

Public Document Pack



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, 8 January 2024

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, 16 JANUARY 2024 at 10.00am**. This is a hybrid meeting and Members may also attend remotely.

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

JENNI LAWSON
INTERIM CHIEF OFFICER – GOVERNANCE (LEGAL)

B U S I N E S S

NOTIFICATION OF URGENT BUSINESS

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

DETERMINATION OF EXEMPT BUSINESS

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

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

- 5.1. Minute of Previous Meeting of 31 October 2023 - for approval (Pages 3 - 14)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 15 - 24)

NOTICES OF MOTION

- 7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

- 8.1. There are no referrals at this time

PERFORMANCE AND RISK

- 9.1. Net Zero, Environment and Transport Performance Report - COM/24/001
(Pages 25 - 38)

NET ZERO / ENVIRONMENT

- 10.1. Air Quality Progress - RES/23/330 (Pages 39 - 144)

TRANSPORT

- 11.1. Annual Report - Northern Roads Collaboration Joint Committee - RES/24/002 (Pages 145 - 152)
- 11.2. Car Parking Review - COM/24/012 (Pages 153 - 158)

Integrated Impact Assessments related to reports on this agenda can be viewed [here](#)

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

Website Address: aberdeencity.gov.uk

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NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 31 October 2023. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Yuill, Convener (for articles 1 to 15); Councillor Radley, Vice-Convener; and Councillors Al-Samarai (as substitute for Councillor McRae), Ali, Blake (for articles 1 to 13 and 15 to 16), Bonsell (for article 16), Fairfull (for articles 7 to 16), Farquhar, Greig (as substitute for the Convener for article 16), Henrickson, Hutchison, Macdonald (as substitute for Councillor Bonsell for articles 1 to 15), Malik (as substitute for Councillor Blake for article 14), Massey, McLellan and Mennie (as substitute for Councillor Fairfull for articles 1 to 6).

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.

ANNOUNCEMENTS

1. The Convener began the meeting by advising Members of a number of recent successes for the Council.

- At an award ceremony for the Royal Horticultural Society Britain in Bloom awards on 23 October, Aberdeen won a Gold Medal and were crowned City Winners.
- Following the success in the Scottish Royal Town Planning Institute (RTPI) awards for Planning Excellence, the Council had also been shortlisted in the UK-wide RTPI Awards, in two categories, namely Planning Authority of the Year, and Excellence in Plan Making Practice – Net Zero Aberdeen.
- The results of the Climate Emergency UK's Local Authority Climate Action Scorecard, had also been announced, and Aberdeen City Council had received a score of 55%, to take joint second place in Scotland, alongside Glasgow. It was noted that the Scottish average was 34%. This score had also put the Council at tenth place for single tier local authorities across the UK, with the highest score in the UK sitting at 62% for Westminster City Council.

The Committee resolved:-

- (i) in relation to the Britain in Bloom success, to congratulate the Environmental Manager and his team, and the many volunteers who had played a part; and
- (ii) to thank officers for their efforts which had led to the above successes in the Local Authority Climate Action Scorecard and the RTPI awards.

ORDER OF BUSINESS

2. The Convener reminded Members that item 10.1 (Aberdeen City Council Travel Plan) had been withdrawn from the agenda. He further advised that it was his intention

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

to take item 11.5 (Traffic Management Measures at TECA site) prior to consideration of item 11.4 (Aberdeen Royal Infirmary Parking).

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3. Members were requested to intimate any declarations of interest or transparency statements in respect of the items on the agenda, thereafter the following were intimated:-

- Councillor Blake advised that she had a connection in relation to agenda item 7.1 (School Streets – Notice of Motion by Councillor Blake) by virtue of her being a volunteer for Bikeability, however having applied the objective test, she did not consider that she had an interest and would not be withdrawing from the meeting.
- Also in relation to item 7.1, the Convener advised that he was a member of Cycling UK, however he did not consider that this amounted to an interest which would require him to withdraw from the meeting during consideration of this item. The Convener further advised that the same connection also applied at item 11.2 (North East Scotland Active Travel Network Review).
- Councillor Al-Samarai advised that she had a connection in relation to item 8.1 (Low Emission Zone – Time-Limited Exemption for Taxis and Private Hire Cars), as she was Convener of the Licensing Committee which had referred the matter on to the Net Zero, Environment and Transport Committee, but she did not consider this amounted to an interest which would require her to withdraw from the meeting during that item.
- The Convener advised that he had a connection in relation to item 10.3 (Low Emission Zone Penalty Charge Notice – Net Surplus Income Policy), as his current vehicle would not be compliant with the Low Emission Zone, however having sought advice from Legal Services, he did not consider that this amounted to an interest which require him to withdraw from the meeting during that item of business.
- Councillor Blake advised that she had a connection in relation to item 10.4 (Biodiversity Duty Report), as her husband worked at NatureScot, but she did not consider this amounted to an interest which would require her to withdraw from the meeting during that item of business.
- Councillor Blake advised that she had a connection with item 11.4 (Aberdeen Royal Infirmary Parking) as she was a member of UNISON, however she did not consider this amounted to an interest and would be remaining in the meeting during consideration of the item.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- Finally, the Convener declared an interest in item 11.4 (Aberdeen Royal Infirmary Parking) by virtue of being a member of the NHS Grampian Board, and having applied the objective test, he advised that he would be withdrawing from the meeting during consideration of this item.

MINUTE OF PREVIOUS MEETING OF 29 AUGUST 2023

4. The Committee had before it the minute of its previous meeting of 29 August 2023 for approval.

In relation to article 10 (Roads Winter Service Plan 2023-2024), and the areas of the city not covered by the plan, Councillor Blake asked whether the information requested had been circulated by officers.

The Committee resolved:-

- (i) to note that the Chief Officer – Operations and Protective Services had advised that he would ask officers to circulate some additional information to Members in relation to winter maintenance and that this information could also be shared on the Council website; and
- (ii) to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

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

The Committee resolved:-

- (i) to agree to remove item 13 (A92 Bridge of Don to Bridge of Dee Multi-Modal Transport Corridor Study) and item 16 (Various Small Scale Traffic Management – Stage 2);
- (ii) to note the reasons outlined in the planner for any delayed reports;
- (iii) in relation to item 50 (Aberdeen Cross City Connections - Active Travel Scheme Development), to note that officers would provide some additional detail in respect of the funding to clarify where funding had been sought in 2023/24 for this project, and circulate this to Members outwith the meeting;
- (iv) to otherwise note the business planner.

SCHOOL STREETS - NOTICE OF MOTION BY COUNCILLOR BLAKE

6. The Committee had before it a notice of motion by Councillor Blake in the following terms:-

That the Net Zero, Environment and Transport Committee:-

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (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 encouraged park and stride amongst the school community;
- (3) notes that the Sustrans Hands Up Scotland report published in May 2023 showed that the number of primary school pupils in Aberdeen City Council walking to school had declined from 65.1% in 2008 to 53.6% in 2022. 22.2% of pupils were driven to school;
- (4) agrees that Parent Councils across the city were 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 had been running School Streets since 2015 and currently operated at 12 schools in the city. Glasgow City Council and Dundee City Council also had 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 did 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 and cycling to school were positive;
- (8) notes that funding for pilot School Street schemes was 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.

Councillor Blake, seconded by Councillor Macdonald, moved:-
That the Committee approve the notice of motion.

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

- (a) agrees the importance of active travel on health and mental wellbeing of school pupils and that this had a positive impact on readiness to learn;
- (b) notes that the Sustrans Hands Up Scotland report published in May 2023 showed that the number of primary school pupils in Aberdeen City Council walking to school had declined from 65.1% in 2008 to 53.6% in 2022. 22.2% of pupils were driven to school;
- (c) acknowledges that Parent Councils across the city were regularly raising issues regarding pupil safety caused by inconsiderate parking and driving around drop off and pick up time;

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (d) notes that in the October 2022 active travel survey, all primary schools in the city offered Bikeability level 2, bike/scooter parking and encouraged park and stride amongst the school community; and
- (e) instructs the Chief Officer - Strategic Place Planning, Interim Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools.

On a division, there voted:- for the motion (3) – Councillors Ali, Blake and Macdonald; for the amendment (9) – the Convener; the Vice Convener; and Councillors Al-Samarai, Farquhar, Henrickson, Hutchison, Massey, McLellan and Mennie.

The Committee resolved:-

to adopt the amendment.

LOW EMISSION ZONE - TIME-LIMITED EXEMPTION FOR TAXIS AND PRIVATE HIRE CARS - REFERRED FROM THE LICENSING COMMITTEE OF 6 SEPTEMBER 2023

7. With reference to article 5 of the minute of the meeting of the Licensing Committee of 6 September 2023, the Committee had before it, by way of referral, a report which advised Members of the additional time-limited exemption from the Low Emission Zone (LEZ) granted to drivers of taxis and private hire cars (PHCs).

The Licensing Committee had resolved:-

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

The Committee resolved:-

- (i) to note the report; and
- (ii) to request that the report to be presented to the Licensing Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators be circulated to the Net Zero, Environment and Transport Committee members for information.

ANNUAL COMMITTEE EFFECTIVENESS REPORT - COM/23/302

8. The Committee had before it a report by the Director of Commissioning which presented the annual effectiveness report of the Net Zero, Environment and Transport Committee to enable Members to provide comment on the data contained within.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

The report recommended:-

that the Committee –

- (a) provide comments and observations on the data contained within the annual report; and
- (b) note the annual report of the Net Zero, Environment and Transport Committee.

The Committee resolved:-

- (i) with reference to the mentions in the report about the Net Zero, Environment and Transport Terms of Reference, to note that officers had undertaken to identify whether there could be clearer links / definitions of business to net zero, environment and transport; and
- (ii) to otherwise note the report.

CLIMATE CHANGE REPORT 2022-23 - COM/23/329

9. The Committee had before it a report by the Director of Commissioning which sought approval of the statutory Climate Change Report (CCR) covering the period 2022/23. The report required to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

The report recommended:-

that the Committee –

- (a) approve the Climate Change Report 2022/23, as detailed in Appendix 1 of the report and instruct the Chief Officer - Strategic Place Planning to submit the report prior to the deadline of 30 November 2023; and
- (b) instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website.

The Committee resolved:-

to approve the recommendations.

POLICY REVIEW AND COMMUNICATIONS PLAN RELATING TO SINGLE-USE VAPES - COM/23/331

10. With reference to article 7 of the minute of its meeting of 9 May 2023, the Committee had before it a report by the Director of Commissioning which set out the policy implications of a ban on single use vapes on the Council and presented a communications plan highlighting their environmental and health impacts.

