage car use to be undertaken in the most sustainable way.

Car sharing - Actions

Continue to support NESTRANS in their membership and facilitation of the North East Scotland Liftshare scheme.
Promote the money saving benefits of car sharing to staff.
Promote the benefits of destinations where staff can meet up to car share for part of the journey.

Low carbon vehicles - Actions

Continue to provide zero emission exclusive use cars to staff, as part of the car club contract, to give them access to a car for work.
Investigate further charging opportunities at Council premises to provide staff with the opportunity to charge at work.
Continue to support the fleet replacement programme and subsequent growth of zero emission vehicles, so that the Council can continue to lead by example.
Continue to promote both hydrogen and EVs equally as both form part of the solution to decarbonising transport.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote low carbon vehicles and their benefits to staff and provide them with opportunities to try them in the real world via the car club contract.

Eco-driving - Actions

Continue to promote the benefits of eco driving to staff and stress the money saving benefits as well as environmental ones.
Investigate working with the Energy Saving Trust to run eco driving courses for staff.

Car Parking - Actions

Undertake an Audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Support a review of essential car user and parking permit provisions for staff as part of the

Staff Travel Policy refresh.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to use and park their own cars at Council premises.
Encourage staff to park out with the city centre, using facilities such as park and ride sites, and continue their onward journey by a more sustainable means.
Continue to promote the alternatives to driving for staff to further reduce the demand for parking.

Travel Information and Awareness - Actions

Continue to signpost staff to the Getabout website for information on sustainable travel in the North East and to promote sustainable travel citywide through the Council's own membership of the Getabout partnership.
Develop the Green Workplace area of the Intranet as a resource for staff travel information.
Work with communications colleagues to investigate further ways in which travel updates can be relayed to staff.
Support the ability to offer staff travel incentives through the bike and bus salary sacrifice schemes and investigate if similar schemes could be developed for other modes.
Look to hold physical events to promote sustainable travel options to staff in major Council office buildings.

Monitoring - Actions

Undertake monitoring every 2 years against the actions.
Undertake monitoring of the strategic context to see if anything major needs to be incorporated to the plan both internal and external to the Council.
Undertake a staff travel survey every 2 years.

Appendix 1
The baseline information from the staff travel survey (August 2022)

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2. Approximately how far in miles do you normally travel to work? If you sometimes work from home but also sometimes travel to a workplace (for example if you are currently hybrid working), please tick more than one option.

More Details

🔵	0 miles (I work from home)	283
🟠	Less than 1 mile	77
🟢	Over 1 mile and up to 2 miles	161
🔴	Over 2 miles and up to 3 miles	126
🟣	Over 3 miles and up to 5 miles	195
🟤	Over 5 miles and up to 10 miles	180
🩷	Over 10 miles and up to 20 miles	123
⚫	Over 20 miles	140
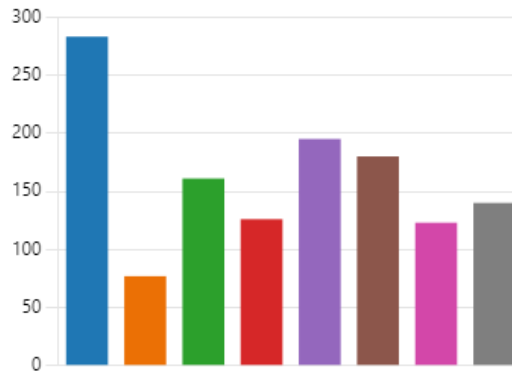
3. When commuting, on average how long does your journey to work usually take?

More Details

🔵	N/A (I do not travel to work)	23
🟠	Up to 15 minutes	198
🟢	16 - 30 minutes	407
🔴	31 - 60 minutes	273
🟣	More than 60 minutes	69

4. How do you usually travel to your main place of work (i.e. the place where you spend most of your time when working)? (tick one box only – tick the box that represents your most typical choice. If you use more than one mode of transport, answer based on the longest part of your journey by distance)

More Details   🔆 Insights

🔵	I work from home	202
🟠	Walk	111
🟢	Cycle	40
🔴	Bus	132
🟣	Motorcycle	2
🟤	ACC Fleet Vehicle	5
🩷	Car share/passenger	44
⚫	Car (solo driver)	403
🟡	Park and ride	2
🔵	Train	20
🔵	Taxi	1
🟠	Other	10

5. In addition to your answer the question 4 above, if you have a secondary mode (i.e., I work from home 3 days a week but then I commute into work the other 2 days or I drive 3 days a week, but I cycle 2 days) please select below:

●	I work from home	277
●	Walk	119
●	Cycle	34
●	Bus	115
●	Motorcycle	5
●	ACC Fleet Vehicle	4
●	Car share/passenger	47
●	Car (solo driver)	172
●	Park and ride	4
●	Train	32
●	Taxi	1
●	Other	16
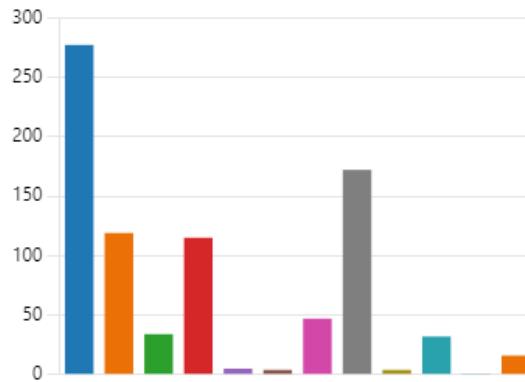
6. How often do you work from home?

●	5 or more days a week	86
●	3-4 days a week	275
●	1-2 days a week	182
●	Once a fortnight	28
●	Once a month or less	75
●	Never	322
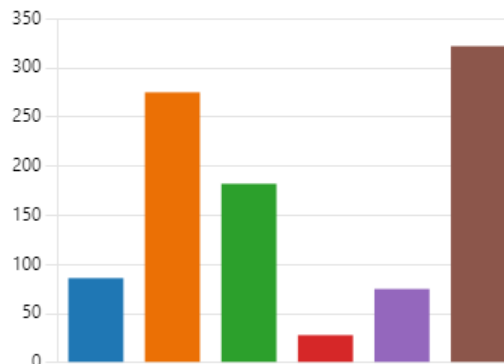
7. How often do you walk to/from work for all or part of your journey?

●	All of the time	205
●	Most of the time	103
●	Sometimes	113
●	Rarely	97
●	Never	448

8. How often do you cycle to/from work for all or part of your journey?

More Details   💡 Insights

🔵	All of the time	20
🟠	Most of the time	23
🟢	Sometimes	37
🔴	Rarely	36
🟣	Never	847

9. Do you currently walk to meetings/site visits during the business day, and if yes – how often?

More Details   💡 Insights

🔵	5 or more days a week	15
🟠	3-4 days a week	20
🟢	1-2 days a week	77
🔴	Once a fortnight	51
🟣	Once a month or less	188
🟤	Never	601
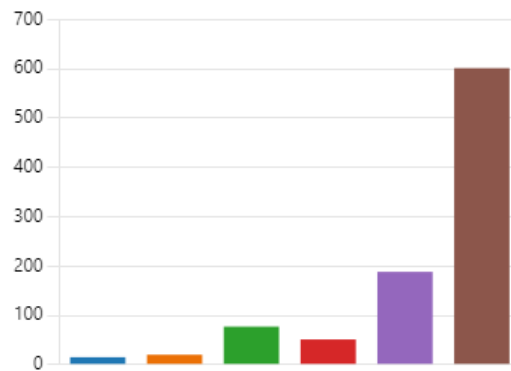
10. Do you currently cycle to meetings/site visits during the business day – and if yes, how often?

More Details

- 5 or more days a week — 3
- 3-4 days a week — 2
- 1-2 days a week — 4
- Once a fortnight — 10
- Once a month or less — 36
- Never — 900
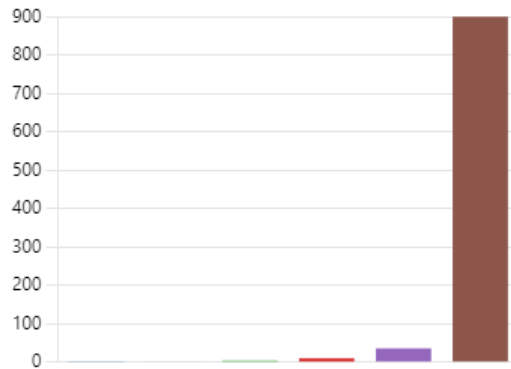
11. Are you aware that the council has a fleet of pool bicycles, including an electric bike and a folding bike, based at Marischal College which staff can use during the business day?

More Details   Insights

- Yes — 331
- No — 639

12. Are you aware that the Council offers indoor cycle parking plus maintenance facilities and changing and showering facilities for staff in the basement of Marischal College?

More Details

- Yes — 550
- No — 420

13. Are you aware that the council offers a cycle to work scheme whereby employees can get a new bike at a reduced price through the council and pay back the cost monthly?

More Details   Insights

- Yes — 709
- No — 253

14. Are you aware that the council offers reimbursement at a rate of 20p per mile for employees who use their own bike for business use?

More Details   ☼ Insights

● Yes	191
● No	779

15. Are you aware that the council offers secure cycle lockers for hire at the city's park and ride sites as well as at Dyce railway station?

More Details   ☼ Insights

● Yes	198
● No	767

16. How often do you travel to/from work by public transport (e.g. bus, train, Park & Ride, or taxi) for all or part of your journey?

More Details   ☼ Insights

● All of the time	125
● Most of the time	67
● Sometimes	118
● Rarely	187
● Never	473

17. Do you currently take public transport to meetings/site visits during the business day? If yes, how often?

More Details   ☼ Insights

● 5 or more days a week	9
● 3-4 days a week	12
● 1-2 days a week	26
● Once a fortnight	19
● Once a month or less	129
● Never	769
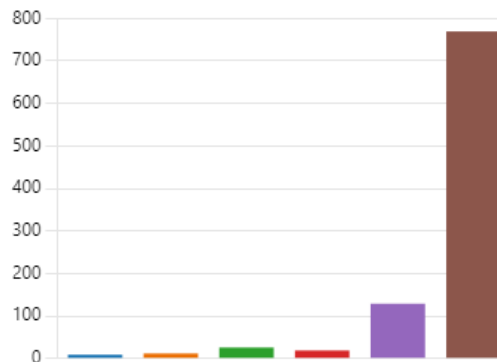
18. Are you aware that the council offers a scheme whereby employees can get a bus season ticket at a reduced price through the council and pay back the cost monthly?

More Details

- Yes — 361
- No — 603

19. How often do you travel to/from work by car as the DRIVER for all or part of your journey?

More Details · Insights

- All of the time — 420
- Most of the time — 87
- Sometimes — 80
- Rarely — 72
- Never — 312

20. Why do you use your car for travel to/from work? Please tick all that apply

More Details

- Car essential to perform job — 155
- Giving others a lift — 45
- I carry heavy or sensitive items a... — 88
- Dropping off/collecting children — 96
- I undertake multiple trips/have ... — 130
- Public transport is not available — 89
- Public transport is not reliable — 107
- Public transport is not frequent ... — 144
- Public transport is not quick eno... — 147
- Cheap — 39
- Convenient — 243
- Lack of alternatives — 91
- Allowance — 1
- Health reasons — 36
- Other — 101
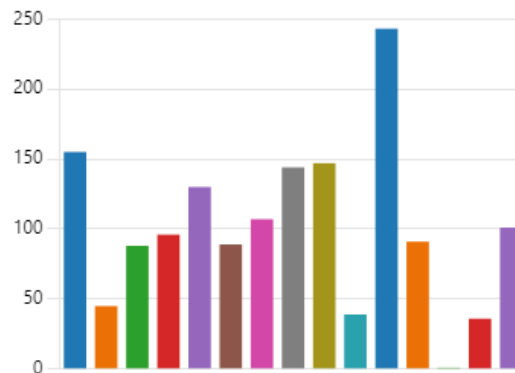
21. Do you currently use your own car for meetings/site visits during the business day? If yes, how often?

More Details

- 5 or more days a week — 39
- 3-4 days a week — 67
- 1-2 days a week — 87
- Once a fortnight — 44
- Once a month or less — 169
- Never — 247
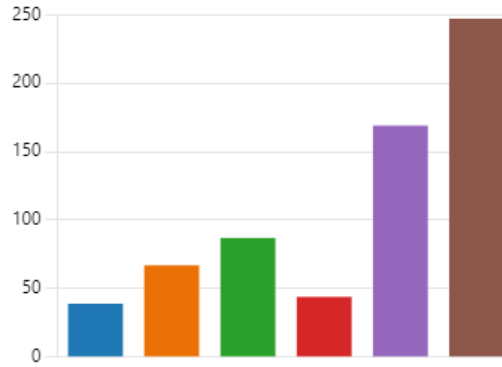
22. When at work, which type of parking would you normally use?