The report recommended:-

that the Committee –

- (a) note the policy implications of a ban on single-use vapes on the Council; and
- (b) approve the Communications Plan as described in Appendix 1 of the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

The Committee resolved:-

- (i) to note that there was an error in the report at section 3.10, and that the percentage of those aged under 18 who were using vapes (single and reusable) was 14%, and not 22% as stated in the report;
- (ii) to note that Communications officers would liaise with Suez to ascertain if the video of the Altens East fire could be edited to be used on social media channels;
- (iii) to note the high levels of single-use vape litter around schools and instruct the Interim Chief Officer - Education to design a targeted communication plan around the ban on vaping and the impacts of litter on the school estate; and
- (iv) to approve the recommendations.

LOW EMISSION ZONE PENALTY CHARGE NOTICE - NET SURPLUS INCOME POLICY - COM/23/327

11. The Committee had before it a report by the Director of Commissioning which sought approval for a policy for the use of any net surplus income arising from enforcement of the Low Emission Zone (LEZ).

The report recommended:-

that the Committee –

- (a) approve the policy proposed for the use of any net surplus income arising from Low Emission Zone (LEZ) enforcement; and
- (b) 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.

The Committee resolved:-

to approve the recommendations.

BIODIVERSITY DUTY REPORT 2023 - COM/23/333

12. The Committee had before it a report by the Director of Commissioning which presented the draft Aberdeen City Council Biodiversity Duty Report 2023 and sought approval for submission of the report to the Scottish Government, in line with the Nature Conservation (Scotland) Act 2004.

The report recommended:-

that the Committee –

- (a) approve the content of the draft report;
- (b) instruct the Chief Officer – Strategic Place Planning to finalise the report (minor corrections and design format) and submit it to the Scottish Government by 31 December 2023;

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (c) instruct the Chief Officer – Strategic Place Planning to publish the finalised report on the Council’s website and circulate it as a Service Update to Committee in early 2024; and
- (d) instruct the Chief Officer – Strategic Place Planning to develop and lead on two projects in partnership with other public bodies in the city to:
 - i) 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; ii) 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 and partners were doing and what others could also do in support of nature recovery across Aberdeen; and iii) report back to Committee within 12 months with the outcomes of these projects.

The Committee resolved:-

- (i) to note that officers would add the review of the Local Nature Conservation Sites to the business planner for a future meeting;
- (ii) to note that officers would investigate how Members could be involved in the nature awareness campaign;
- (iii) to note that officers would circulate information to Members on grassland management to enable them to share information with constituents who contacted them with queries;
- (iv) to request that when new areas for grassland management were identified, that officers share information with Community Councils and wider communities;
- (v) to note that at the Beautiful Scotland 2022 Awards, Aberdeen City won the prestigious Rose Bowl, based on horticulture, environmental responsibility and community participation; and to further note the recent Gold Britain in Bloom medal won by Aberdeen City Council;
- (vi) to note that officers would include the Britain in Bloom success in the report prior to submission; and
- (vii) to approve the recommendations.

NORTH EAST SCOTLAND ACTIVE TRAVEL NETWORK REVIEW - COM/23/332

13. The Committee had before it a report by the Director of Commissioning which provided an update on progress of the North East Scotland Active Travel Network Review, a strategic active travel project which was currently being co-ordinated by Nestrans.

The report recommended:-

that the Committee –

- (a) note the progress that had been made on the North East Scotland Active Travel Network Review pertaining to the Aberdeen City area (as the responsible Roads Authority);

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (b) note that, subject to Nestrans Board approval, the initial outcomes of the Network Review would proceed to public and stakeholder consultation, and that this would be co-ordinated by Nestrans; and
- (c) 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.

The Committee resolved:-

to approve the recommendations.

FEASIBILITY OF CHANGING THE CURRENT PAY AND DISPLAY POLICY (NOTICE OF MOTION BY COUNCILLOR MALIK) - RES/23/328

14. With reference to article 6 of the minute of its meeting of 9 May 2023, the Committee had before it a report by the Director of Resources which set out the feasibility of changing the current pay and display policy with options and estimated cost implications included.

The report recommended:-

that the Committee –

- (a) note that Aberdeen City Council controlled parking zones and car parks did not have consistent operational hours on every day of the week;
- (b) agree that there were vehicle trips generated throughout a longer period of a typical Sunday, where greater use of controlled parking measures would be beneficial in terms of providing a turnover of parking, protecting residential parking amenity and encouraging sustainable travel alternatives; and
- (c) instruct 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 were currently charged from 1pm to 5pm, and to report back to this Committee with any objections raised.

At this juncture, Councillor Malik, as the originator of the notice of motion on which the report was based, advised that he wished to move an amendment to the recommendations. Having then had sight of the Partnership motion, Councillor Malik withdrew his amendment.

The Convener, seconded by the Vice Convener, moved:-

That the Committee:-

- (a) note that Aberdeen City Council controlled parking zones and car parks do not have consistent operational hours on every day of the week;
- (b) note that people's reasons for visiting the city centre and public transport provision have changed significantly since the current on-street and off-street city centre parking arrangements were agreed; and

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (c) instruct the Chief Officer - Operations and Protective Services following consultation with the Chief Officer – Strategic Place Planning to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee.

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

That the Committee:-

- (a) proposes to do nothing; and
(b) instructs the Chief Officer – Operations and Protective Services to carry out a detailed review of the ‘do nothing’ option to ensure the policy remained fair and up to date with current legislation and policies.

As a result of discussion which arose during the debate, Councillor Ali advised that he was a member of Aberdeen Mosque, however he did not consider that this amounted to a declaration which would require him to withdraw from the meeting.

On a division, there voted:- for the motion (10) – the Convener; the Vice Convener; and Councillors Al-Samarai, Ali, Fairfull, Henrickson, Hutchison, Malik, Macdonald and McLellan; for the amendment (2) – Councillors Farquhar and Massey.

The Committee resolved:-

to adopt the motion.

TRAFFIC MANAGEMENT MEASURES AT TECA SITE - RES/23/238

15. The Committee had before it a report by the Director of Resources which provided an update on the functionality and success of the traffic management measures installed within and around the TECA site.

The report recommended:-

that the Committee –

- (a) note the actions taken to date; and
(b) instruct 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.

The Committee resolved:-

to approve the recommendations.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

At this juncture, in accordance with the declaration made at article 3 of this minute, the Convener withdrew from the meeting and the Vice Convener took the chair for the remainder of the meeting.

ARI PARKING (FOLLOWING NOTICE OF MOTION BY COUNCILLOR BONSELL) - RES/23/324

16. With reference to article 19 of the minute of the meeting of Full Council of 14 June 2023, the Committee had before it a report by the Director of Resources which provided an update on 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.

The report recommended:-

that the Committee –

- (a) note that National Health Service Grampian (NHS Grampian) were preparing a new Development Framework and Transport Strategy for the Foresterhill Campus;
- (b) note 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
- (c) instruct 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.

The Committee resolved:-

- (i) to approve recommendations (a) and (b) as set out above;
- (ii) to acknowledge NHS Grampian staff worked long, often anti-social hours and needed access to travel options which best met their needs, including adequate access to safe, free parking;
- (iii) to instruct 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, staff and visitors;
- (iv) to note the changes to the bus services implemented in recent months;
- (v) to note the significant work already underway by the North East Bus Alliance which included the operators and the local authorities to develop Aberdeen Rapid Transit including services that would serve the ARI site and link to the Park and Ride facilities;
- (vi) to instruct the Director of Commissioning to invite bus operators to a meeting including the Convener and Vice Convener of the Net Zero Environment and Transport Committee, and representatives from each political group, to discuss the impact the changes to the bus services has had on NHS Grampian staff and patients; and

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

31 October 2023

- (vii) to instruct the Director of Commissioning to report back to the next appropriate meeting of the Net Zero Environment and Transport Committee on the outcome of the meetings and any potential further steps.
- **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	16 January 2024									
4	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update		Vycki Ritson	Operations and Protective Services	Resources	8	Mobility	R	This updates the Committee on Transport Scotland's Reported Road Casualties Scotland 2022 that was released in October 2023. Given the recent reporting of the Road Safety Plan (29th August 2023) outlining the proposed targets and actions for the period to 2030, it is proposed to provide this as a Service Update.
5	Car Parking Review	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer - Operations and Protective Services following consultation with the Chief Officer – Strategic Place Planning to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee		Will Hekelaar	Strategic Place Planning	Commissioning	8	Mobility		
6	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.	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	Ken Neil	Strategic Place Planning	Commissioning	7 and 8	Mobility	D	Element of public consultation due to take place during November/December has now been moved to January to avoid a clash with the Local Transport Strategy public consultation. Report will now be presented to March 2024 meeting
7	Air Quality Update	To present the air quality progress report		Nick Glover	Operations and Protective Services	Resources	1	Natural Environment		
8	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
9	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee		Neale Burrows	Operations and Protective Services	Resources	7	Mobility		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2										
10	27 March 2024									
11	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	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	Stephen Booth / Mai Muhammad	Corporate Landlord	Resources	1	Building, Heat & Infrastructure		
12	Aberdeen City Council Travel Plan	To present the plan		Anthony Burns	Strategic Place Planning	Commissioning	8	Mobility		
13	Open Space Audit Report	To report on the audit		Guy Bergman	Strategic Place Planning	Commissioning	TBC	TBC		
14	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.	Planned South College Street project monitoring and elevation has commenced and will report 27/03/24 - this report will now include lessons learned on both projects	John Wilson / Mark Reilly	Capital / Operations and Protective Services	Resources	8	Mobility		
15	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
16	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		
17	Cluster Risk Register Reporting - Fleet / Roads / Waste / Environmental Services and Facilities Management	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly	Operations and Protective Services	Resources	9	N/A		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	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		
18	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		
19										
20	11 June 2024									
21	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		
22	Biodiversity Data and Awareness	NZET 31/10/23 - to instruct 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; and c) report back to this Committee within 12 months with the outcomes of these projects		Richard Brough / Sue Cumming	Strategic Place Planning	Commissioning	TBC	Natural Environment		
23	Active Travel Routes around Schools	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer - Strategic Place Planning, Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools		David Dunne / Mark Reilly / Shona Milne	SPP / Ops and Protective Services / Education	Various	TBC	Mobility		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	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		
36										
37	12 November 2024									
38	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			
39	Local Nature Conservation Site Review	To present the review		Gordon McLean	Strategic Place Planning	Commissioning	TBC	Natural Environment		
40	North East Scotland Active Travel Network Review	NZET 31/10/23 - to 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		Donald Kinnear	Strategic Place Planning	Commissioning	TBC	Mobility		
41	Climate Change Report 2023-24	To approve and sign the annual Aberdeen City Council Climate Change Report, before submission of the report to the Scottish Government to meet statutory requirements.		Jenny Jindra	Strategic Place Planning	Commissioning	2	Empowerment		
42	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	Commissioning	General Delegation 8.5	N/A		
43	Biodiversity Duty Report 2024	To present the annual report		Lina-Elvira Back	Strategic Place Planning	Commissioning	4	Natural Environment		
44	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		
45	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		
46										
47	2025									
48	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		
49	Low Emission Zone - Costs & Income	Net Zero, Environment & Transport 31/10/23 - to 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.	Summer 2025	Will Hekelaar	Strategic Place Planning	Commissioning	TBC	TBC		
50	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		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2										
51	DATE FOR REPORTING BACK TO BE CONFIRMED									
52	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		
53	ARI Parking	Net Zero, Environment & Transport 31/10/23 - (i) to instruct 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, staff and visitors; and (ii) to instruct the Director of Commissioning to invite bus operators to a meeting including the Convener and Vice Convener of the Net Zero Environment and Transport Committee, and representatives from each political group, to discuss the impact the changes to the bus services has had on NHS Grampian staff and patients; and instruct the Director of Commissioning to report back to the next appropriate meeting of the Committee on the outcome of the meetings agreed and any potential further steps		Mark Reilly / David Dunne	Operations and Protective Services / Strategic Place Planning	Commissioning	8	Mobility		
54	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		
55	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				

COMMITTEE	Net Zero, Environment and Transport
DATE	16 January 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	COM/24/001
DIRECTOR	Gale Beattie
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Louise Fox
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

1.1 To present Committee with the status of appropriate key performance measures relating to the services falling within its remit.

2. RECOMMENDATION

2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

3. CURRENT SITUATION

Report Purpose

3.1 This report is to provide members with key performance measures in relation to certain appropriate services as expressed within the 2023/24 Council Delivery Plan.

Report Structure and Content

3.2 Performance Management Framework Reporting against in-house delivery directly contributing to, or enabling delivery against, the city's Local Outcome Improvement Plan, (LOIP) has informed development of successive Council Delivery Plans, including the 2023/24 Council Delivery Plan agreed by Council on 1st March 2023.

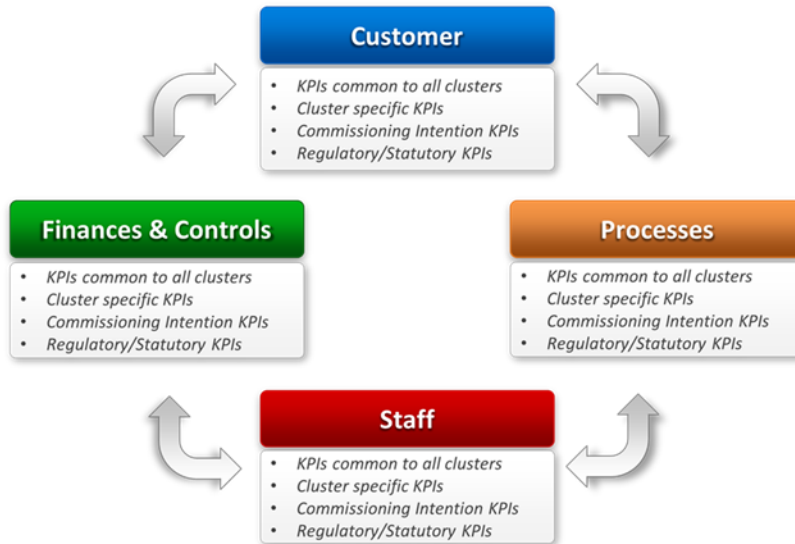
3.3 The Council's Performance Management Framework, supporting and enabling scrutiny against progress of the Council Delivery Plan and its key measures, establishes a robust performance management and reporting system which encompasses single and multi-service inputs, outputs and outcomes.

3.4 The refreshed Performance Management Framework for 2023/24 was approved at the meeting of Council on the 14th of June 2023.

3.5 Service standards against each function/cluster, associated with Council delivery planning, offer continuous insight into the effectiveness, and

accessibility of core service provision to the Council's stakeholders and city communities.





- 3.6 Where appropriate, data capture against these standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a monthly, quarterly or annual basis.
- 3.7 The Performance Management Framework provides for a consistent approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.



- 3.8 This report, as far as possible, details performance up to the end of June 2023 or Quarter 1 2023/24, as appropriate. It also includes an update on performance against the annual maximum cap of carbon emissions (tCO₂e) and progress towards meeting the annual carbon savings target (tCO₂e).
- 3.8 Appendix A provides an overview of performance across certain relevant services, with reference to recent trends and performance against target.
- 3.9 Within the summary dashboard the following symbols are also used:

Performance Measures

Traffic Light Icon

-  On target or within 5% of target
-  Within 5% and 20% of target and being monitored
-  Below 20% of target and being actively pursued
-  Data only – target not appropriate

Where narrative analysis of progress against service standards is provided and has been attributed with a RAG status by the relevant Service Manager, these are defined as follows:

RAG Status

- **GREEN** – Actions are on track with no delays/issues emerging
- **AMBER** – Actions are experiencing minor delays/issues emerging and are being closely monitored
- **RED** - Actions are experiencing significant delays/issues with improvement measures being put in place

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising out of this report.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising out of this report.

6. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising out 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) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.	L	Yes
Operational	No significant operational risks.	Oversight by Elected Members of core employee health and safety/attendance data supports the Council’s obligations as an employer	L	Yes

Financial	No significant financial risks.	Overview data on specific limited aspects of the cluster's financial performance is provided within this report	L	Yes
Reputational	No significant reputational risks.	Reporting of service performance to Members and in the public domain serves to enhance the Council's reputation for transparency and accountability.	L	Yes
Environment / Climate	None	NA	NA	NA

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	None
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
Regional and City Strategies	None

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by Chief Officer Martin Murchie that no Integrated Impact Assessment is required.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2023/24 – COM/23/074

[Local Outcome Improvement Plan 2016-2026](#) (July 2021 Refresh)

Performance Management Framework – COM/23/168

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

Louise Fox

Strategic Performance and Improvement Officer

lfox@aberdeencity.gov.uk

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Net Zero, Environment and Transport Committee Performance Report Appendix A

Operations and Protective Services

Environmental Services
















1. Customer – Environmental Services

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	6		25		39		
% of complaints resolved within timescale (stage 1 and 2) - Environment	100%		92%		87.2%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	66.7%		32%		23.1%		
Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0		0		

*Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence for example amending an existing procedure or revising training processes. When a complaint has been upheld, action would be taken in the form of an apology or staff discussion/advice, but these actions are not classified as lessons learnt.







Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	128		152		151		







1. Processes - Environmental Services

Performance Indicator	Aug 2023		Sept 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Streets free from litter and refuse (in line with Keep Scotland Beautiful LEAMS standards)	89.8%		89.8%		89.8%		75%
Open spaces satisfactorily maintained (in line with APSE national benchmarking LAMS standards)	100%		100%		100%		75%
Number of Complaints upheld by Inspector of Crematoria	0		0		0		0
% Outdoor play areas visited, inspected, and maintained to national standards on a fortnightly basis	100%		100%		100%		100%
% Water safety equipment inspected within timescale	99.9%		99%		94.9%		100%

*89.8% is the figure for period August - October

2. Staff - Environmental Services

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	1		1		1		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	0		4		1		

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Environmental	13.4		14.2		14.9		10
Establishment actual FTE	324.19		325.59		326.92		

* We are aware that the reported performance of the 12-month rolling average for working days lost due to sickness absence per FTE throughout this report, is not fully accurate due to current system constraints relating to the calculation of FTE and variable working patterns for some staff. In some cases the actual absence rate is lower than the reported

figure. This does not impact on attendance management for staff and their respective managers. Officers are currently working internally on data quality issues and with the vendor to resolve this anomaly.

3. Finance & Controls - Environmental Services

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	42.5%		51%		59.8%		100%

Fleet and Transport

1. Customer – Fleet and Transport

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	2		1		0		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	100%		100%		No complaints Q2		75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet	50%		0%				
Total No. of lessons learnt identified (stage 1 and 2) - Fleet	0		0				

2. Processes – Fleet and Transport

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% HGVs achieving first time MOT pass	96.4%		93.3%		100%		95%
% Light Vehicles achieving first time MOT pass	96.1%		98.9%		93%		93%
% of Council fleet - alternative powered vehicles	12.2%		13.1%		12.3%		
% of Council fleet lower emission vehicles (YTD)	88.9%		91%		91.4%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	1		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		0		1		

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	8.7		8.7		8.9		10
Establishment actual FTE	32.85		32.77		34.01		

4. Finance & Controls – Fleet Transport

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	37.2%		51.6%		51.4%		100%

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	67.65%		67.66%		68.4%		80%
Fleet Services - % of large HGV vehicles under 7 years old	77.39%		68.81%		68.81%		80%

Roads and Infrastructure

1. Customer - Roads

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	23		28		17		
% of complaints resolved within timescale - Roads	52.2%		89.3%		88.2%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	30.4%		53.6%		29.4%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	1		3		1		

2. Processes - Roads

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	95.4%		99.12%		97.27%		75%
Number of Street Light Repairs completed within 7 days	166		225		427		
Potholes Category 1 and 2 - % defects repaired within timescale	98.27%		96.85%		100%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	742		613		260		

3. Staff - Roads

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	2		1		1		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	3		1		2		

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	13.7		13.7		14.0		10
Establishment actual FTE	161.37		163.15		161.51		

4. Finance & Controls - Roads







Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	39.9%		46.3%		55.8%		100%

Waste Services

1. Customer - Waste







Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	63		42		58		
% of complaints resolved within timescale - Waste	88.9%		78.6%		93.1%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	69.8%		66.7%		56.9%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		0		0		







2. Processes – Waste

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	57.9%		61.4%		72.8%		85%
*Percentage of Household Waste Recycled/Composted	40.4%		40.1%		41.6%		50%




*% Waste diverted from Landfill/% Household Waste Recycled/Composted – These figures are intended and used for internal monitoring only and are based on a rolling 12-month period.