More Details

- Off street parking permit provid... — 58
- Free on-site parking — 315
- Free on street parking — 122
- Off street parking financed by y... — 101
- Park & Ride facility — 7
- Other — 48
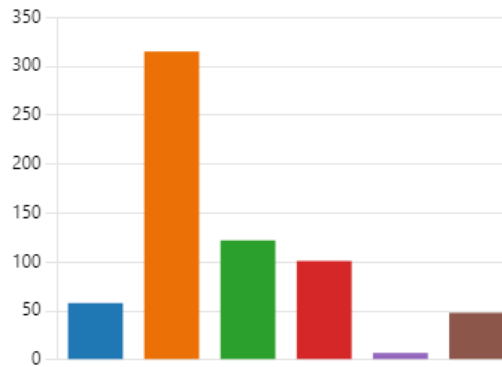
23. How is your car fuelled?

Insights

🔵 Pure petrol	491	
🟠 Pure diesel	243	
🟢 Hybrid	27	
🔴 Plug in hybrid	2	
🟣 Battery electric	19	
🟤 Hydrogen	0	
🟣 Other	71	
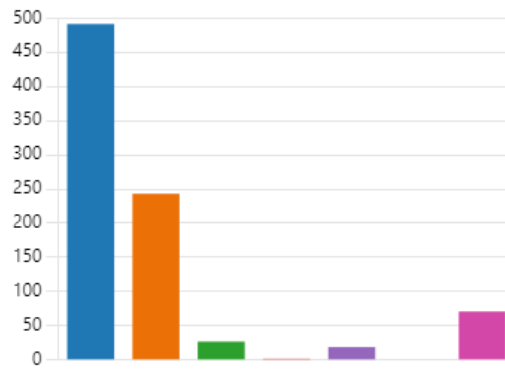
24. Do you car share to work either as the DRIVER or the PASSENGER for all or part of your journey?

Insights

🔵 All of the time	34
🟠 Most of the time	41
🟢 Sometimes	101
🔴 Rarely	128
🟣 Never	650

25. Are you aware that Aberdeen City Council currently has a car share scheme which matches staff who would be willing to share a car for the journey to/from work?

More Details

- Yes   344
- No   613

26. Would you be willing to join this car share scheme?

More Details   Insights

- Yes   174
- No   765
- I am already a member   15

27. Do you have access to a private vehicle?

More Details   Insights

- Yes   779
- No   174

28. Are you aware that the council is part of a Car Club, run by Enterprise, whereby staff can book out a car from the club to use when travelling for business purposes?

More Details   💡 Insights

- Yes   695
- No   268

29. Have you joined the car club?

More Details

- Yes   154
- No   541

30. If not, what has stopped you?

Insights

468
Responses

Latest Responses
"Car essential for home visits and dropping other humans off and collecting ...

---

138 respondents (**29%**) answered **car** for this question.

No cars access to a car car is more convenient
club car no need work purposes need to travel
PREFER MY OWN CAR Not needed **car** use of a car car and have access
work
car for business need car club cars I am not
work day work from home place of work

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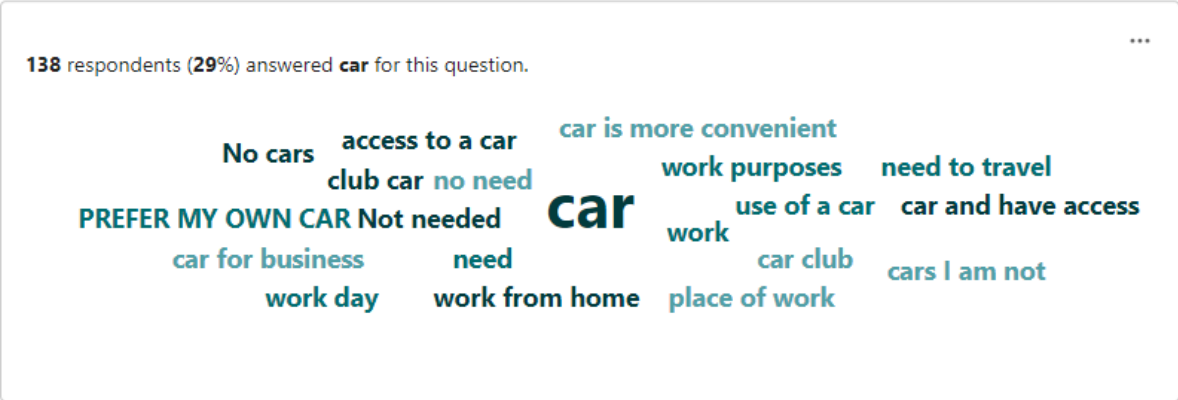
31. Have you ever used the car club?

- Yes   89
- No   64

32. If not, what has stopped you?

More Details   Insights

57
Responses

Latest Responses

15 respondents (26%) answered **n't had the need** for this question.

use overnight management of time
hire car working   occasions   Sites   Distance and time
role **n't had the need**   use it soon
car   way into the office
car is off the road
No requirement   office   time   no need **need**
car club   Cars are never available

33. Do you find there is usually a car available when you need one?

More Details

🔵 All of the time	11
🟠 Most of the time	60
🟢 Sometimes	13
🔴 Rarely	3
🟣 Never	2

34. Have you tried any of the electric car club vehicles?

More Details

- Yes — 71
- No — 18
- I did not know there were electr... — 0
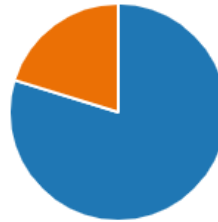
35. How did you find unplugging the electric vehicle?

More Details

- Very easy — 23
- Easy — 27
- Neither easy nor difficult — 12
- Difficult — 9
- Very difficult — 0

36. How did you find getting the electric vehicle started?

More Details

- Very easy — 29
- Easy — 26
- Neither easy nor difficult — 8
- Difficult — 5
- Very difficult — 2

37. How did you find the electric vehicle was to drive?

More Details

🔵	Very easy	41
🟠	Easy	24
🟢	Neither easy nor difficult	5
🔴	Difficult	1
🟣	Very difficult	0

38. How did you find plugging back in the electric vehicle

More Details

🔵	Very easy	21
🟠	Easy	27
🟢	Neither easy nor difficult	13
🔴	Difficult	6
🟣	Very difficult	0
🟤	Other	3
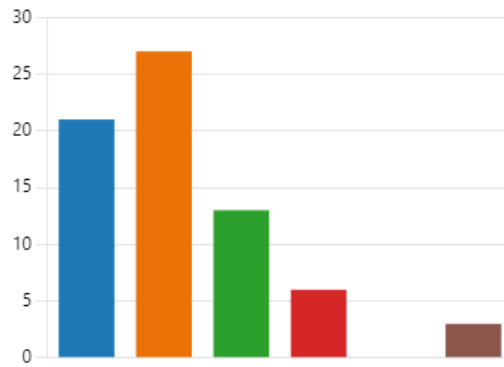
39. Have you tried any of the hydrogen vehicles?

More Details

- ● Yes — 49
- ● No — 40
- ● I did not know there were hydro... — 0

40. How did you find getting the hydrogen vehicle started?

More Details

- ● Very easy — 21
- ● Easy — 15
- ● Neither easy nor difficult — 7
- ● Difficult — 6
- ● Very difficult — 0

41. How did you find the hydrogen vehicle to drive?

More Details

- ● Very easy — 25
- ● Easy — 19
- ● Neither easy nor difficult — 5
- ● Difficult — 0
- ● Very difficult — 0

42. How did you find refuelling the hydrogen vehicles

🔵	Very easy	9
🟠	Easy	1
🟢	Neither easy nor difficult	20
🔴	Difficult	12
🟣	Very difficult	4
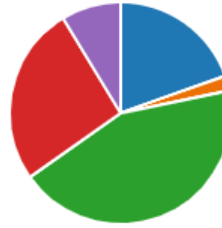
43. Did you know that you can get free personal membership (worth £60 per year) of the car club as an Aberdeen City Council corporate user?

🔵	Yes	110
🟠	No	309

44. Which service do you work in?

● Customer	302	
● Commissioning	91	
● Operations	384	
● Resources	102	
● Governance	47	
● I am an Elected Member	3	
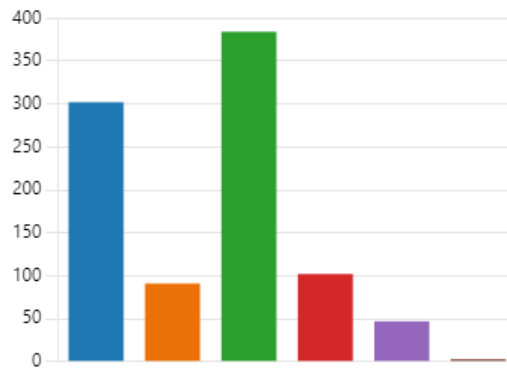
45. Where do you normally work? (if you work outdoors please answer the question with the location you are normally based in e.g. Kittybrewster or Tullos Depot)

● Marischal College	285	
● Home	179	
● Town House	13	
● Altens East	6	
● Spring Gardens	15	
● Kittybrewster	22	
● Tullos	23	
● Archibald Simpson House	5	
● School	162	
● Other	235	
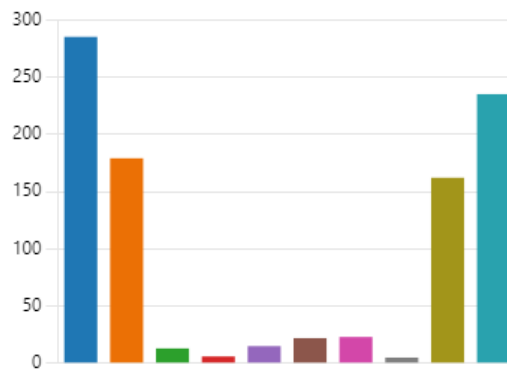
46. How has the COVID-19 Pandemic generally affected your travel?

🔵	I travel less	423
🟠	I travel differently	60
🟢	It has not affected my travel	448
🔴	Other	29

47. How do you now travel differently? Please tick all that apply.

🔵	I walk more	16
🟠	I cycle more	3
🟢	I drive more	18
🔴	I drive less	12
🟣	I use public transport more	10
🟤	I use public transport less	18
🟣	Other	1
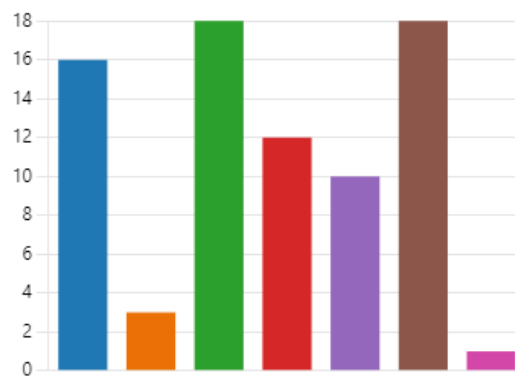
48. Following the COVID-19 Pandemic, has your frequency of travelling to a workplace changed?

More Details

🔵	I travel into work less	499
🟠	I travel into work more	26
🟢	I travel into work the same	428
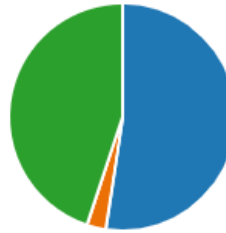
49. Pre COVID-19, how often did you travel to your place of work?

More Details   💡 Insights

🔵	5 or more days a week	708
🟠	3-4 days a week	199
🟢	1-2 days a week	22
🔴	Once a fortnight	3
🟣	Once a month or less	3
🟤	Never	16
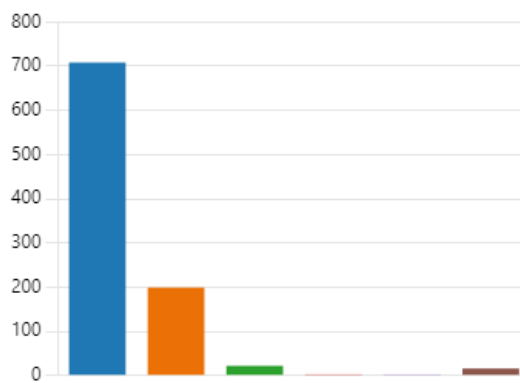
50. How often do you travel to your place of work now?