3. Staff – Waste

Performance Indicator	Q4 2022/23		Q1 2023/24		Q2 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	1		0		1		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	3		2		3		

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	14.3		14.7		14.7		10
Establishment actual FTE	185.06		186.64		186.09		

4. Finance & Controls – Waste

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	42.5%		50.9%		59.6%		100%

Strategic Place Planning





Climate and Sustainability Policy

Carbon Budget

Performance Indicator	Current Status
We will remain within the annual maximum cap of carbon emissions (tCO2e) and meet the annual carbon savings target (tCO2e)	
Carbon Budget 2023/24 (Phase 2)	

Performance indicator	Q1 status	Q2 status	Annual maximum tCO2e*
Maximum cap on Council carbon emissions 2023-24	✔	✔	26,474
Emissions breakdown: buildings (energy), water, grey fleet			
Buildings (energy)	✔	✔	19,155
Water consumption	✔	✔	125
Grey fleet	✔	✔	192
Quarter 1 & 2 provisional data indicates Council emissions from water, buildings (energy) and grey fleet are currently on track to remain within maximum cap on emissions for 2023/24. Note(s): <ul style="list-style-type: none"> Quarter 1 & 2 provisional information is only available for the above emission sources at time of reporting. UK Greenhouse Gas emission conversion factors for electricity increased for 2023. 			

Traffic Light Icons Used

	On target or within 5% of target
	Within 5% and 20% of target and being monitored
	Below 20% of target and being actively pursued
	Data only – target not appropriate

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	16 January 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Air Quality Progress
REPORT NUMBER	RES/23/330
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Nick Glover
TERMS OF REFERENCE	1,6

1. PURPOSE OF REPORT

- 1.1 To update Committee members on the annual air quality monitoring results for 2022.

2. RECOMMENDATION

- 2.1 That the Committee note the findings of the 2023 Air Quality Progress Report (APR) for Aberdeen City Council.

3. CURRENT SITUATION

- 3.1 The Environment Act 1995, Part IV, as amended by the Environment Act 2021, places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved.
- 3.2 The Scottish Government has stipulated authorities must submit an annual progress report for approval by the Scottish Government and the Scottish Environmental Protection Agency (SEPA). The Scottish Government approved the appended Annual Progress report 2023 for Aberdeen City, on 11 August 2023.
- 3.3 The main pollutants of concern in Aberdeen City are nitrogen dioxide (NO₂) and particulate matter (PM₁₀), related to road traffic emissions. These pollutants have a significant public health impact, particularly the young, elderly and those with pre-existing medical conditions. In 2018, Health Protection Scotland estimated that approximately 1700 attributable (premature) deaths in Scotland annually can be attributed to air pollution.¹
- 3.4 Table 1 details the air quality objectives for the purposes of Local Air Quality Management.

Table 1: Air Quality objectives

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m ³	Annual mean	31.12.2005
Particulate Matter (PM ₁₀) (gravimetric)	50 µg/m ³ , not to be exceeded more than 7 times a year	24-hour mean	31.12.2011
	18 µg/m ³	Annual mean	31.12.2011

Nitrogen Dioxide Monitoring Results

- 3.5 Table 2 shows the annual mean NO₂ concentrations over the period 2018-2022 at Aberdeen's six continuous monitoring sites. Erroll Park replaced a site previously sited on Erroll Place, which had to be relocated due to the demolition of a housing development on the street; hence why data is only available from 2021. There is also a network of diffusion tubes recording NO₂ concentrations at 67 sites across the city.
- 3.6 The NO₂ automatic monitoring data collected at all sites bar Union Street in 2022 decreased slightly on 2021 levels. Concentrations at all automatic sites continued to be below the annual mean air quality objective of 40 µg/m³.
- 3.7 Twelve new diffusion tube locations were added to the city survey in 2022 – eight on junctions outside of the Low Emission Zone (LEZ) area, identified as locations where increases in traffic are likely by modelling previously carried out by SEPA. Two diffusion tubes located on Bridge Street – within the LEZ area – suggest an exceedance of the objective at these locations within the city centre Air Quality Management Area (AQMA).
- 3.8 Within the Wellington Road AQMA the annual mean levels recorded at the Wellington Road automatic site and the 2 diffusion tube locations continued to be below the annual mean objective.
- 3.9 There were no exceedances of the annual mean objective recorded in the Anderson Drive AQMA. Two diffusion tubes were reintroduced in 2022 to replace two locations removed from the city survey during construction works for the improvements to the Haudagain roundabout in 2021. Diffusion tubes DT39 and DT41 – situated on the Haudagain Roundabout, where the annual mean was exceeded at both locations in 2018 but are now both notably below this level – each recorded 24µg/m³. This area is now benefitting from the improvement works completed in this area in May 2022, together with the opening of the Aberdeen Western Peripheral Route (AWPR) from 2018, which may have contributed to the improvement.

- 3.10 There were no exceedances of the hourly mean objective at any automatic or diffusion tube sites in 2022.
- 3.11 By 2022, all temporary traffic restrictions that had been implemented as part of the Spaces for People initiative across 2020 and 2021 had been removed – except for along the Union Street central section, where the removal of general traffic was made permanent from summer 2022, making it a bus, taxi and cycle priority space. The annual mean NO₂ levels monitored across the city, both within and outside AQMAs, did not differ significantly to 2021, but have increased slightly in some areas as expected given the removal of restrictions and a return to a new normal in post-pandemic life. This may be the new level of NO₂ and particulates concentrations. Ongoing air quality monitoring will provide trends to establish if levels return nearer to levels monitored pre COVID pandemic.

Table 2: Annual mean NO₂ concentrations at continuous monitoring sites

Site	Annual mean NO ₂ concentration (µg/m ³)				
	2018	2019	2020	2021	2022
Erroll Park	N/A	N/A	N/A	21	16
Union St	40	38	24	25	27
Market St	31	33	22	27	23
Anderson Dr	19	17	12	13	12
Wellington Rd	39	39	25	28	25
King St	23	22	16	17	16
Objective Value	40	40	40	40	40

Particulate Monitoring Results

- 3.12 There were no exceedances of the annual mean or 24 hour mean objective at any of the continuous monitoring sites in 2022. The 24 hour mean objective has been met at all monitoring sites for the last 5 years.
- 3.13 Table 3 shows the annual mean PM₁₀ concentrations over the period 2018-2022.

Table 3: Annual mean PM₁₀ concentrations at continuous monitoring sites

Site	Annual mean concentration (µg/m ³)				
	2018	2019	2020	2021	2022
Erroll Park	N/A	N/A	N/A	10	11
Union St	15	12	10	11	13
Market St	17	13	10	11	13
Anderson Dr	14	13	9	9	10
Wellington Rd	17	14	14	12	13
King St	14	14	11	12	11
Objective Value	18	18	18	18	18

- 3.14 There are 6 continuous monitoring sites measuring PM₁₀ levels in Aberdeen City. As before with NO₂, data for Erroll Park is only available from 2021.
- 3.15 No exceedances of the annual mean were recorded at any of the continuous monitoring sites.

Conclusions

- 3.16 The 3 AQMAs in the City remain valid for NO₂ and PM₁₀ annual means, to ensure sustained compliance with the air quality objectives.
- 3.17 New monitoring data has not identified a need for any other changes to the existing AQMAs

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified			Yes
Compliance	No significant risks identified			Yes
Operational	No significant risks identified			Yes
Financial	No significant risks identified			Yes
Reputational	No significant risks identified			Yes
Environment / Climate	No significant risks identified			Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	This report provides an update on air quality monitoring across the city. There are no proposals in this report and therefore no impact on the Council Delivery Plan.
Regional and City Strategies	There are no proposals in this report.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by Chief Officer, Mark Reilly that no Integrated Impact Assessment is required.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

10.1 (1) Air Quality in Scotland, The Scottish Government, 2021.

11. APPENDICES

11.1 2023 Air Quality Annual Progress Report (APR) for Aberdeen City Council

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Annual Progress Report (APR)



2023 Air Quality Annual Progress Report (APR) for Aberdeen City Council

In fulfilment of Part IV of the Environment Act 1995, as amended by the
Environment Act 2021

Local Air Quality Management

June 2023

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Executive Summary: Air Quality in Our Area

Air Quality in Aberdeen City

The Annual Progress Report has been undertaken to fulfil Aberdeen City Council's duty to annually review and assess air quality. The report provides the latest monitoring results and discusses the implications for air quality management in Aberdeen.

The main pollutants of concern in Aberdeen City are nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}), related to road traffic emissions.

In 2022, all temporary traffic restrictions that had been implemented as part of the Spaces for People initiative across 2020 and 2021 had been removed, except for certain restrictions along Union Street that have now become permanent alternations as part of the City Centre Master Plan (CCMP). The annual mean NO₂ levels monitored across the city, both within and outside of AQMAs, did not differ significantly to 2021, but have increased slightly in some areas as expected given the removal of restrictions and a return to a new normal in post-pandemic life. All monitoring locations apart from two diffusion tubes on Bridge Street in the city centre suggest NO₂ levels were below the annual mean objective in 2022.

There were no exceedances of the NO₂ one hour objective at any of the monitoring locations, nor were there any exceedances of the annual or 24-hour mean PM₁₀ objectives. There were also no exceedances of the PM_{2.5} annual mean objective.

The Low Emission Zone (LEZ) for the city was formally approved and introduced on 30 May 2022, with a two-year grace period before enforcement commences on 1 June 2024. The Air Quality Action Plan 2011 is currently in the process of being updated now the LEZ has been formally introduced, with a proposed publication date of March 2024.

Actions to Improve Air Quality

This section provides a brief summary of core actions to target sources of pollution in Aberdeen City over the past year.

Low Emission Zone:

- LEZ declared in May 2022, triggering commencement of 2-year grace period.

Active Travel:

- Launch of the Big Issue eBike bicycle rental scheme;
- Launch of the Walking and Cycling Index (WACI), an assessment of cycling in Aberdeen to support future planning, investment and delivery;
- Continued delivery of cycle parking facilities throughout the city;
- Continued progression of a programme of multimodal corridor studies, considering opportunities for improved active travel infrastructure on key corridors to and from the city centre;
- Continued delivery of the I Bike schools programme, which works with school clusters in the city to encourage active travel amongst school children;
- Launch of the I Bike communities programme which works with adults in the same school clusters as above to encourage active travel.

Public Transport:

- Permanent removal of general traffic from Union Street Central from summer 2022, making this a bus, taxi and cycle priority space;
- Committee approval given for bus priority measures on Market Street / Bridge Street / Guild Street to be delivered in 2023;
- Continued progression of Aberdeen Rapid Transit (ART) feasibility study to assess options for a high-capacity rapid public transport system in Aberdeen;
- Continued progression of a programme of multimodal corridor studies considering opportunities for improved bus infrastructure on key corridors to and from the city centre.