More Details   Insights

- 5 or more days a week   348
- 3-4 days a week   210
- 1-2 days a week   252
- Once a fortnight   46
- Once a month or less   76
- Never   23
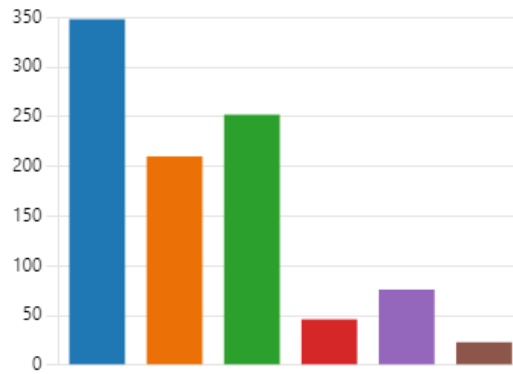
51. Do you now travel differently to, from and during work than you did prior to 2020? Please tick all that apply.

More Details

- I walk more   153
- I cycle more   37
- I drive more   124
- I drive less   199
- I use public transport more   91
- I use public transport less   112
- Other   182
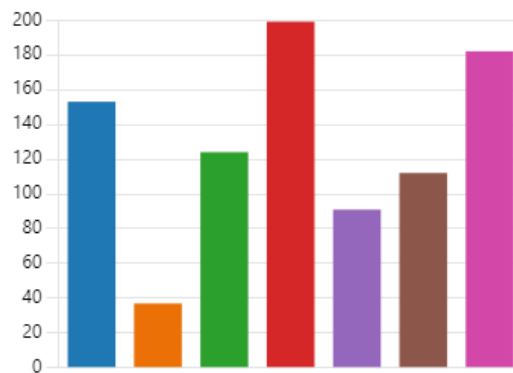
52. What factors have influenced your change in travel behaviour? Please tick all that apply.

More Details

🔵	COVID-19	325
🟠	Rising cost of living	223
🟢	Rising cost of fuel	246
🔴	Rising environmental concerns	128
🟣	Other	286

53. What is your age?

More Details

🔵	Under 25	17
🟠	25-34	171
🟢	35-44	230
🔴	45-54	299
🟣	55 or over	234

54. What is your sex?

More Details

🔵	Male	311
🟠	Female	618
🟢	Prefer not to say	23
🔴	Other	1

55. Do you have a disability that affects your travel arrangements?

More Details   Insights

- Yes   61
- No   887

56. If you already travel by sustainable means (walking, cycling, bus, car sharing etc), what improvements would enhance your journey?

More Details   Insights

376
Responses

Latest Responses
"The buses being more regular and showing up on time"

117 respondents (31%) answered **bus** for this question.

Electric Buses   bus times   Better cycle   bus travel   bus routes
bus journeys   cycle routes   **bus**   cycle lanes   travel by bus
bus to work   bus services   frequent buses   bus fares
bus stop   better bus   reliable bus   bus pass   frequency of bus
bus tickets
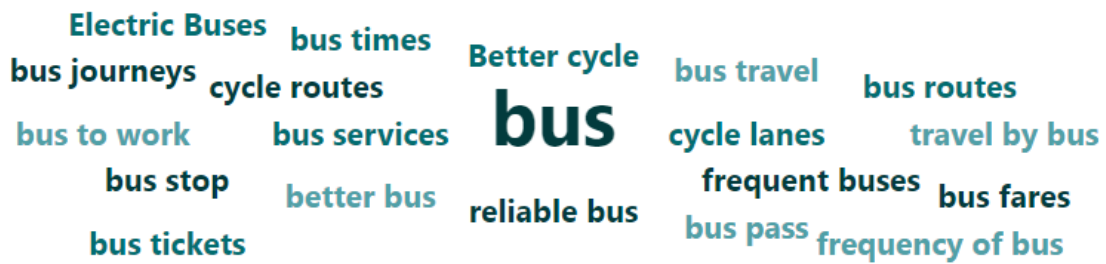
57. If you don't usually travel by sustainable means, what could be put in place to enable you to consider travelling sustainably?

More Details   Insights

423
Responses

100 respondents (24%) answered **bus** for this question.
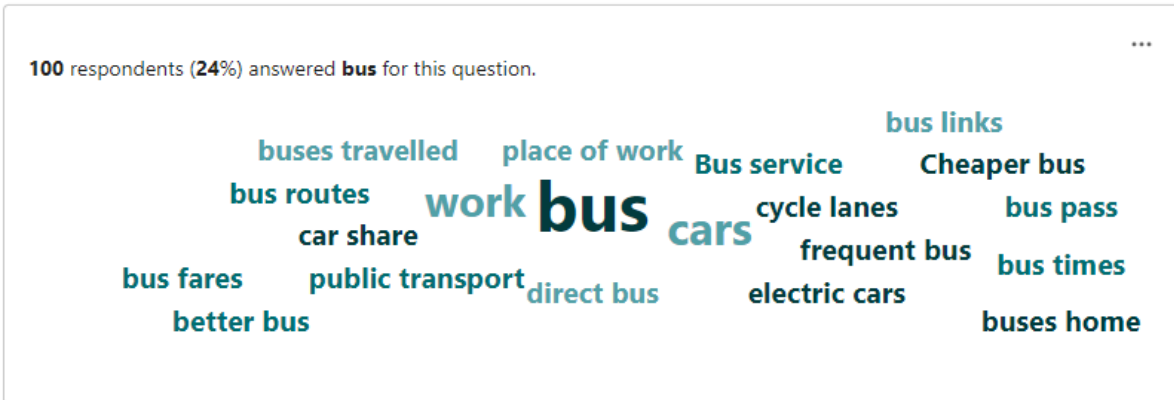
58. If you have any comments on any of the issues raised in this survey, please indicate what area of transport this refers to and input your comment into the box below

More Details

● Walking	22	
● Cycling	46	
● Bus	69	
● Train	21	
● Motorcycle	5	
● Car	22	
● Car sharing	9	
● Car Club	10	
● Electric vehicles	21	
● Salary sacrifice scheme	16	
● Other	100	
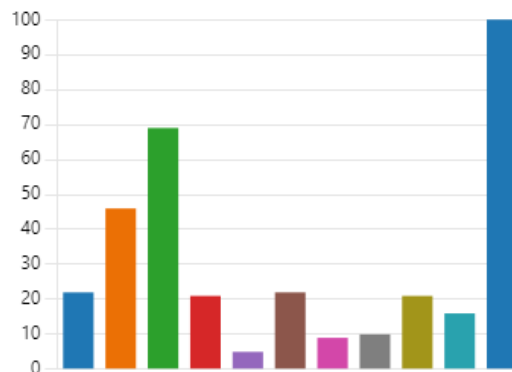
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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	North East Scotland Active Travel Network Review
REPORT NUMBER	COM/23/332
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Donald Kinnear
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to update Members on progress of the North East Scotland Active Travel Network Review, a strategic active travel project currently being co-ordinated by Nestrans.

2. RECOMMENDATION(S)

That the Committee:-

2.1 Note the progress that has been made on the North East Scotland Active Travel Network Review pertaining to the Aberdeen City area (as the responsible Roads Authority);

2.2 Note that, subject to Nestrans Board approval, the initial outcomes of the Network Review will proceed to public and stakeholder consultation, and that this will be co-ordinated by Nestrans; and

2.3 Instruct the Chief Officer – Strategic Place Planning to report further progress to this Committee at an appropriate time following the public consultation process, within the next 12 months.

3. CURRENT SITUATION

3.1 There is a consistent policy ambition regarding active travel across Nestrans, Aberdeen City Council and Aberdeenshire Council, and at present there are a number of existing active travel proposals, ongoing studies, and identified network gaps, albeit at different stages of development. These span interventions within neighbourhoods, towns and villages; along key transport corridors; on the core paths network; and along the region's longer distance strategic active travel routes. However, at present there is no clearly defined active travel network for the North East of Scotland. Furthermore, within the mix

of current and potential schemes, it can be difficult to establish different delivery priorities and match these to the different funding sources that are available.

3.2 As a result, and following a Nestrans-led tender exercise carried out earlier this year, transport consultancy firm Jacobs were commissioned to carry out an Active Travel Network Review for the North East of Scotland. The purpose of the review is to identify a coherent and holistic aspirational walking, wheeling and cycling network for the region. 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 delivery within the region over the next 10-20 years. By clearly establishing an active travel network and delivery priorities, partners will be able to capitalise on opportunities arising from Scottish Government's commitment to increased year upon year funding for active travel.

3.3 The commission is being overseen by a client steering group formed from representatives of Aberdeen City Council, Nestrans and Aberdeenshire Council and has been broken down into 3 individual work packages covering:

- Aberdeen City Area,
- Main Towns in Aberdeenshire, and
- Strategic Regional Connections.

These are led by the respective authorities, whilst still contributing to the direction of the study overall.

3.4 In terms of the Aberdeen City area, the aim will be to develop a city-wide network of safe, connected and coherent active travel routes, which are suitable for users of all ages and abilities. It is anticipated that, if delivered, this network will further encourage modal shift away from the private car towards more healthy and sustainable forms of travel and deliver a range of safety, accessibility, health and environmental benefits. These will all contribute to many of the aims and outcomes associated with the Local Transport Strategy (LTS), Local Outcome Improvement Plan (LOIP), Net Zero Vision etc.

3.5 This network of routes has been categorised as follows:

- Primary Routes – these link key trip attractors and attract the highest usage. These routes are often used for commuting trips and will potentially form active travel freeways in urban areas.
- Secondary Routes – these provide links to the local centres within the city.
- Local Access Routes – these provide connections from the Primary and Secondary routes into local neighbourhoods and streets at the beginning and end of journeys.
- Long Distance Routes – these are often used for recreation and touring (cycling) purposes but can also correspond with the other route types outlined above.

3.6 Although the development of the active travel route network for the Aberdeen City area has been managed by officers in the Transport Strategy and

Programmes team, the process has benefitted from input by colleagues from across the Transportation and Planning teams, and from early engagement with key stakeholders including the Disability Equity Partnership (DEP), Aberdeen Cycle Forum and Grampian Cycle Partnership.

3.7   Subject to Nestrans Board approval on 6th December 2023, Nestrans intend to undertake a six week period of public and stakeholder consultation, beginning immediately after the festive break in early January 2024. Holding a consultation exercise into the draft network proposals will be a vital step in gauging the acceptability of the proposals as they stand, and highlighting to those who involve themselves in the process what considerations have informed the development of the proposed network. A consultation will also ensure that the input of key stakeholders and members of the public is incorporated into the final proposed active travel route network.

3.8   Following the consultation period, time will be required for Jacobs and officers to review the comments received and update the draft active travel route network into a set of finalised proposals. It is envisaged that the finalised active travel route network proposals, including high level costs, proposed network prioritisation and impact assessments will be reported to the Nestrans Board in spring/summer 2024 before coming to this Committee for adoption as Roads Authority later in 2024.

4.   FINANCIAL IMPLICATIONS

4.1   The cost of undertaking the Active Travel Network Review is currently being met by Nestrans and an allocation from the Bus Lane Enforcement (BLE) programme, as agreed at the 24th May 2023 meeting of this Committee.

4.2   There will be financial implications associated with delivering the outcomes of the review, and these will be identified and quantified as the study progresses.

5.   LEGAL IMPLICATIONS

5.1   There are no legal implications at this stage. There may be implications with delivering the outcomes of the review, and these will be identified as the study progresses.

6.   ENVIRONMENTAL IMPLICATIONS

6.1   There are no environmental implications at this stage. Delivery of the outcomes of the review is anticipated to have environmental improvements arising from a modal shift from vehicular to active forms of travel, with associated carbon reduction and air quality improvements. These will be further assessed as the study progresses.

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	Without a formal active travel route network, there is a risk that the city's transport network will not be able to respond to future changes in environmental, economic, health and social contexts. In understanding this, it allows the Aberdeen transport network to evolve in response to this for the benefit of users.	Establish proposals for active travel route network.	L	**Yes**
Compliance	The lack of a formal active travel route network could compromise the Council's abilities to meet national targets for carbon reduction, air quality and the reduction of journeys made by private cars.	Establish proposals for active travel route network.	L	**Yes**
Operational	Without a formalised active travel route network, there is a risk that the overreliance on private car use will continue and the associated issues that this brings, such as congestion, air quality issues, parking issues and potential impacts on	Establish proposals for active travel route network.	L	**Yes**

	the health of the population.			
Financial	Establishing a formal active travel route network and delivery priorities will assist the Council to capitalise on opportunities arising from the Scottish Government's commitment to increase levels of funding for active travel projects.	Establish proposals for active travel route network	L	**Yes**
Reputational	The lack of a formal active travel route network potentially gives residents and investors the impression that Aberdeen does not care about meeting national targets for the reduction in the number of journeys made by private car or encouraging the use of active modes of travel which may discourage them from wanting to live in and invest in the city.	Establish proposals for active travel route network.	M	**Yes**
Environment / Climate	The lack of a formal active travel route network could compromise the Council's abilities to achieve Net Zero, air quality and noise quality targets.	Establish proposals for active travel route network.	L	**Yes**

8.   OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report support the delivery of the following aspects of the policy statement:-

Working in Partnership for Aberdeen	Creating a Road Safety Fund with an annual capital budget of at least £1 million to be used to make roads and pavements safer for pedestrians, cyclists, drivers and other road users and implement traffic management projects which improve road safety.
	Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen.

Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous Economy Stretch Outcomes	The proposals help contribute to Stretch Outcome 1: *No one will suffer due to poverty by 2026* – By creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that people are less reliant on expensive forms of transport to get around.
Prosperous People Stretch Outcomes	The proposals help to contribute to the following stretch outcomes:- 4. *95% of all children will reach their expected developmental milestones by their 27-30 month review by 2026* – By creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so. 5. *90% of children and young people report they feel listened to all of the time by 2026* - Young people will be encouraged to participate in the consultation. 6. *By meeting the health and emotional wellbeing needs of our care experienced children and young people they will have the same levels of attainment in education and positive destinations as their peers by 2026* - By supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so. 7. *95% of children living in our priority neighbourhoods (Quintiles 1 & 2) will sustain a*

	positive destination upon leaving school by 2026 - By creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and other opportunities. 9. *100% of our children with Additional Support Needs/disabilities will experience a positive destination* - By encouraging and enabling the transport network to be more inclusive this helps ensure that young people with additional support needs and disabilities are more able to access education and other opportunities. 11. *Healthy life expectancy (time lived in good health) is five years longer by 2026* – By supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.
Prosperous Place Stretch Outcomes	The proposals will help to contribute to the following stretch outcomes:- 13. *Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate* - The proposals support a reduction in the need to travel unsustainably, as well as encouraging active and zero emission travel. 14. *Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026* - The proposals support and enable mode shift, walking, wheeling and cycling proposals and the importance of planning in accordance with the National Sustainable Transport Hierarchy. 15. *Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026* - The proposals will encourage and enable biodiversity to be considered as part of new transport developments and maintenance.
Regional and City Strategies	At regional level, the proposals within this report support the NESTRANS Regional Transport Strategy by transposing its content to local level, the Health and Transport Action Plan by encouraging sustainable and active travel and access to

| | healthcare, and the Regional Economic Strategy by supporting the efficient movement of goods and people.

At local level, the proposals within this report support the Aberdeen Local Development Plan, The Net Zero Aberdeen Route Map, the Net Zero Aberdeen Mobility Strategy, the City Centre and Beach Masterplan, the Aberdeen Core Paths Plan, the Aberdeen City Council Climate Change Plan, and Aberdeen Adapts by reducing dependence on the private car through promotion and enabling of a range of different transport options, planned in accordance with the sustainable transport hierarchy. |
|---|---|

9.   IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 assessment has been completed.
Data Protection Impact Assessment	Not required
Other	Not required at this time.

10.   BACKGROUND PAPERS

10.1   None

11.   APPENDICES

11.1   None

12.   REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero and Environment and Transport Committee
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Feasibility of changing the current pay and display policy (Notice of Motion by Councillor Malik)
REPORT NUMBER	RES/23/328
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	8

1.   PURPOSE OF REPORT

1.1   The report responds to the instruction from this Committee on 9 May 2023, to the Chief Officer - Operations and Protective Services to bring forward a report as soon as possible on the feasibility of changing the current pay and display policy with options and estimated cost implications.

Councillor Malik brought forward a Notice of Motion (NOM) on the basis that Council policy on Pay and Display Parking allows for free parking on a Sunday between 8am till 1pm; that this policy allows many citizens to drive to church for worship and park without the fear of receiving a Fixed Penalty Notice; 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; and that not all religious days are on a Sunday with the Qur'an invoking the importance of Friday as its day of worship.

2.   RECOMMENDATIONS

That the Committee:-

2.1   note that Aberdeen City Council controlled parking zones and car parks do not have consistent operational hours on every day of the week;

2.2   agrees that there are vehicle trips generated throughout a longer period of a typical Sunday, where greater use of controlled parking measures will be beneficial in terms of providing a turnover of parking, protecting residential parking amenity and encouraging sustainable travel alternatives; and

2.3   instructs the Chief Officer - Operations and Protective Services to commence the statutory process to introduce charged parking times on a Sunday of 8am to 8pm, in all restricted parking zones and car parks where Sundays are currently charged from 1pm to 5pm, and to report back to this Committee with any objections raised.

3.   CURRENT SITUATION

Reasons for parking controls

3.1   The Council is responsible for the management and maintenance of all on-street parking, the enforcement of Controlled Parking Zones (CPZs), the administration of parking permits, provision of parking spaces for disabled people and some off-street car parks.

3.2   When looking to introduce new parking policies which discourage non-priority users and help maintain the vitality of the City Centre, the Council recognises the importance of providing an adequate supply of short stay parking to support the needs of businesses, short stay shoppers and visitors. Edge of city Park and Ride car parks on the strategic road network have been delivered for longer stay parking and off-street car parking in the city centre focuses on short to medium-stay requirements. This seeks to ensure maximum turnover of spaces and discourage all day commuter parking, as additional city centre commuter parking would have a detrimental effect on peak period congestion.

3.3   The descriptions above are taken from the Local Transport Strategy 2016-2021. This is currently being updated having been delayed during the Covid period however the overarching considerations remain the same.

Current parking controls

3.4   On-street parking controls are in place from 8am to 8pm from Monday to Saturday and 1pm to 5pm on a Sunday in CPZ A, B, C, E, F and G, and car parks in the city centre. With surrounding areas on-street parking is managed from 8am to 8pm Monday to Saturday only.   This is in keeping with the requirement to manage parking during peak times and to reduce the imposition of commuter parking on residents.

3.5   The hours set for parking on a Sunday were set historically.

3.6   In the city centre, on-street pay and display parking can be purchased for 20 minutes, 40 minutes or 1 hour, with a 2 hour option after 6pm. In surrounding areas, all options are available all day.

3.7   Off-street car parks have a mix of offerings from 1 hour to 14 hours dependant on their location. Full details can be found on our website at https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/parking/find-car-park

3.8   Residents and blue badge holders also have access to the pay and display bays throughout the day and this is not time limited.

Options for a revised parking policy

3.9   The basis of the NoM leading to this report, is the request that parking privileges be afforded to all those attending worship, by car, within the City's controlled parking zones (CPZ).

3.10 Consideration is also given to whether the current pricing structure, i.e. no charges on a Sunday morning, is still appropriate.

3.11 The options considered are

Option 1 – Do nothing i.e. no charges on a Sunday morning and no concession for other days.

Option 2 – Introduce further concessions i.e. remove parking charges adjacent to venues holding regular services.

Option 3 – Remove existing concessions i.e. increase the hours of parking controls on a Sunday to match other days of the week, only in zones which currently have parking charges on a Sunday.

Option 2

3.12 Around 14 churches, 3 mosques and a synagogue were noted within the city centre's CPZ. Various hours of worship were noted across the venues, over a number of days including Monday, Wednesday, Friday, Saturday and Sunday. Some venues were noted to have private parking.

3.13 If parking charges on the public road are removed for any period of a day, all vehicles parking at that time would be entitled to free parking, not just those attending a specific venue. This would be expected to raise demand for parking in specific areas, at certain times, thereby potentially reducing the availability of spaces from current levels. It will be challenging to manage expectations.

3.14 In some areas this could lead to conflict, for example parking provisions on Frederick Street and within the multi-storey car park are used by those attending the Health Village and the city centre. Free parking, for all, at a set time would be expected to increase demand for these spaces and may reduce the accessibility of the healthcare facilities.

3.15 Given that the need for parking restrictions during the week and Saturdays, has been established historically as a means to reduce commuter parking, any concession for worshippers would be applied within a localised area only. A mechanism for determining this area would be required. This could be based on a percentage of the average congregation number.

3.16 Cost will be incurred to amend or replace existing signs locally to each venue affected. A reduction in parking charges will result in a loss of income for the Council. There may also be a reduction in those choosing active or public transport options to travel to venues if parking is free of charge in the city centre.

3.17 Those with a Blue Badge have access to free on-street parking at present. Any increased demand for on-street car parking could disadvantage them.

Option 3

3.18   Historically lower levels of traffic movement on Sunday mornings did not justify charging for parking on a Sunday. Sunday retail and hospitality offerings are now part of a modern shopping experience. Shopping centres and individual establishments are open earlier on Sundays to meet a demand from shoppers. Whilst no charges on a Sunday morning would have supported attendance at church, provisions are not in place for other days of worship.

3.19   Research has shown that ACC parking prices are comparable with other cities, and with local car parking suppliers, as referred to in the parking report to Council in December 2022. A further review notes that local private car parking suppliers also charge for parking 7 days a week during all hours of operation.

3.20   Observations suggest that this charging structure does not deter visitors from private car parks on a Sunday morning. The charging of parking in Council on-street and off-street facilities could be expected to increase revenue for ACC.

3.21   Costs will be incurred to change signs throughout the affected area however additional hours of charging will generate an income which would be expected to meet these costs over time.

Conclusion
3.22   Option 1 - The existing parking policy of not charging on a Sunday morning, is in place for outdated reasons. This policy does not draw income to support enforcement by our City Wardens and maintenance of our assets.

3:23   Option 2 - With the competing demands for parking and the need to support Blue Badge holders, businesses and residents, the removal of parking charges in isolated sections of the city centre, at certain times of day has risks. Misuse, raised expectations, lack of benefit to those originally targeted, reduction of active and public transport users, and significant additional management controls would result.

3.24   Option 3 - The introduction of charges on a Sunday in line with the other days of the week, removes the disparity for the faiths across the city, it helps ensure parking availability for blue badge holders, residents and businesses by assisting in turnover of vehicles and it will attract income from our assets.

3.25   Whilst costs would be incurred in the setting up of additional charges for a Sunday, on the basis of the review above, this is the recommended option.

4.   **FINANCIAL IMPLICATIONS**

4.1   If instructed, the cost of the consultation related to the first stage of the statutory process can be accommodated from within existing resources within Roads services.

4.2   The expected implementation cost and change in revenues will require to be developed.

5. LEGAL IMPLICATIONS

5.1 Amendments to the hours of operation would require a Traffic Regulation Order to be taken through the statutory process. If it agreed by this Committee, it is expected that the changes could be introduced in April 2024, no objections being received and the traffic signing and infrastructure changes being in place.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There may be an increase in uptake of active or mass transport travel alternatives as a result of increased hours of parking charges thereby supporting the reduction of traffic on the network in line with the Mobility Strategy: Net Zero Aberdeen – A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk		No significant risks identified		
Compliance	That people will not pay the additional charges	Further enforcement will be required to meet the extended hours of parking restrictions.	M	Yes
Operational	That City Wardens will be required to patrol extended hours of operation.	Further enforcement will be required to meet the extended hours of parking restrictions.	M	Yes
Financial	The changes will incur costs to set up	The changes would be expected to generate additional income for the Council to cover the costs of implementation and enforcement.	L	Yes
Reputational	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided a thorough rationale as to the requirement for the proposal.	L	Yes

Environment / Climate	The proposals might lead to a slight reduction in vehicles coming into the city centre on Sunday	Increased parking charges might encourage use of active or sustainable transport modes.	L	Yes

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspects of the policy statement:- • Making a real and continued investment in Aberdeen's roads and pavements with the objective of resurfacing and improving an average of at least 40km of roads and 40km of pavements a year from 2023/24 for at least ten years so that by 2032 at least 80% of roads and pavements are in good condition. Any income generated from this proposal will be invested back into road improvements and management of the network.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. The introduction of charge throughout a Sunday will be expected to reduce vehicle numbers within the city centre and will also generate income to reinvest in a sustainable traffic network.
Regional Transport Strategy	The proposal within this report supports the Regional Transport Strategy by increasing parking charges to bring the cost of parking closer to the cost to use public transport alternatives. It is also mentioned within our Local Transport Strategy "As well as being a mechanism for

Local Transport Strategy	managing the length of stay, and therefore turnover of spaces, pricing can significantly influence travel demand. Parking charges at Council facilities will be considered alongside inflation, local bus fares, park & choose charges and rail fares and we will work closely with private operators, using contractual and planning powers, to influence their approach. The focus will be on adjusting price to encourage commuters and long stay parkers to use public transport thereby leaving town and city centre spaces available for short stay customers, service users and residents."