Clean Vehicles:

- Appointment of a new contracted operator for the Aberdeen Car Club;
- Continued expansion of the Car Club, with more electric and hydrogen vehicles added to the fleet for the public to use;
- Installation of more electric vehicle (EV) charge points in the city

Road Improvements:

- Completion of A92/A96 Haudagain improvements.

Local Priorities and Challenges

This section provides a brief summary of the priorities and challenges for Aberdeen City Council in addressing air quality for the coming year.

Priorities:

- Development of and engagement on a revised Aberdeen Air Quality Action Plan;
- Development of and engagement on a revised Local Transport Strategy for Aberdeen;
- Adoption of a revised Aberdeen Local Development Plan, and publication of supporting Planning Guidance on Transport and Air Quality;
- Establishment of the LEZ via implementation of signage and enforcement camera system;
- Commencement of an Active Travel Network Review to determine future walking, wheeling and cycling priorities for the city and develop a programme for delivery;
- Launch of first phase of a residential cycle parking project to deliver safe and secure cycle storage for residents of Council-owned high rises;
- Further expansion of the city's pedestrian and cycle count monitoring capabilities;
- Completion of South College Street Phase 1 improvements;
- Implementation of Market Street / Guild Street / Bridge Street bus priority loop and associated traffic management measures;
- Identification of a preferred option for cycling facilities on Union Street;
- Commencement of ART Outline Business Case (OBC);
- Completion of a number of transport corridor improvement studies, with recommendations proceeding to OBC;
- Completion of A956/Beach Boulevard junction improvement OBC;
- Development of a revised Council Travel Plan;
- Increasing access to car club vehicles, all of which are petrol, hybrid, EV or hydrogen powered, in the city for members of the public and Aberdeen City Council staff;
- Growing and maintaining the network of publicly-available EV charge points across the city;

- Rolling out a behaviour change programme through the Smarter Choices Smarter Places programme, centred around promoting and enabling active and sustainable travel;
- Continuing to have I Bike Communities and I Bike Schools officers working within school clusters in the city, this year focused on the St Machar Academy and Harlaw School clusters.

Challenges

The main challenge is likely to be political and public support for the outcomes of the ART development work and the programme of multimodal corridor studies which are likely to recommend significant reallocation of road space from the private car to walking, cycling and public transport, including removal of kerbside parking spaces.

How to Get Involved

Further information on the Local Transport Strategy, Action Plan and Active Travel Action Plan, Low Emission Zone and Car Club is available at the following websites:

[Local Transport Strategy](#)

[City Centre Masterplan](#)

[Low Emission Zone](#)

[Car Club](#)

Table of Contents

Annual Progress Report (APR)	i
Executive Summary: Air Quality in Our Area	iii
Air Quality in Aberdeen City.....	iii
Actions to Improve Air Quality	iii
Local Priorities and Challenges	v
How to Get Involved	vi
1 Local Air Quality Management.....	1
2 Actions to Improve Air Quality.....	2
2.1 Air Quality Management Areas	2
2.2 Cleaner Air for Scotland 2.....	3
2.2.1 Placemaking – Plans and Policies.....	3
2.2.2 Transport – Low Emission Zones	5
2.2.3 Further Actions	5
2.3 Implementation of Air Quality Action Plan(s) and/or measures to address air quality	6
3 Air Quality Monitoring Data and Comparison with Air Quality Objectives	33
3.1 Summary of Monitoring Undertaken	33
3.1.1 Automatic Monitoring Sites	33
3.1.2 Non-Automatic Monitoring Sites	34
3.1.3 Other Monitoring Activities.....	34
3.2 Individual Pollutants.....	34
3.2.1 Nitrogen Dioxide (NO ₂)	35
3.2.2 Particulate Matter (PM ₁₀)	38
3.2.3 Particulate Matter (PM _{2.5})	38
3.2.4 Sulphur Dioxide (SO ₂)	39
3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene.....	39
4 New Local Developments	40
4.1 Road Traffic Sources.....	40
4.2 Other Transport Sources	41

4.3 Industrial Sources.....	42
4.4 Commercial and Domestic Sources.....	43
4.5 New Developments with Fugitive or Uncontrolled Sources	43
5 Planning Applications.....	45
6 Conclusions and Proposed Actions.....	47
6.1 Conclusions from New Monitoring Data.....	47
6.2 Conclusions relating to New Local Developments	48
6.3 Proposed Actions	48
Appendix A: Monitoring Results	49
Appendix B: Full Monthly Diffusion Tube Results for 2022	68
Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC	71
New or Changed Sources Identified Within Aberdeen City Council During 2022	71
Additional Air Quality Works Undertaken by Aberdeen City Council During 2022	71
QA/QC of Diffusion Tube Monitoring	71
Diffusion Tube Annualisation.....	71
Diffusion Tube Bias Adjustment Factors	72
NO ₂ Fall-off with Distance from the Road.....	74
QA/QC of Automatic Monitoring	74
PM ₁₀ and PM _{2.5} Monitoring Adjustment	75
Automatic Monitoring Annualisation	75
NO ₂ Fall-off with Distance from the Road.....	76
Appendix D: Supporting Information Charts.....	79
Appendix E: Monitoring Locations.....	83
Glossary of Terms	88
References	89

List of Tables

Table 1.1 – Summary of Air Quality Objectives in Scotland.....	1
Table 2.1 – Declared Air Quality Management Areas.....	2
Table 2.2 – Progress on Measures to Improve Air Quality.....	9
Table A.1 – Details of Automatic Monitoring Sites.....	49
Table A.2 – Details of Non-Automatic Monitoring Sites.....	50
Table A.3 – Annual Mean NO ₂ Monitoring Results (µg/m ³).....	57
Table A.4 – 1-Hour Mean NO ₂ Monitoring Results, Number of 1-Hour Means > 200µg/m ³	64
Table A.5 – Annual Mean PM ₁₀ Monitoring Results (µg/m ³).....	65
Table A.6 – 24-Hour Mean PM ₁₀ Monitoring Results, Number of PM ₁₀ 24-Hour Means > 50µg/m ³	66
Table A.7 – Annual Mean PM _{2.5} Monitoring Results (µg/m ³).....	67
Table B.1 – NO ₂ 2022 Monthly Diffusion Tube Results (µg/m ³).....	68
Table C.1 – Bias Adjustment Factor.....	74
Table C.2 – Annualisation Summary (concentrations presented in µg/m ³).....	77
Table C.3 – Local Bias Adjustment Calculations.....	77

List of Figures

Figure D1: Trend in NO ₂ Annual Mean Concentration (µg/m ³) Continuous Monitoring Sites 2018-2022.....	79
Figure D2: Trend in NO ₂ Annual Mean Concentration (µg/m ³) Continuous Monitoring Sites 2018-2022.....	79
Figure D3: Time Series for NO ₂ Daily concentrations at each Continuous Monitoring Site 2022.....	80
Figure D4: De-seasonalised NO ₂ trends at each Continuous Monitoring Site 2018-2022.....	80
Figure D5: Trend in PM ₁₀ Annual Mean Concentration (µg/m ³) at each Continuous Monitoring Sites 2018-2022.....	81
Figure D6: Trend in PM ₁₀ Annual Mean Concentration (µg/m ³) at each Continuous Monitoring Site 2018-2022.....	81

Figure D7: Time Series for PM₁₀ Daily concentrations at each Continuous Monitoring Site 2022.....82

Figure D8: De-seasonalised PM₁₀ trends at each Continuous Monitoring Site 2018-202282

Figure E1: Aberdeen City AQMAs and Automatic Monitoring Locations83

Figure E2: Aberdeen City-wide diffusion tube locations, separated into Plates 1-7.....83

Figure E3: Plate 1 – Diffusion tube locations, Dyce84

Figure E4: Plate 2 – Diffusion tube locations, Bucksburn84

Figure E5: Plate 3 – Diffusion tube locations, Seaton/Kittybrewster85

Figure E6: Plate 4 – Diffusion tube locations, City Centre85

Figure E7: Plate 5 – Diffusion tube locations, Torry86

Figure E8: Plate 6 – Diffusion tube locations, Cove86

Figure E9: Plate 7 – Diffusion tube locations, Anderson Drive87

1 Local Air Quality Management

This report provides an overview of air quality in Aberdeen City Council during 2022. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Progress Report (APR) summarises the work being undertaken by Aberdeen City Council to improve air quality and any progress that has been made.

Table 1.1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Nitrogen dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen dioxide (NO ₂)	40 µg/m ³	Annual mean	31.12.2005
Particulate Matter (PM ₁₀)	50 µg/m ³ , not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
Particulate Matter (PM ₁₀)	18 µg/m ³	Annual mean	31.12.2010
Particulate Matter (PM _{2.5})	10 µg/m ³	Annual mean	31.12.2021
Sulphur dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
Sulphur dioxide (SO ₂)	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO ₂)	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m ³	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m ³	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m ³	Running 8-Hour mean	31.12.2003

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare publish and implement an Air Quality Action Plan (AQAP) within the shortest possible time and no later than 12 months of the date of AQMA Designation Order. The AQAP must set out measures the local authority intends to put in place in pursuit of the objectives within the shortest possible time. Measures should be provided with milestones and a final date for completion. The action plan itself should have a timescale for completion and for revocation of the AQMA. Where measures to reduce air pollution may require a longer timescale an action plan shall be reviewed and republished within five years of initial publication and then five-yearly thereafter.

A summary of AQMAs declared by Aberdeen City Council can be found in Table 2.1. Further information related to declared or revoked AQMAs, including maps of AQMA boundaries are available online at [DEFRA AQMA list](#) and [DEFRA AQMA maps](#) websites.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Pollutants and Air Quality Objectives	City / Town	Description	Action Plan
City Centre	NO ₂ annual mean PM ₁₀ annual mean & 24 hour mean	Aberdeen	Declared 2001, extended in 2003. PM ₁₀ included in 2005 & 2011. Amended 2018. An area encompassing several properties Union St, King St, Market St, Holburn St and Victoria Road.	Air Quality Action Plan 2011
Anderson Drive	NO ₂ annual mean	Aberdeen	Declared in 2008, amended 2011 and	Air Quality Action Plan 2011

AQMA Name	Pollutants and Air Quality Objectives	City / Town	Description	Action Plan
	PM ₁₀ annual mean		2018. Pockets of exceedances at residential properties along Anderson Drive and Auchmill Road.	
Wellington Road	NO ₂ annual mean PM ₁₀ annual mean & 24 hour mean	Aberdeen	Declared 2008. Residential properties along Wellington Road (Queen Elizabeth II Bridge to Balnagask Rd)	Air Quality Action Plan 2011

2.2 Cleaner Air for Scotland 2

[Cleaner Air for Scotland 2 – Towards a Better Place for Everyone \(CAFS2\)](#) is Scotland's second air quality strategy. CAFS2 sets out how the Scottish Government and its partner organisations propose to further reduce air pollution to protect human health and fulfil Scotland's legal responsibilities over the period 2021 – 2026. CAFS2 was published in July 2021 and replaces [Cleaner Air for Scotland – The Road to a Healthier Future \(CAFS\)](#), which was published in 2015. CAFS2 aims to achieve the ambitious vision for Scotland "to have the best air quality in Europe". A series of actions across a range of policy areas are outlined, a summary of which is available on the Scottish Government's website.

Progress by Aberdeen City Council against relevant actions for which local authorities are the lead delivery bodies within this strategy is demonstrated below.

2.2.1 Placemaking – Plans and Policies

Local authorities with support from the Scottish Government will assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps.

Aberdeen City Council has had a Council Travel Plan since 2001 which encourages and enables staff and visitors to make healthy and clean travel choices. The Plan is currently

under review, with an updated Plan expected to be adopted during 2023. The Council undertakes a biennial staff travel survey to identify how staff usually travel to work. The most recent survey was undertaken in 2022 and the outcomes will help inform the revised Plan.

The Council's Local Transport Strategy (LTS) 2016-2021 identifies "*improved air quality and the environment*" as a key outcome, with an objective "*to improve air quality across the city, so that the existing Air Quality Management Areas are revoked, and no further Air Quality Management Areas are declared*". In line with the adoption of the new Regional Transport Strategy, NESTRANS 2040, in November 2021 and the Council Delivery Plan commitment to *Refresh the local transport strategy*, a review of the LTS commenced in 2021 and is expected to be subject to public and stakeholder engagement in 2023.

A City Centre and Beach Masterplan (CCBMP) was approved in 2022, sitting above a revised City Centre Masterplan (CCMP) and emerging Beach Development Framework (BDF), with a renewed emphasis on developing places for people, reducing the impacts of vehicular traffic in the city centre and the beach area, and improving active travel and bus connectivity between the city centre and beach. Various projects emerging from the CCBMP are now in progress including city centre traffic restriction measures and work to improve the A956/Beach Boulevard junction for people walking, wheeling and cycling.

A revised Aberdeen Local Development Plan was approved by ACC in 2022 and submitted to Scottish Ministers for approval. This contains a specific policy on Air Quality (WB2) – "*Development proposals which may have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are proposed and agreed with the Planning Authority. Planning applications for such proposals should be accompanied by an assessment of the likely impact of development on air quality and any mitigation measures proposed.*"

Aberdeen Planning Guidance on Air Quality will set out the likely circumstances in which applicants must submit an assessment of the potential impact of particular types of development on existing and future air quality, particularly in and around AQMAs and the LEZ. It will also provide guidance on the process of air quality assessment and how mitigation measures will be assessed and implemented.

2.2.2 Transport – Low Emission Zones

Local authorities working with Transport Scotland and the Scottish Environment Protection Agency (SEPA) will look at opportunities to promote zero-carbon city centres within the existing LEZs structure.

Following the final objection period in November 2021, Aberdeen's LEZ plans were submitted to and approved by Scottish Ministers in 2022. The LEZ was formally declared on 30 May 2022, triggering the two-year grace period, meaning enforcement will commence from 1 June 2024. The LEZ has been developed in accordance with the National Low Emission Framework (NLEF) and National Modelling Framework (NMF).

2.2.3 Further Actions

Aberdeen City Council has taken forward a number of measures during the current reporting year of 2022 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. More detail on these measures can be found in the Air Quality Action Plan. Key completed measures are:

- Formal declaration of the LEZ in May 2022;
- Launch of the Big Issue eBike bicycle rental scheme;
- Launch of the Walking and Cycling Index (WACI), an assessment of cycling in Aberdeen to support future planning, investment and delivery;
- Continued delivery of cycle parking facilities throughout the City;
- Continued delivery of the I Bike schools programme, which works with school clusters in the city to encourage active travel amongst school children. In recent years, the programme has worked with the Harlaw Academy and Aberdeen Grammar School clusters which are city centre based so very much within or close to the LEZ area;
- Launch of the I Bike communities programme which works with adults in the same school clusters as above to encourage active travel. This allows the parents and guardians of the children to also benefit so that momentum is kept in the community;
- Rolling out a behaviour change programme through the Smarter Choices Smarter Places programme, centred around promoting and enabling active and sustainable travel;

- Permanent removal of general traffic from Union Street Central from summer 2022, making this a bus, taxi and cycle priority space;
- Appointment of a new contracted operator for the Aberdeen Car Club;
- Continued expansion of the Car Club, with more electric and hydrogen vehicles added to the fleet for the public to use;
- Installation of more EV charge points in the city for members of the public to use; and
- Completion of A92/A96 Haudagain improvements.

2.3 Implementation of Air Quality Action Plan(s) and/or measures to address air quality

In order to ensure that local authorities implement the measures within an action plan by the timescales stated within that plan, the Scottish Government expects authorities to submit updates on progress through the APR process. Aberdeen City Council has taken forward a number of measures within the action plan during the current reporting year of 2022 in pursuit of improving local air quality and meeting the air quality objectives within the shortest possible time. Details of all measures completed, in progress or planned are set out in Table 2.2. More detail on these measures can be found in the air quality Action Plan relating to each AQMA, Local Transport Strategy for Aberdeen, and revised Aberdeen Local Development Plan.

Key completed measures for this reporting year are:

- Formal declaration of the LEZ;
- Launch of the Big Issue ShareBike bicycle rental scheme;
- Launch of the Walking and Cycling Index (WACI);
- Continued delivery of cycle parking facilities throughout the City;
- Continued delivery of the I Bike schools programme;
- Launch of the I Bike communities programme;
- Various behaviour change initiatives;
- Permanent removal of general traffic from Union Street Central making this a bus, taxi and cycle priority space;
- Appointment of a new contracted operator for the Aberdeen Car Club;

- Continued expansion of the Car Club, with more electric and hydrogen vehicles added to the fleet for the public to use;
- Expansion of the EV charging network;
- Completion of A92/A96 Haudagain improvements.

Progress on the following measures has been slower than expected:

- Council Travel Plan – staff travel survey paused until 2022 to allow for stabilisation of working patterns following the removal of the majority of COVID-19 restrictions;
- Car Parking Framework – paused as a result of COVID-19 impacts on the city centre, and will now follow the adoption of a revised LTS

Aberdeen City Council expects the following measures to be completed over the course of the next reporting year:

- Development of and engagement on a revised Aberdeen Air Quality Action Plan;
- Public and stakeholder engagement on a revised Local Transport Strategy for Aberdeen;
- Adoption of a revised Aberdeen Local Development Plan, and publication of supporting Planning Guidance on Transport and Air Quality;
- Development of a revised Council Travel Plan;
- Establishment of the LEZ via implementation of signage and enforcement camera system;
- Further expansion of the city's pedestrian and cycle count monitoring capabilities;
- Completion of South College Street Phase 1 improvements;
- Implementation of Market Street / Guild Street / Bridge Street bus priority loop and associated traffic management measures;
- Identification of a preferred option for cycling facilities on Union Street;
- Completion of a number of transport corridor improvement studies, with recommendations proceeding to OBC.

Aberdeen City Council has identified the following new measures since the last reporting year:

- An Active Travel Network Review to determine future walking, wheeling and cycling priorities for the city and develop a programme for delivery;

- Phase 1 of a residential cycle parking project to deliver safe and secure cycle storage for residents of Council-owned high rises;
- Launch of the I Bike communities programme;
- Completion of A956/Beach Boulevard junction improvement OBC to identify preferred option for enhanced active travel and public transport connectivity between the city centre and beachfront.

Table 2.2 – Progress on Measures to Improve Air Quality

No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1. Alternatives to private vehicle use											
1.1 a	Increase bus use	Alternatives to private vehicle use	Delivery of standards and targets agreed by Bus Quality Partnership	North East of Scotland Bus Alliance	2010	Ongoing	Proportion of people not working from home travelling to work by bus (Scottish Household Survey, Aberdeen City Voice)	Not quantifiable	In 2018, the North East Bus Alliance (replacing the former Local Authority Bus Operator Forum) was established with a revised Terms of Reference and Quality Partnership Agreement. The Alliance comprises Nestrans, Aberdeen City Council, Aberdeenshire Council, First Aberdeen, Stagecoach Bluebird, and a representative of Bus Users Scotland. A State of the Network review has been undertaken and a subsequent Bus Action Plan developed, with a key focus on identifying areas where buses	Ongoing	Further city centre bus priority measures to be introduced in 2023.

									<p>experience delays and inconsistent journey times because of congestion or other traffic management issues.</p> <p>Options for addressing the priorities of the Bus Alliance are now being looked at in detail via several transport corridor studies which have public transport efficiency as a key outcome.</p> <p>As part of CCMP delivery, Union Street Central was made a bus/cycle/taxi only space in 2022.</p>		
1.1 b	Increase bus use	Alternatives to private vehicle use	Increase corridors covered by BPIP (currently voluntary)	North East of Scotland Bus Alliance	2010	Ongoing	Proportion of people not working from home travelling to work by bus (Scottish Household Survey, Aberdeen City Voice)	Not quantifiable	<p>Several transport corridors are being reviewed to identify and appraise options for improving conditions for active and sustainable transport.</p> <p>The Wellington Road corridor study was completed in 2021 with elements now moving towards delivery.</p>	Ongoing	<p>These corridors have been prioritised with agreement from the Bus Alliance.</p> <p>The outcomes of these studies will inform Business Cases and future funding applications to enable the delivery of the improvements identified, including to the Scottish Government's</p>

									Appraisal and Business Case work is underway on the following corridors: Ellon to Garthdee; A947 Dyce to Bucksburn; A96 Inverurie to Aberdeen; A944/A9119 Westhill to Aberdeen; A93 Banchory to Aberdeen; A92 Bridge of Don to Bridge of Dee; A92/A90 Laurencekirk to Aberdeen. In parallel, options for a more formal Bus Services Improvement Partnership (BSIP) are being developed.		Bus Partnership Fund.
1.1c	Increase bus use	Alternatives to private vehicle use	Integrated Ticketing	North East of Scotland Bus Alliance / Transport Scotland	No defined start date	Ongoing		Not quantifiable	Both First and Stagecoach offer contactless payment on buses. First Aberdeen has introduced 'tap and cap', with fares capped at the most favourable daily rate to offer better value to the customer. The multi-operator Grasshopper ticket for North East	Ongoing	User engagement / co-design work has highlighted that it may be useful / attractive to deploy Rail & Bus ticket fulfilment features and a secure payment gateway / e-wallet on the GoABZ app, so these features are being investigated.