9.   IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 and 2 Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	None

10.   BACKGROUND PAPERS

10.1   Our Union Street, White Paper https://www.ourunionstreet.com/

10.2   Local   Transport   Strategy   2016-2021
https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy

10.3   Review of Parking Charges Report to Council 14 December 2022
https://committees.aberdeencity.gov.uk/documents/s138737/Review%20of%20Parking%20Charges.pdf

11.   APPENDICES

11.1   Appendix A- Review of Options
        Appendix B – Sign revisions
        Appendix C – Occupancy and potential income impacts

12.   REPORT AUTHOR CONTACT DETAILS

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Appendix A- Review of Options

Table 1 – Pros and cons of each option

Option	Description	Pros	Cons
Option 1 - Do nothing	No charges on a Sunday morning and no concession for other days	The existing arrangement is understood by visitors to the city centre.	This does not address the inequality of the current arrangement.
Option 2 – Introduce further concessions	Remove parking charges adjacent to venues holding regular services e.g. free parking on Frederick Street during Friday prayers at Mosque	Equitable allocation of parking for all faiths.	New road signs to be provided for localised changes to parking restrictions. These will be larger and more complicated to read. Reduced income from parking. No guarantee of parking being available within defined area for those visiting the establishment. Does not promote active and public transport.
Option 3 – Remove existing concessions	Remove existing concessions i.e. increase the hours of parking controls on a Sunday to match other days of the week, only in zones which currently have parking charges on a Sunday.	Increased income even if numbers driving into city centre reduce. Promotes equality with public transport options. Equitable allocation of parking for all faiths.	Statutory process will be required to amend the existing Traffic Regulation Orders. Objections may be received, and these will require a Committee decision to overturn them. Possible reduction in those travelling into the city centre of a Sunday. Small potential for drink drivers, if they decide to avoid charges for leaving car overnight however pay by phone/ app options are available.

			Amendments will be required to new road signs for changes to parking restrictions.

Appendix B – Sign revisions

Table 2 - Examples of revisions necessary to sign each option

Core City Centre Controlled Parking Zone (CPZ)		
Option 1	Option 2	Option 3
Current arrangement example (the sign highlighted is a version that is being implemented in the 3rd / 4th quarter of the current financial year, this in terms of a citywide CPZ sign update programme)	Friday amendment example	Standardised 'on any day' operation example

Appendix C – Occupancy and potential income impacts

Frederick Street multi-storey car park has been used as an example as there is a system in place to record vehicle occupancy and stay times.

Current charging hours are   Mon-Sat: 8am to 8pm Sun: 1pm to 5pm

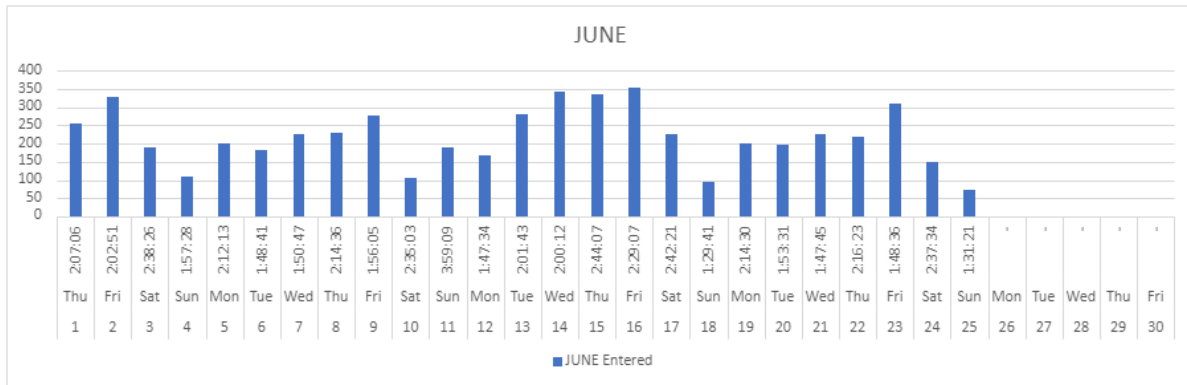Table 3 – Number of vehicles entering car park throughout June 2023

Table 4 – Average stay in Frederick Street car park throughout June 2023
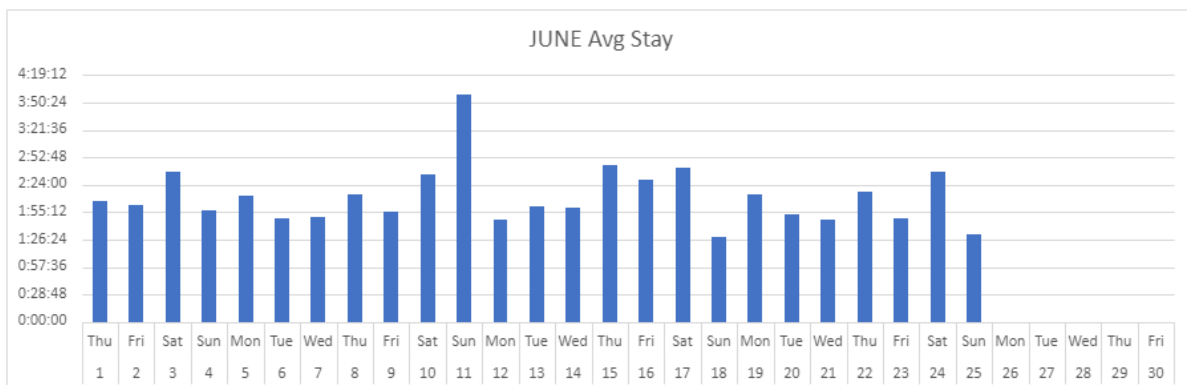
Table 5 - Hourly breakdown of vehicle entry times on Sundays in June 2023

04-Jun	Count		11-Jun	Count		18-Jun	Count		25-Jun	Count
00:00	1		00:00	1		00:00	0		00:00	0
01:00	0		01:00	0		01:00	1		01:00	0
02:00	0		02:00	0		02:00	0		02:00	0
03:00	1		03:00	0		03:00	0		03:00	0
04:00	0		04:00	0		04:00	0		04:00	0
05:00	0		05:00	1		05:00	0		05:00	0
06:00	0		06:00	0		06:00	0		06:00	0
07:00	2		07:00	0		07:00	0		07:00	2
08:00	1		08:00	1		08:00	0		08:00	4
09:00	4		09:00	8		09:00	4		09:00	3
10:00	13		10:00	42		10:00	7		10:00	8
11:00	11		11:00	30		11:00	4		11:00	12
12:00	8		12:00	10		12:00	12		12:00	8
13:00	6		13:00	12		13:00	7		13:00	4
14:00	7		14:00	9		14:00	4		14:00	5
15:00	0		15:00	7		15:00	4		15:00	4
16:00	3		16:00	12		16:00	5		16:00	15
17:00	21		17:00	18		17:00	12		17:00	6
18:00	15		18:00	20		18:00	22		18:00	0
19:00	6		19:00	5		19:00	7		19:00	0
20:00	4		20:00	3		20:00	2		20:00	0
21:00	2		21:00	0		21:00	1		21:00	0
22:00	3		22:00	7		22:00	0		22:00	0
23:00	0		23:00	2		23:00	2		23:00	0
	108			188			94			71

The above car park occupancy statistics are provided for June 2023.

The weekend of June 11th was the start of Nuart in Aberdeen which may have impacted on visitor numbers and stay times.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	ARI Parking (following Notice of Motion by Councillor Bonsell)
REPORT NUMBER	RES/23/324
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	8

1. **PURPOSE OF REPORT**

1.1 The Council on 14 June 2023 instructed a report detailing the impact of changes in land use on the Aberdeen Royal Infirmary (ARI) site on car parking for staff, visitors and the wider community; on the public transport opportunities to and from the ARI site; and the impact on parking within the wider community and any solutions required.

2. **RECOMMENDATIONS**

That the Committee:-

2.1 notes that National Health Service Grampian (NHS Grampian) are preparing a new Development Framework and Transport Strategy for the Foresterhill Campus;

2.2 notes the actions being taken by Aberdeen City Council and local public transport services in relation to active travel and public transport adjacent to the site; and

2.3 instructs the Chief Officer – Operations and Protective Services to report to this committee on any future impacts arising from the above recommendations or collaboration with NHS Grampian to improve accessibility to the site for patients and staff.

3. **CURRENT SITUATION**

Full Council Instruction

3.1 The Council on 14 June 2023 resolved:
(i) to note that work commenced on the new Mortuary at Aberdeen Royal Infirmary (ARI) in October 2022 and the project was planned to complete in Spring 2024;

(ii) to note that Unison had reported members' concerns about car parking availability for staff at the ARI site and public transport changes and reductions that were affecting staff travel to work there;

(iii) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the impact that changes in land use on the ARI site had had on the car parking capacity available for staff and visitors and the wider community;

(iv) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the public transport opportunities to and from the ARI site; and

(v) to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on the implications of parking capacity in the area; the impact this was having on parking in the surrounding streets; and consider solutions, in consultation with NHS Grampian.

New Mortuary Site Parking

3.2 With regards to the construction of the new mortuary within the ARI estate, on a plot with no existing parking present, the new facility will accommodate 9 parking spaces for both staff and visitors. This is detailed in the Planning Application 210987/DPP approved on October 2021. The new mortuary replaces a facility which was previously off site, on Queen Street, and another which is on the Foresterhill campus, therefore the car parking provision for the site is in addition to that previously available.

On-Site Development and Parking Implications

3.3 NHS Grampian produced a Development Framework for the ARI site in 2008 and this was revised in 2015. The aspirations set out within this are now being updated and a "final phase" Development Framework of the campus over the next 10 years, is being prepared. This is being done with an "infrastructure first" approach, with a new Transport Strategy considering opportunities to increase public transport permeability throughout the site. Until this Development Framework is in place, individual planning applications received in relation to the site must be considered under their own merits and impacts.

3.4 NHS Grampian are currently reviewing car parking within the site following a period of disruption caused by the Covid-19 pandemic. The review includes a staff survey which concluded on 4th September. A Working Group has been created with a focus on travel for all staffing groups. This group is considering car sharing, social distancing, the implications of reduced public transport, unsocial hours of travel and future opportunities for improvements. An option appraisal will then be completed with a new onsite Parking Strategy expected to be in place towards the end of 2023.

3.5 The most significant change to parking within the site of recent years was the construction of the Lady Helen multi-storey car park which was provided for patient and visitor vehicles only. A temporary change has been made to this provision to accommodate a limited amount of staff parking to support single

car occupancy and social distancing measures to protect staff during the pandemic and with the ongoing pressures on the NHS caused by Covid-19. During this period a reduced number of patients and visitors have been using the site.

3.6 Future development proposals for the site include a National Treatment Centre (NTC). This will provide a "one stop shop" for medical assessment and treatment. Whilst the NTC may generate greater traffic to the site to attend appointments previously dealt with locally within Aberdeen City and Shire, and Moray, it is anticipated to reduce the overall number of journeys required for treatment of patients. This centre will have a significant requirement for parking which will be addressed by the future planning application, the future Development Framework and Transport Strategy.

Parking on the Surrounding Network

3.7 A controlled parking zone (CPZ) Zone Z was introduced in the Foresterhill area in 2002 to protect the residential amenity from the potential overspill of parking from the ARI site, particularly commuter parking by staff. This CPZ has been amended over the subsequent years, most recently to enable pay by phone and app within pay and display bays. The area of the CPZ is included in Appendix 1.

3.8 This CPZ works well to discourage parking which can impact on local residents however there are occasional reports from residents living on the periphery of the zone who experience issues finding parking spaces close to their homes. This has been mostly reported to the north of the zone.

Public Transport Provisions to ARI Site

3.9 First Aberdeen provide services 3 (Mastrick - Cove/ Charleston) and 23 (Heathryfold - Sheddocksley) to ARI site, with 11 (Woodend - Northfield), 12 (Heathryfold - Torry), 13 (Scatterburn - Seaton Golf Links (via Summerhill)) operating in the local area with all services running via the City Centre.

3.10 Stagecoach provide services 59 (Torry - Northfield), X35 (Union Square - Oldmeldrum) and 9 (Inverurie - Union Square), X14 (Kingswells - Broad Street) and 218 (Union Square - Alford) operating to ARI site with all services running via the City Centre.