									Scotland continues to be promoted, and there is ambition to improve the Grasshopper offering by exploring opportunities for smart and mobile ticketing as well as contactless ticket options and new ticket types. Work is currently ongoing to develop an online retail solution for purchasing Grasshopper tickets.		
1.2 a	Improve Cycling & Walking Provision	Alternatives to private vehicle use	Core Paths Plan	ACC	Ongoing	Ongoing	Proportion of individuals walking and cycling (Scottish Household Survey, Aberdeen City Voice)	Not quantifiable	Various routes continue to be upgraded and installed. A complete survey of the Aberdeen Core Path Network was undertaken in 2021/22. The survey recorded path condition, surface type, signage, accessibility and issues.	Ongoing	This survey will help prioritise future path improvements on the core path network
1.2 b	Improve Cycling & Walking Provision	Alternatives to private vehicle use	Cycling Strategy/ Active Travel Action Plan	ACC	2014-2016	Ongoing	Proportion of individuals walking and cycling (Scottish Household Survey,	Not quantifiable	A revised Active Travel Action Plan was adopted by the Council in 2021. The Council took part in the	Ongoing	A more detailed Active Travel Network review is due to commence in 2023, working in partnership

							Aberdeen City Voice)		Walking and Cycling Index (WACI) a project whereby via data gathering and public and stakeholder input, a robust assessment is made of the local public's propensity for cycling and what more the local authority can do to enable this. The findings of the WACI are now informing future walking and cycling priorities.		with Aberdeenshire Council and Nestrans.
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1.3 a	Travel Plans	Promoting travel alternatives	Existing Organisations	ACC & Nestrans	2015-16	2016 onwards	No. organisation adopting TPs; No. employees covered by TPs, progress of travel plans in study area (North Dee, South Dee and Dyce)	Not quantifiable	<p>Travel planning work undertaken in the North Dee, South Dee and Dyce areas of Aberdeen as part of Civitas Portis EU funded project. Engagement activities, travel surveys and site audits undertaken, resulting in the development of action plans for each area.</p> <p>Additional car club car implemented in North Dee, Travel guides developed for North and South Dee, dropped kerb sites identified for North Dee (and awaiting delivery this year) and Umbrella Liftshare schemes developed for both North and South Dee.</p>	Ongoing	
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1.3 b	Travel Plans	Promoting travel alternatives	New Developments	ACC	2014-16	2016 onwards	N/A	Not quantifiable	Guidance for new developments contained in the Transport and Accessibility Supplementary Guidance to the 2017 Aberdeen Local Development Plan.	Ongoing	Planning Guidance being updated to support the revised Aberdeen Local Development Plan.
1.3c	Travel Plans	Promoting travel alternatives	Council	ACC	Ongoing	2003 onwards	% of Council staff using sustainable modes to travel to work (CTP Surveys)	Not quantifiable	Biennial staff survey undertaken in 2022. Budget continues to be allocated annually to support measures to encourage staff to travel to, from and during work more sustainably – provision of exclusive use zero emission pool cars, provision of pool bikes, membership of Liftshare and Act Travelwise. Council Climate Change Plan Mobility Sub-group formed, looking at options to improve active travel uptake	Ongoing	Travel Plan being revised in 2023. Budget allocated in the Council's 2023/24 Non-Housing Capital plan to support car club redesign for staff use. Resource now in place to look at active travel provision in council estate

									amongst staff, to encourage more staff use of car club and to overhaul staff travel policy and plans.		
1.4 a	Improve public awareness of air quality issues	Public information	Use of Variable Messaging System (VMS)	ACC & Transport Scotland	Ongoing	Ongoing	N/A	Not quantifiable	There have been 9 new Variable Messaging Signs (VMS) installed on routes on approach to the AWPR which are under Council control.	Ongoing	
1.4 b	Improve public awareness of air quality issues	Public information	ACC Website Improvements	ACC	2011	Ongoing	N/A	Not quantifiable	A new LEZ page was created in 2020 to provide information on air quality issues in Aberdeen and why a LEZ is being considered in response to this.	Ongoing	This page is being kept up to date as LEZ planning and delivery continues.
1.4c	Improve public awareness of air quality issues	Public information	'Airtex' Alert Service	ACC			No. of service users	Not quantifiable			
1.4 d	Improve public awareness of air quality issues	Public information	Undertake air quality and sustainable travel events with Getabout Partnership	Get About	Ongoing	Ongoing	Events taking place	Not quantifiable	The Getabout Aberdeen Cycling Festival (GACF) event took place on Saturday the 3rd of September 2022. This involved a series of cycling races for children and	Ongoing	Programme of events for 2023 being developed.

									adults as well as a number of family friendly additional activities. Over 32,000 people attended the GACF event and it recently won the E-Awards Best Sporting Event award.		
1.4 e	Improve public awareness of air quality issues	Public information	Information and Marketing Initiatives	ACC/Getabout	Ongoing	Ongoing	N/A	Not quantifiable	<p>There are currently 2 I-Bike officers employed by ACC and Sustrans to promote the uptake of active travel in schools and communities respectively.</p> <p>A marketing campaign to promote the Aberdeen City and Aberdeenshire sustainable transport brand, Getabout, has continued.</p> <p>Love to Ride, a project designed to encourage people to cycle more often took place in Aberdeen City and Aberdeenshire, involving a</p>	Ongoing	<p>Initiatives will continue during 2023.</p> <p>I Bike Schools officer will work with St Machar Academy Cluster in 2023 and will continue supporting the Harlaw Academy cluster.</p> <p>I Bike communities will work in same area with adults to build on schools programme</p> <p>Comms on air quality will continue during 2023 and 2024 prior to full operation of the LEZ.</p>

									<p>number of campaigns and competitions throughout the year aimed at individuals, workplaces and community groups.</p> <p>Two additional walking trails have been developed and added to the 'Discover' function in the GoABZ app.</p> <p>A Cycling Training project for P4 to 7 pupils allows children who cannot currently cycle to learn to ride a bike and potentially go on to take part in Bikeability.</p> <p>In order to ensure that children are safe while they are travelling actively to school, road safety magic shows were run in Autumn and Winter in Aberdeen City primary schools.</p> <p>Increasing the availability of digital real time</p>		
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									information for bus users. LEZ comms and engagement is raising awareness of air quality concerns in Aberdeen.		
1.5 a	Car Clubs / Carpool Schemes	Promoting low emission transport	General Public	ACC	2011	Ongoing	Car Club membership figures. Number of Car Club vehicles available.	Estimate 0 – 1 µg/m ³	The Aberdeen Car Club contract was re-rendered in late 2021/ early 2022 with Enterprise replacing Co-wheels as the Council's contracted supplier. There are now 21 alternatively (electric or hydrogen) fuelled vehicles and 5 petrol hybrid vehicles in the fleet of 44 vehicles, 34 of which are available for public use. Co-wheels are still operating in the city with 16 cars across Aberdeen, giving members of the public a choice of 2 volume car club suppliers in Aberdeen.	Ongoing	Car club is a vital way of giving people access to an LEZ-compliant, low or zero emission vehicle for those times when they need a car, without them needing to own one. Recent additions include Hollybank Place.

									Marketing of Enterprise Car Club cars in regeneration areas in Middlefield, Northfield, Mastrick, Tillydrone & Torry was undertaken using SCSP 2022/23 funding. Funded memberships were also offered to Aberdeen City residents to encourage the uptake of the car club using SCSP 2022/23 funding.		
1.5 b	Car Clubs / Carpool Schemes	Promoting low emission transport	Corporate	ACC	2011	Ongoing	Number of Car Club vehicles available.	Estimate 0 – 1 µg/m ³	10 vehicles (6 x Hydrogen FCEV and 4 x BEV) available for the exclusive use by the Council, with further vehicles being investigated. These are all zero emission at tailpipe. Council staff membership continues to grow. Action for staff car club redesign stemming from	Ongoing	Budget allocated in the Council's 2023/24 Non-Housing Capital plan to support car club redesign.

									Council Climate Change Plan Mobility Group which will see smarter use of car club by staff to reduce grey fleet use.		
1.6 a	Rail Improvements	Alternatives to private vehicle use	Local rail improvements	Transport Scotland/ Nestrans	Ongoing	Ongoing	Number of stations in the North East. Travel to work by rail mode share (Census).	Estimate 0 – 1 µg/m ³	Aberdeen to Inverurie track dualling was completed in 2019, allowing a higher frequency and higher capacity local rail service to be delivered between Inverurie and Montrose via Aberdeen. Kintore Station re-opened to passenger services in late 2020. A study is underway looking at the feasibility of further rail stations in the region.	Ongoing	Laurencekirk to Aberdeen options appraisal work due to commence in 2023, following Transport Scotland's approval of the Case for Change Report.
1.6 b	Rail Improvements	Alternatives to private vehicle use	Infrastructure improvements	Transport Scotland/ Nestrans	Ongoing	Ongoing	Studies and infrastructure delivered	Not quantifiable	Wider Aberdeen to Inverness rail improvement project ongoing. Kintore Station re-opened to passenger services in late 2020.	Ongoing	Laurencekirk to Aberdeen options appraisal work due to commence in 2023, following Transport Scotland's approval of the

									<p>A study is underway looking at the feasibility of further rail stations in the region.</p> <p>As part of the Aberdeen City Region Deal, options for reducing rail journey times between Aberdeen and the Central Belt are being investigated.</p>		Case for Change Report.
1.7	Rail Freight	Freight and delivery management	Modal Shift from road to rail	Nestrans	Ongoing	Ongoing	N/A	Not quantifiable	<p>New rail freight strategy for Scotland launched in 2016.</p> <p>A study into demand and capacity for more rail freight locally has commenced.</p>	Ongoing	
2 Lower Emissions and Cleaner Vehicles											
2.1	Green Vehicle procurement & Fuel/Charging Infrastructure	Promote low emission transport	Increase electric vehicle charging points	ACC	Ongoing	Ongoing	Number of charge points available.	Not quantifiable	<p>The electric vehicle charging network has continued to expand, with more charging points located at various locations throughout the City.</p> <p>ACC is working with Scottish Futures Trust,</p>	Ongoing	<p>Recent installations at Virginia Street, Summer Street and Craibstone Park and Ride should be powered up soon.</p> <p>ACC has just awarded works to install additional</p>