3.11 While there has been a slight reduction to some service frequencies, service levels have largely been maintained in recent years and recent changes to the city centre traffic management, including significant bus priority measures are expected to have a positive impact on bus time reliability and efficiency which our local service providers have stated will be reinvested into services to improve journey times and bus frequencies. Generally, services operate from between 5:30am and 7:00am to 11pm and 12pm Monday to Friday however some, such as the 218 only operate during the daytime (8:38am to 5:54pm).

Active Travel Options

3.12 Ashgrove Connects is an ACC project proposed to provide cycle infrastructure along Ashgrove Road West corridor, improving active travel access to the Foresterhill site.

3.13 This project supports recent works by NHS Grampian to support staff to cycle and walk to work. This includes new path networks developed within the site, through Spaces for People project.

Conclusions

3.14 Development within the ARI site has been challenging to predict within the Development Framework due to the changing practises and focus of medical care over time and the availability of funding to construct new facilities. Many developments within the site over recent years have been to upgrade existing facilities which do not have an overall impact on parking requirements within the site. The new mortuary parking provision is in addition to that previously available.

3.15 The pandemic affected staff parking practices within the site, along with patient and visitor numbers. These changes need to be considered by NHS Grampian as they prepare a Parking Strategy and future Transport Strategy, in support of their forthcoming Development Framework. Parking provisions for the site will be considered against an improved public transport and active travel network.

3.16 Public transport and active travel network to and around the site will be improved by the upcoming proposals by NHS Grampian, our local bus service providers and ACC. NHS Grampian is also supporting staff to make sustainable and active travel choices through their Working Group and staff engagement.

3.17 With regards to the surrounding network the existing CPZ manages a safe and equitable environment for local residents and businesses by reducing the impact of parking which could be displaced from the Foresterhill site.

3.18 In view of the above, officers propose to continue the support of NHS Grampian in their endeavours to manage parking within the site and to provide staff and visitors with appropriate and inclusive access to the facilities.

4.   FINANCIAL IMPLICATIONS

4.1   As no additional works are proposed within this report, there are no financial implications.

5.   LEGAL IMPLICATIONS

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

6.   ENVIRONMENTAL IMPLICATIONS

6.1   As no additional works are directly proposed as a result of this report, there are no environmental implications.

6.2   The report does set out the works proposed by all organisations to improve accessibility to the Foresterhill site by active travel and public transport which

would be expected to have a positive environmental impact by reducing the need for personal vehicles on the network.

6.3 This may have a mixed impact for biodiversity as there is likely to be a loss of overall greenspace within the site as it is developed to accommodate additional infrastructure and facilities though works are likely to introduce additional greening features within their design.

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 support NHS Grampian in the sustainable development of their campus will have a negative impact for the region	To continue to challenge and support NHS Grampian in their development of the site to ensure accessibility for all, by a multimodal transport network.	L	Yes
Compliance	No significant risks identified			
Operational	The failure to implement the measures mentioned will led to a greater burden of vehicles on the city's road network	Officers propose to support these amendments.	M	Yes
Financial	No significant risks identified			

Reputational	Not supporting partner organisations in improving access to services.	Officers propose to support these amendments.	M	**Yes**
Environment / Climate	The promotion and improvement of active and sustainable public transport to the site is expected to have a positive impact on the environment	Officers propose the support of these improvements.	L	**Yes**

8.   OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024

	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspects of the policy statement:- • 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. • Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen.
Aberdeen City Local Outcome Improvement Plan 2016-26
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. The report

	details the process being undertaken at the ARI site to improve access for all.
Regional and City Strategies	The schemes outlined within this report support Nestrans Regional Transport Strategy priorities of improved journey efficiencies to enhance connectivity; Significantly reduced carbon emissions from transport to support net-zero by 2045; and accessibility for all and our draft Local Transport Strategy objectives TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare; TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive; and TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	

10. BACKGROUND PAPERS

10.1 None

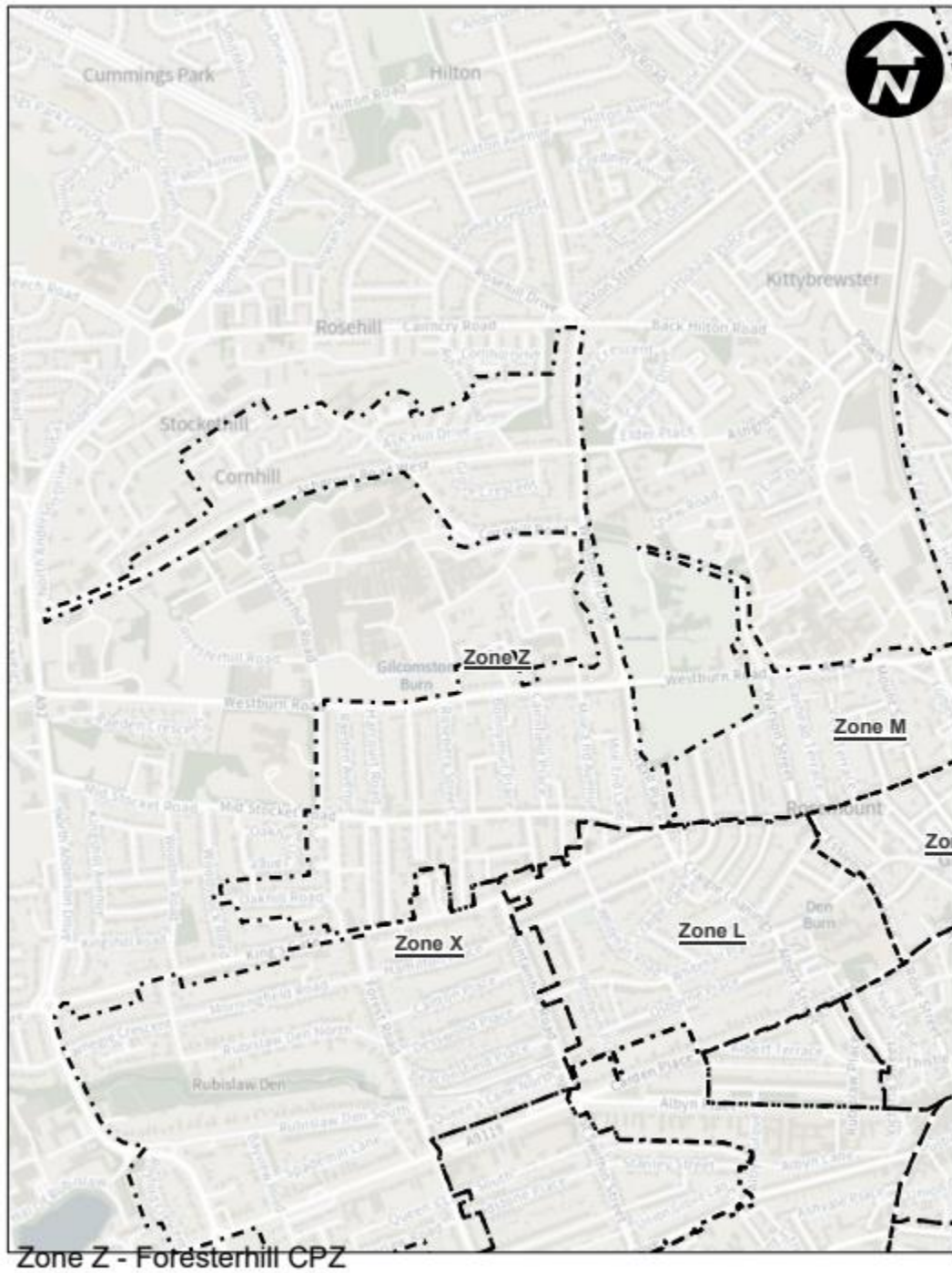## 11. APPENDICES

11.1 Appendix 1 – Controlled Parking Zone Z - Foresterhill

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 – Controlled Parking Zone Z – Foresterhill

Zone Z - Foresterhill CPZ

1:13,228

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 23
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Traffic Management Measures at TECA site
REPORT NUMBER	RES/23/238
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Samuel Allan
TERMS OF REFERENCE	8

1. **PURPOSE OF REPORT**

1.1 To advise of the functionality and success of the measures installed within and around the TECA site.

2. **RECOMMENDATIONS**

That the Committee:

2.1 notes the actions taken to date; and

2.2 instructs the Chief Officer Operations and Protective Services to progress a permanent traffic regulation order for the area surrounding TECA based on the temporary traffic regulation order currently in place.

3. **CURRENT SITUATION**

3.1 TECA, consultants Mott McDonald, acting on behalf of the developer Henry Boot, prepared a Vehicular Access and Parking Management Plan which was put in place as part of their Planning approval. This document outlines the intended access routes into and out of TECA for each form of transport. Further discussions between Aberdeen City Council, and the operator of the site, ASM (formerly SMG) have taken place to confirm any supporting traffic management measures which may be required on the roads within the TECA site. This has included improved signage for the P & R sites within the internal layout of TECA.

3.2 In order to facilitate the access requirements, as intended by the developer, a Traffic Regulation Order (TRO) was required.

- A bus gate at the A96 Inverurie Road / Gough Burn Crescent junction allowing buses, taxis and cyclists only to turn right into Gough Burn Crescent from the newly created right turn lane, (all vehicles can use the left turn to access the site);

- A bus gate at the Wellheads Drive / Forrit Burn Road junction allowing buses, taxis and cyclists only to access the site from Wellheads Drive, whilst allowing all vehicles to exit;
- At Any Time waiting restrictions;
- A red route clearway around the site;

3.3 In order to implement these measures, prior to the opening of the site and to allow for the operation of the restrictions to be reviewed by the traffic management team, an Experimental Traffic Regulation Order (ETRO) was used. This type of traffic order allows the restriction to be introduced for eighteen months, following the statutory consultation during with a further consultation undertaken once the restrictions have effectively been trialled for 6 months**.**

3.4 As a result of the Coronavirus lockdown, and the subsequent cancellation of Operational Delivery Committee, the report detailing the review of the ETRO and the community engagement process for off-site measures was delayed. To maintain the current on-site Traffic Management arrangements a Temporary Traffic Regulation order TTRO for the off-site works was put in place and the ETRO has been consolidated within that TTRO, with an adjustment to include Private Hire Vehicles within the exemption for the bus gate / bus lane. Appendix 1 shows the current iteration of this TTRO.

3.5 The measures set out within the TTRO have been monitored during events post Covid. Minimal issues or problems in the internal site and out with on the road network have been observed during events.

3.6 It is now proposed to promote a TRO to make these measures permanent. This process allows for statutory consultees, including Community Councils, to engage and for the public to object. Any objections will be considered by officers and reported to this committee in due course through the Small Scale Traffic Management Measures Stage 3 report.

Event Management/ Off-Site

3.7 Whilst the above represents the proposed permanent traffic management arrangements for the TECA internal site, additional TTRO can be utilised to manage specific events and event requirements on bespoke individual basis. This has been required to facilitate two Offshore Europe events to date, September 2019 and recently September 2023. For these, we have created a controlled parking zone (CPZ) in the surrounding residential streets with residents issued parking permits for the period of the event. This has been designed to minimise obstructive parking for residents who live close to TECA. Appendix 2 shows the temporary CPZ areas.

3.8 For the 2023 event, residents were issued with virtual permits, allowing a test of the upcoming system change for all residents within CPZ across the city. Whilst there were some issues to iron out early in the process, this trial was successful in managing the parking provisions around the site.

3.9 To date Officers have received very few complaints regarding parking issues and the impact on the surrounding road network following events at TECA. This shows that the current TTRO is working well.

3.10 Offshore Europe 2023 has concluded with minimal issues from a road safety and traffic standpoint, with around thirty thousand attendees visiting the site over the 4 days. Temporary adjustments to the internal site made for safe and smooth movement of vehicles through the site and onto the surrounding network. The addition of temporary parking restrictions on the surrounding residential network was successful in minimising parking issues for residents.

3.11 Through a review after the event, it has been decided by Roads officers that the temporary CPZ will be reduced for future Offshore Europe events as parking issues were low to zero on wider parts of the zone which included a school.

4. FINANCIAL IMPLICATIONS

4.1 There is a cost of £3,000 for the traffic regulation order consultation and reporting. This will be met by the TECA Capital Budget.

4.2 The temporary changes to the traffic management which is undertaken during large events such as Offshore Europe are addressed through scheme budgets, including operator contributions and Bus Lane Enforcement.

5. LEGAL IMPLICATIONS

5.1 The internal roads will not be adopted as part of the public road network, they will be maintained by a company on behalf of Aberdeen City Council as landlord. There will be a public right of passage over the roads, and therefore road traffic legislation still applies.

5.2 The Road Traffic Regulation Act 1984 allows Aberdeen City Councils, Traffic Authority, to introduce traffic orders on roads within its area, where it is practical to do so.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The proposals within the report set out a traffic management arrangement which minimises the impact of vehicles on the network and allows for the promotion of active and public transport options for events of all size.

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	N/A			
Compliance	if this order is not progressed there may be security related concerns which could impact on the operation of the site.	A Temporary Traffic Regulation Order would be required to address safety concerns at specific large events.	M	Yes
Operational	If this order is not approved alternative arrangements would be required to prevent obstructive parking occurring during events	A Temporary Traffic Regulation Order would be required to address safety concerns at each event.	M	Yes
Financial	If this order is not approved alternative arrangements would be required to prevent obstructive parking occurring during events.	A Temporary Traffic Regulation Order would be required for each event at each event.	L	Yes
Reputational	If this order is not approved there is a risk that traffic to / from and on the roads surrounding TECA will not function adequately during events. This would be	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections	M	Yes

	reputationally damaging to a high profile venue.			
Environment / Climate	N/A			

8.   OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Prosperous Economy Stretch Outcomes	The Events Complex Aberdeen (TECA) development contributes significantly and directly to the achievement of the LOIP where we realise our full economic potential with employment opportunities for our people. TECA development supports the priorities within the LOIP, in particular the potential to: anchor the oil and gas industry in Aberdeen; diversify Aberdeen's economy; ensure high quality business locations and support the attraction and retention of skilled workers.
Prosperous Place Stretch Outcomes	TECA is a key element of the business infrastructure needed to promote Aberdeen as the Energy Capital of Europe. The provision to improve this asset is supported by the LOIP and Strategic Infrastructure Plan, which enables it to develop and perform better.

9.   IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Required
Other	Not Required

10.   BACKGROUND PAPERS

10.1
https://committees.aberdeencity.gov.uk/documents/s109156/6%20TECA.pdf
https://committees.aberdeencity.gov.uk/documents/s121035/ServiceUpdateTECAMay2021.docx.pdf
https://committees.aberdeencity.gov.uk/documents/s115859/8%20TECA%20update%20Nov%202020.pdf
https://committees.aberdeencity.gov.uk/documents/s109156/6%20TECA.pdf

11. APPENDICES

Appendix 1 - Traffic management on streets around TECA site
Appendix 2 - Traffic management on TECA site measures (ETRO)
Appendix 3 - Additional Traffic Management restrictions for residential streets for Offshore Europe events
Appendix 4 – Revised proposed Traffic Management restrictions for residential streets for future Offshore Europe events

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 - Traffic management on streets around TECA site (TTRO)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (TECA TRAFFIC MANAGEMENT AREA, ABERDEEN) (TEMPORARY TRAFFIC MANAGEMENT) ORDER 2023

Aberdeen City Council, in exercise of the powers conferred upon it by the Road Traffic Regulation Act 1984, and all other enabling powers, hereby makes the following order.

Citation

1. This order may be cited as "The Aberdeen City Council (TECA Traffic Management Area, Aberdeen) (Temporary Traffic Management) Order 2023" and shall operate from 00:01 on the 15 June 2023 until 23:59 on the 14 December 2024.

Definitions

2. In this order, unless the context requires otherwise, the following interpretations shall apply: -

    "bus" – shall have the same meaning as in Schedule 1 "Definitions" of The Traffic Signs and General Directions 2016.

    "taxi" – meaning a hired car engaged by arrangements made in a public place between the person to be conveyed in it, or a person acting on his or her behalf, and its driver, for a journey beginning there and then, as defined in Section 23(1) of the Civic Government (Scotland) Act 1982, which is licensed by a local authority in accordance with sections 20, 21, 22 and 23 of that Act.

    "private hire vehicle" – shall have the same meaning as in section 23(1) of the Civic Government (Scotland) Act 1982.

Prohibition of Waiting

3. Save as provided in Articles 4, 5 and 6 of this order, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait at any time on any day on the lengths of road in Aberdeen specified in the first schedule hereto.

4. Nothing in Articles 3 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road referred to in that article for so long as may be necessary:

    (a) to enable a person to board or alight from the vehicle or to load thereon or unload there from goods or personal luggage;

    (b) when the person in control of the vehicle is:
         (i)   required by law to stop; or
         (ii)   obliged to stop in order to avoid an accident; or

    (iii)   prevented from proceeding by any circumstances beyond their control, where the said circumstances relate directly to the movement or otherwise of traffic on the road;

(c)   if the vehicle is in material use in connection with a funeral undertaking;

(d)   If the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
    (i)   are being unloaded from the vehicle; or
    (ii)   having been unloaded from the vehicle, are being delivered; or
    (iii)   are being collected from premises adjacent to that road for loading onto the vehicle; or
    (iv)   having been collected from such premises, are being loaded onto the vehicle.

5.   Nothing in Article 3 of this order shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road referred to in that article for so long as may be necessary:

(a)   to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in or adjacent to that road in connection with any:
    (i)   building operation;
    (ii)   demolition;
    (iii)   laying, erection, alteration, or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water, or electricity, or of any electronic communications apparatus; or
    (iv)   excavation;
           provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.

(b)   to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in connection with the:
    (i)   cleansing or lighting of any road;
    (ii)   removal of any obstruction to traffic on any road;
    (iii)   maintenance or improvement or reconstruction of any road; or
    (iv)   placing, maintenance or removal of any traffic sign or parking meter on any road.

(c)   if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider, and is in actual use while postal packets:
    (i)   addressed to premises adjacent to that road are being unloaded from the vehicle;
    (ii)   addressed to premises adjacent to that road and having been unloaded from the vehicle, are being delivered;
    (iii)   are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle; or
    (iv)   having been so collected, are then being loaded onto the vehicle.

6. Nothing in Article 3 this order shall apply to any invalid carriage or disabled person's vehicle which is not causing an obstruction and which displays in the relevant position a valid disabled person's badge issued by a local authority.

Red Route Clearway

7. Save as provided in articles 8 and 9 of this order, no person, except upon the direction of a police constable in uniform, shall cause or permit any vehicle to stop or wait for any purpose at any time on any day on the lengths of road in Aberdeen specified the second schedule hereto.

8. Nothing in Article 7 shall apply to a licensed taxi, or a vehicle displaying a valid disabled persons' Blue Badge, that is stopping to wait to allow a passenger to board or alight from a vehicle.

9. Nothing in Article 7 shall apply to a bus stopping at a designated stop.

Route for use by Buses, Pedal Cycles, Taxis and Private Hire Vehicles only

10. Save as provided in Article 11 of this order, no person shall drive, or cause or permit to be driven, any vehicle on the lengths of road specified in the third schedule hereto.

11. Nothing in Article 10 of this order shall apply: -

   (a) to a bus; or
   (b) to a pedal cycle; or
   (c) to a taxi; or
   (d) to a private hire vehicle; or
   (e) to a vehicle being used for police, ambulance, or fire and rescue authority purposes; or
   (f) to anthing done with the permission, or with the direction, of a police constable in uniform; or
   (g) to any vehicle being used for winter maintenance purposes; or
   (h) to a vehicle being used in connection with the removal of any obstruction, or in connection with authorised roadworks.

Given by Aberdeen City Council on this Fourteenth Day of June, in the year Two Thousand and Twenty-three.

....
Roads Infrastructure Manager

....
Witness

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First Schedule
(Prohibition of waiting at any time)

Auchriny Circle

West side, from its junction with Market Street, northwards then following the outline of the turning area for a distance of 80 metres.

Bankhead Road

West side, from its junction with Greenburn Drive, southwards for a distance of 37 metres.

East side, from its junction with Stoneywood Road, southwards for a distance of 33 metres.

North side, from its junction with Millhill Brae, westwards for a distance of 10 metres.

North side, from its junction with Millhill Brae, eastwards for a distance of 44 metres.

North side, from its junction with Crossgates westwards for a distance of 33 metres.

North side, from its junction with Crossgates eastwards for a distance of 25 metres.

South side, from a point 38 metres east of its junction with Millhill Brae, westwards for a distance of 50 metres.

South side, from a point 30 metres east of its junction with Crossgates, westwards for a distance of 80 metres.

Brimmond View

Both sides, from its junction with Ruthriehill Road, westwards for a distance of 10 metres.

Burndale Road

South side, from its junction with Station Road, westwards for a distance of 10 metres.

Both sides, from its junction with Millhill Brae, westwards for a distance of 10 metres.

Craibstone Avenue

Both sides, from its junction with Ruthriehill Road, westwards for a distance of 10 metres.

Crossgates

Both sides, from its junction with Bankhead Road, northwards for a distance of 10 metres.

Ellerslie Road

South side, from its junction with Station Road, eastwards for a distance of 10 metres.

Forrit Brae

North side, from its northern most junction with Hope Farm Road, westwards for a distance of 15 metres.

South side, from its northern most junction with Hope Farm Road, westwards for a distance of 15 metres.

North side, from its southern most junction with Hope Farm Road, westwards for a distance of 10 metres.

South side, from its southern most junction with Hope Farm Road, westwards for a distance of 10 metres.

South side, from a point 103 metres west of its northern most junction with Hope Farm Road, westwards, then southwards, then eastwards, for an overall distance of 92 metres.

Greenburn Drive

West side, from a point 95 metres north of its junction with Bankhead Avenue, northwards for a distance of 258 metres.

East side, from a point 77 metres north of its junction with Bankhead Avenue, northwards for a distance of 228 metres.

East side, from its junction with Greenburn Park, northwards for a distance of 35 metres.

East side, from its junction with Greenburn Road, northwards for a distance of 116 metres.

West side, from is junction with Greenburn Road, northwards for a distance of 136 metres.

East side, from its junction with Bankhead Road, westwards for a distance of 10 metres.

Greenburn Drive (Inset Road Serving properties 2-42 Greenburn Drive)

Both sides, from its junction with Greenburn Drive westwards for a distance of 28 metres.

Greenburn Park

South side, from its junction with Greenburn Drive eastwards for a distance of 10 metres.

North side, from its junction with Greenburn Drive eastwards for a distance of 46 metres.

South side, from a point 30 metres east of its junction with Greenburn Drive, southwards, eastwards then northwards for a combined distance of 23 metres.

Greenburn Road

South side, from its western most junction with Greenburn Drive, westwards for a distance of 93 metres, southwards for a distance of 10 metres, westwards for distance of 5 metres, northwards for a distance of 10 metres, eastwards for a distance of 15 metres and then northwards for a distance of 5 metres.

North side, from its western most junction with Greenburn Drive, westwards for a distance of 25 metres.

Both sides, from its eastern most junction with Greenburn Drive, eastwards for a distance of 10 metres.

Hope Farm Road

Both sides, between its junction with the A96 and a point 119 metres or thereby south-west of its junction with Rowett South Drive.

Hopecroft Avenue

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

Both sides, from its junction with Hopecroft Drive, southwards for a distance of 10 metres.

Hopecroft Drive

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

East side, from a point 97 metres north of its junction with Hopetoun Grange, north-westwards for a distance of 205 metres, then south-eastwards for a distance of 25 metres.

South side, from its junction with Hopecroft Avenue, westwards for a distance of 10 metres.

South side, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

Hopecroft Gardens

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

Hopecroft Terrace

Both sides, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

Both sides, from its junction with Hopecroft Drive westwards for a distance of 10 metres.

South side, from a point 62 metres west of its junction with Auchriny Circle, eastwards until its junction with Ruthriehill Road.

South side, from its junction with A947 (Stoneywood Road), westwards for a distance of 76 metres.

Millhill Brae

Both sides, from its junction with Bankhead Road, northwards for a distance of 10 metres.

West side, from its junction with Burndale Road, southwards for 10 metres.

West side, from its junction with Burndale Road, northwards for 10 metres.

Phoenix Place

East side, from its junction with Market Street, northwards for a distance of 10 metres.

West side, from its junction with Market Street, northwards for a distance of 49 metres.

Ruthriehill Road

West side, from its junction with Craibstone Avenue, northwards for a distance of 10 metres.

West side, from its junction with Craibstone Avenue, southwards for a distance of 10 metres.

West side, from its junction with Brimmond View, northwards for a distance of 15 metres.

West side, from its junction with Brimmond View, southwards for a distance of 20 metres.

East side, from its junction with Brimmond view, southwards for a distance of 20 metres.

Station Road

Both sides, from its junction with Burndale Road, southwards for a distance of 10 metres.

Stoneywood Road

Both sides, from a point 230 metres south of its junction with Millgrove Road, southwards for a distance of 25 metres.

North side, from its junction with Waterton Road, eastwards for a distance of 15 metres.

North side, from its junction with A947 (Stoneywood Road), westwards for a distance of 68 metres.

South side, from its junction with Bankhead Road, eastwards until its junction with A947 (Stoneywood Road)

Waterton Road

West side, from its junction with Greenburn Drive, northwards for a distance of 192 metres.

East side, from its junction with Greenburn Drive, northwards for a distance of 180 metres.

East side, from its junction with Lade Crescent northwards for a distance of 10 metres.

East side, from its junction with Lade Crescent southwards for a distance of 10 metres.

East side, from a point 53 metres north of its junction with Lade Crescent, northwards, then following the layout of the turning head, then northwards, then westwards, then southwards for a total of 83 metres.

Wellheads Drive

East side, from a point 30 metres south of its junction with Wellheads Terrace, northwards for 30 metres.

West side, from a point 30 metres south of its junction with Wellheads Terrace, northwards for 876 metres

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Roads Infrastructure Manager

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Witness

Second Schedule
(Red Route Clearway)

A96 (Inverurie Road)

From its junction with Sclattie Roundabout to its junction with Craibstone Roundabout.

Dyce Drive

From its junction with A96 (Inverurie Road) its junction with Airport Road/ Argyll Road.

Wellheads Drive

From its junction with Dyce Drive to a point 30 metres south of its junction with Wellheads Terrace.

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Roads Infrastructure Manager

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Witness

Third Schedule
(Route for use by buses, pedal cycles, taxis, and private hire vehicles only)

A96 (Inverurie Road)

Right-turn filter lane located on offside of the northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby.

Forrit Burn Road

Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.

....
Roads Infrastructure Manager

....
Witness

Hopecroft Road

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 25 metres.

Hopetoun Court

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 10 metres.

Hopetoun Grange

South side, from its junction with Hopetoun Terrace, westwards for a distance of 30 metres.

South side, from its junction with Hopetoun Terrace, eastwards to its junction with Hopetoun Road.

South side, from its junction with Hopetoun Road, eastwards for a distance of 10 metres.

South side, from its junction with Hopetoun Green, westwards for a distance of 10 metres.

South side, from its junction with Hopetoun Green, eastwards for a distance of 10 metres.

South side, from its junction with Hopetoun Court, eastwards for a distance of 15 metres.

South side, from its junction with Hopetoun Court, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Road, westwards for a distance of 55 metres.

North side, from its junction with Hopecroft Road, eastwards for a distance of 10 metres.

North side, from its junction with Hopetoun Grange (Inset Road) westwards for a distance of 10 metres.

North side, from its junction with Hopetoun Grange (Inset Road) eastwards for a distance of 10 metres.

North side, from its junction with Hopecroft Avenue, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

North side, from its junction with Hopecroft Drive, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Drive, eastwards for a distance of 10 metres.

North side, from its junction with Hopecroft Gardens, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Gardens, eastwards for a distance of 10 metres.

Hopetoun Grange (Inset Road)

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 5 metres.

Hopetoun Green

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 10 metres.

Hopetoun Road

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 13 metres.

Hopetoun Terrace

East side, from its junction with Hopetoun Grange, southwards for a distance of 17 metres.

West side, from its junction with Hopetoun Grange, southwards for a distance of 25 metres.

Lade Crescent

North side, from its junction with Waterton Road, eastwards for a distance of 25 metres.

South side, from its junction with Waterton Road, eastwards for a distance of 45 metres.

Market Street

North side, from its junction with Phoenix Place, westwards for a distance of 10 metres.

North side, from a point 71 metres west of its junction with Phoenix Place, westwards for a distance of 25 metres.

North side, from a point 209 metres west of its junction with Phoenix Place, westwards for a distance of 15 metres.

North side, from a point 320 metres west of its junction with Phoenix place, westwards for a distance of 15 metres.

North side, from a point 43 metres west of its junction with Auchriny Circle, westwards for a distance of 20 metres.

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Second Schedule
(Red Route Clearway – No stopping)

A96 (Inverurie Road)

Between its junctions with Sclattie Roundabout and Craibstone Roundabout.

Dyce Drive

Between its junctions with the A96 Inverurie Road and Airport Road/Argyll Road.

Wellheads Drive

From its junction with Dyce Drive to a point 30 metres or thereby south of its junction with Wellheads Terrace.

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Roads Infrastructure Manager

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Witness

Third Schedule
(Route for use by buses, pedal cycles, taxis, and private hire vehicles only)

A96 Inverurie Road

Right-turn filter lane located on offside of northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby.

Forrit Burn Road

Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.
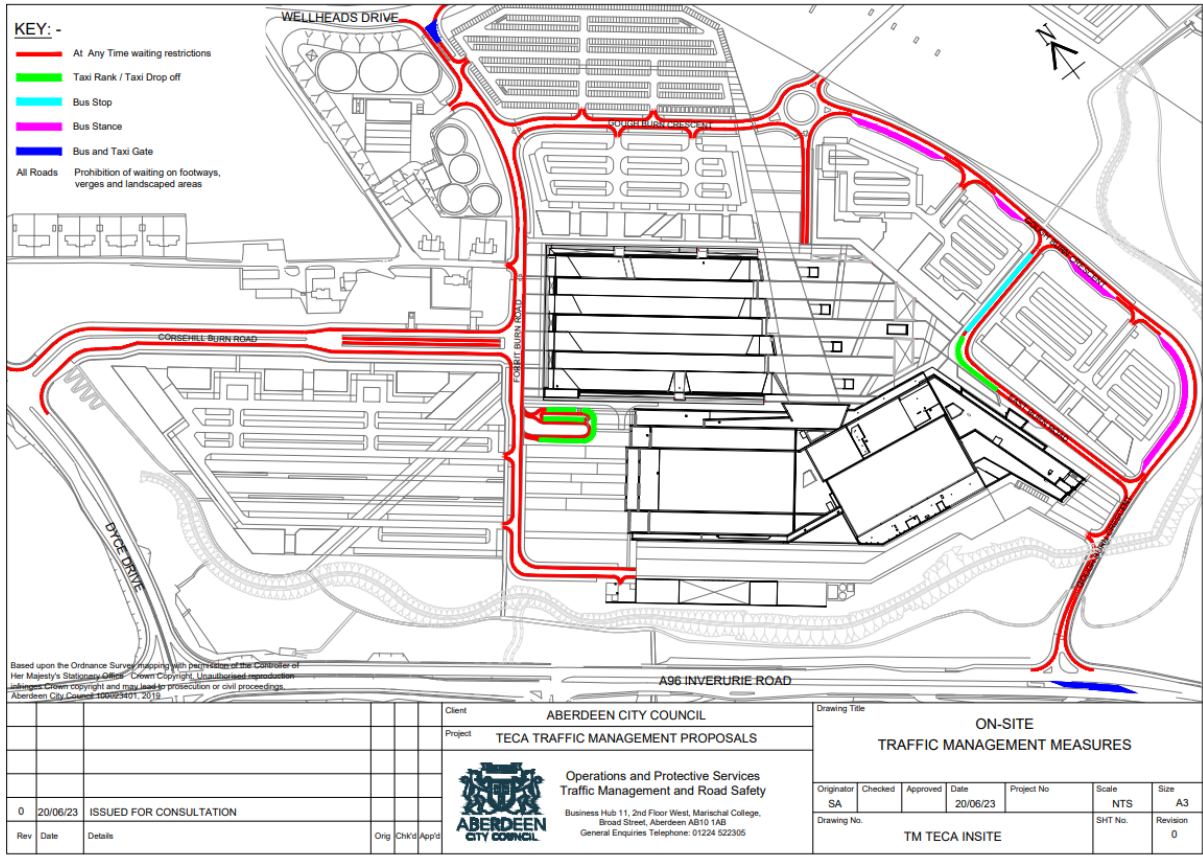
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Roads Infrastructure Manager

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Witness

Appendix 2 - Traffic management on TECA site measures (ETRO)

KEY: -

▬▬▬	At Any Time waiting restrictions
▬▬▬	Taxi Rank / Taxi Drop off
▬▬▬	Bus Stop
▬▬▬	Bus Stance
▬▬▬	Bus and Taxi Gate
All Roads	Prohibition of waiting on footways, verges and landscaped areas

WELLHEADS DRIVE

FORRIT BURN CRESCENT

CORSEHILL BURN ROAD

FORRIT BURN ROAD

DYCE DRIVE

A96 INVERURIE ROAD

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Client	ABERDEEN CITY COUNCIL		Drawing Title		ON-SITE TRAFFIC MANAGEMENT MEASURES				
Project	TECA TRAFFIC MANAGEMENT PROPOSALS								
	Operations and Protective Services Traffic Management and Road Safety Business Hub 11, 2nd Floor West, Marischal College, Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305		Originator SA	Checked	Approved	Date 20/06/23	Project No	Scale NTS	Size A3
0	20/06/23	ISSUED FOR CONSULTATION	Drawing No.				SHT No.		Revision
Rev	Date	Details	Orig	Chk'd	App'd	TM TECA INSITE			0

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Appendix 3 - Additional Traffic Management restrictions for residential streets for Offshore Europe events

Appendix 4 - Proposed Additional Traffic Management restrictions for residential streets for Offshore Europe events

Key

TECA	🟥
Residential Parking Restrictions	🟦
Road Closure	🟩

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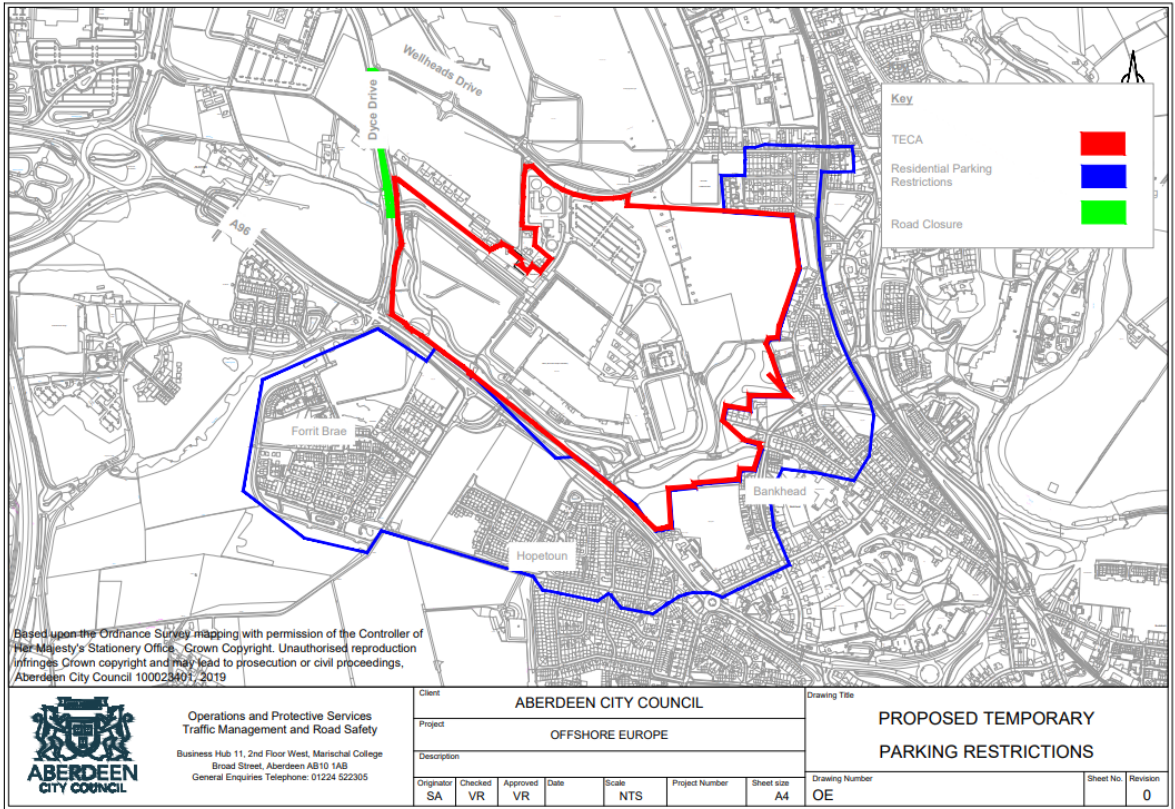
Operations and Protective Services **Traffic Management and Road Safety** Business Hub 11, 2nd Floor West, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305	**Client** ABERDEEN CITY COUNCIL		**Drawing Title** PROPOSED TEMPORARY PARKING RESTRICTIONS	
	Project OFFSHORE EUROPE			
	Description			
	Originator SA	Checked VR	Approved VR	Date
	Scale NTS	Project Number	Sheet size A4	
	Drawing Number OE		Sheet No.	Revision 0