									<p>Transport Scotland, Highland and Aberdeenshire Councils and consultants as part of a pathfinder to build a business case that looks at future models for delivery including the Council working with private sector - to be completed in 2023</p> <p>Tariff now being charged for use of EV charge points - £1 minimum charge and 47p per kWh. Two-hour maximum stay time applies at rapid chargers along with an overstay fee of £1 per minute up to a maximum of £60 to encourage efficient use</p>	<p>charge points which will see a further 2 rapid chargers and 8 fast chargers installed across the city, all capable of recharging 2 vehicles at once.</p> <p>Future ratios and requirements for electrical vehicle charging are due to be updated in light of new standards coming through as part of building standards changes, to be introduced Scotland-wide in June 2023.</p> <p>As part of the pathfinder project, ACC, Highland and Aberdeenshire Councils have been engaging with suppliers to inform what model to go to market with. Procurement is likely to take place in 2023 with a view to contracting a</p>
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											deliver partner in 2024.
2.2 a	Emissions Testing & Idling Enforcement	Public information	Roadside Emission Testing	ACC	Ongoing	Ongoing	No. of tests / fails	Not quantifiable			
2.2 b	Emissions Testing & Idling Enforcement	Public information	Idling Vehicles	ACC			No. cautions	Not quantifiable			
2.3 a	Taxis	Vehicle fleet efficiency	Non-idling signs	ACC	Ongoing	On hold	Spatial coverage of signs	Not quantifiable		Ongoing	
2.3 b	Taxis	Vehicle fleet efficiency	Licensing vehicle inspections, emissions restrictions	ACC			Fleet emissions profile improvement	Not quantifiable			
2.4	Low Emission Zone	Environmental Permits	Low Emission Zone	ACC	2011	Ongoing	Air quality improvement within LEZ area	Various depending on location – full details in NLEF and NMF reports.	LEZ declared in May 2022.	Ongoing	Enforcement to commence from June 2024.
3 Transport planning and infrastructure											

3.1	Pedestrianisation	Transport planning and infrastructure	Union Street and Broad Street	ACC	2008-2015	From 2016	N/A	TBC	<p>City Centre Masterplan and Sustainable Urban Mobility Plan approved.</p> <p>Part pedestrianisation of Broad Street complete.</p> <p>Schoolhill Public Realm Enhancement Stage 1 complete.</p> <p>General traffic removed from Union Street Central from summer 2022.</p>	Ongoing	<p>Schoolhill/Upperkirkgate pedestrianisation to be completed in 2023.</p> <p>Union Street design work ongoing.</p>
3.2 a	Road Building / Junction Alterations	Transport planning and infrastructure	Aberdeen Western Peripheral Route	AWPR Managing Agent	2008	2015-2019	Monitoring data from permanent traffic counters on Anderson Drive, Market Street and Wellington Road	0 – 1 µg/m ³ for PM ₁₀ and NO ₂ (Market St and Anderson Dr)	Final section opened in Feb 2019		Complete.
3.2 b	Road Building / Junction Alterations	Transport planning and infrastructure	Haudagain Improvements	Transport Scotland	2012-2019	2019-2021	Delivery of scheme	TBC	Completed in 2022.		Complete.

4 Traffic Management

4.1	Intelligent Transport System (ITS)	Traffic management	To reduce city centre congestion	ACC	Ongoing	Ongoing	Predicted traffic flow impacts; air quality modelling; Monitoring data when operational; LTS monitoring data	Not quantifiable	<p>Revalidation of the SCOOT/UTC system covering the King Street and Market Street corridors has been carried out to address congestion concerns and reduce bus journey times.</p> <p>The traffic monitoring CCTV system is being expanded to include the Queens Road/Skene Road corridor to allow incidents or congestion issues to be dealt with timeously to reduce delays to public transport.</p> <p>A new joint operations control room accommodating ACC ITS staff and Police Scotland has been created to permit closer co-operation and a more joined up approach to managing incidents on the road network</p>	<p>The SCOOT revalidation is complete the CCTV system expansion is ongoing and the new control room is complete</p>	
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4.2	High Occupancy Vehicle (HOV) Lane	Traffic management	Stone-haven Road	ACC	2011	Ongoing	N/A	Not quantifiable	Feasibility study complete. Option will be revisited as part of A92 Aberdeen to Laurencekirk study.	Subject to implementation of A90 south P and R	Laurencekirk to Aberdeen Case for Change approved by Transport Scotland in 2022 with option development and appraisal to commence in 2023.
4.3 a	Freight and Commercial Vehicle Access	Freight and delivery management	HGV Priority Measures	ACC	Ongoing	Ongoing	N/A	Not quantifiable	The need for HGV priority measures will be considered within multimodal corridor studies.	Ongoing	
4.3 b	Freight and Commercial Vehicle Access	Freight and delivery management	Commercial Delivery Strategy (routing, timing, idling control)	Netstrans	2015	Ongoing	N/A	Not quantifiable	Regional Freight Distribution Strategy adopted. Revised freight route maps and app-based solution in development for communicating to operators and drivers	Ongoing	
4.3c	Freight and Commercial Vehicle Access	Freight and delivery management	Freight Consolidation Centre	Nestrans	Ongoing	Ongoing	Delivery of study	Not quantifiable	Research to date has suggested such a venture would have to be private sector led but has garnered little interest so far.	Ongoing	

5.1 a	Produce Supplementary Planning Guidance	Policy guidance and development control	Improve Development Control	ACC	Ongoing	Ongoing	Database of permitted development	Not quantifiable	SGs for Transport and Accessibility, Air Quality and Noise. adopted as part of Aberdeen Local Development Plan (2017). New developments now 'master-planned' and consider layout of the development for ped/ cycle/ public transport movements first.	Ongoing	Revised Aberdeen Planning Guidance to be prepared upon adoption of the revised Local Development Plan.
5.1 b	Produce Supplementary Planning Guidance	Policy guidance and development control	Section 75 monetary contributions	ACC	Ongoing	Ongoing	Database of contributions and what they have funded.	Not quantifiable	Contributions sought for sustainable transport improvements: core paths, car club, public transport infrastructure and pedestrian safety improvements such as pedestrian crossings, etc.	Ongoing	
5.1 c	Produce Supplementary Planning Guidance	Policy guidance and development control	Construction Code of Practice	ACC			Database of developments signing CCoP	Not quantifiable			New National Building Standards legislation for Scotland with standards for EV charging in new developments

											due to launch in June 2023.
5.2	Integration of AQAP with LTS and RTS	Policy guidance and development control		ACC and Nestrans	2013-15	2016-21	N/A	Not quantifiable	LTS adopted in January 2016. Air quality and noise embedded within the LTS with specific objectives and actions to improve. Revised RTS adopted in 2021 with specific air quality objective.	2021	LTS due to be revised in 2023.
5.3	Integration of AQAP with Health and Transport Action Plan (HTAP)	Policy guidance and development control	Highlight Health Impacts	ACC / NHS	Ongoing	Ongoing	N/A	Not quantifiable	Transport and Public Health Objective 2 is: <i>Reduce air pollution, especially within Air Quality Management Areas</i>	Ongoing	HTAP currently subject to review.
5.4	Road Hierarchy	Transport planning and infrastructure	Reclassify Union St / Denburn (requires TRO)	ACC	2015-19	2019-2021	N/A	Not quantifiable	A revised Roads Hierarchy was approved by Elected Members in June 2019, with formal programme of road reclassifications approved in 2020.	Complete	Complete.

5.5 a	Car Parking Policies	Policy guidance and development control	Low Emission Vehicle Parking Incentives	ACC	Ongoing	Ongoing	No. of low emissions permits as proportion of total	Not quantifiable	Being considered as one of the measures within a revised Car Parking Framework.	Ongoing	Several city centre car parks will be within the LEZ boundary, meaning they can only be used by compliant vehicles.
5.5 b	Car Parking Policies	Policy guidance and development control	Limit car parking for new developments	ACC	2013	Ongoing	N/A	Not quantifiable	Revised parking standards included in Local Development Plan 2017 and associated Transport and Accessibility Supplementary Guidance. City Centre Masterplan proposes zero parking for new office developments.	Ongoing	Will be reviewed as part of the developing Car Parking Framework and Local Development Plan.

5.5c	Car Parking Policies	Policy guidance and development control	Development of Local and Regional Car Parking Policies	ACC & Nestrans	Ongoing	Ongoing	N/A	Not quantifiable	<p>Regional Car Parking Strategy adopted 2012.</p> <p>Revised parking standards included in Aberdeen Local Development Plan 2017 and Transport and Accessibility Supplementary Guidance.</p> <p>Strategic car Parking Review is complete with the outcomes being developed into a revised Car Parking Framework.</p>	Ongoing	Will be reviewed as part of the developing Car Parking Framework and Local Development Plan 2022.
5.6 a	National Lobbying	Transport planning and infrastructure	Incentives/ funding/ tax breaks for Low Emission Initiatives	ACC	2011	Ongoing	N/A	Not quantifiable	<p>In the lead-in to LEZ implementation, the Scottish Government has several grant schemes available to help residents and businesses change vehicle or mode to become LEZ compliant.</p> <p>Grants for home and workplace</p>	Ongoing	

									charging facilities are available through Home Energy Scotland.		
5.6 b	National Lobbying	Transport planning and infrastructure	Shipping Emissions Reductions	ACC	2011	Ongoing	N/A	Not quantifiable	No work being undertaken currently	Ongoing	
5.6c	National Lobbying	Transport planning and infrastructure	HGV/Bus Scrappage schemes	ACC	2011	Ongoing	N/A	Not quantifiable	Several bus and HGV replacement and/or retrofit schemes are being funded by Transport Scotland to support carbon reduction and LEZ development.	Ongoing	

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

This section sets out what monitoring has taken place and how local concentrations of the main air pollutants compare with the objectives.

Aberdeen City Council undertook automatic (continuous) monitoring at six sites during 2022. Table A.1 in Appendix A shows the details of the sites. National monitoring results are available at www.scottishairquality.scot

Maps showing the location of the monitoring sites are provided in Appendix E. Figure 1 and also available at www.scottishairquality.scot. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

The Union Street and Market Street continuous monitoring sites are on busy city centre roads and are representative of population exposure for NO₂, PM₁₀ and PM_{2.5}. Union Street is the city's main shopping street with shops on the ground level and commercial premises and flats on the 1st, 2nd and 3rd floors. Almost all the city's bus routes pass along at least part of Union Street and the inside lane of both sides of the road are designated bus lanes. A bus gate was also installed in June 2022 between the Bridge Street and Market Street junctions of Union Street – which had been closed to all vehicles since 2020 as part of the Spaces for People measures during the COVID-19 pandemic – allowing local buses, cycles and emergency vehicles along what was once a busy throughfare of the city centre.

Market Street is adjacent to Aberdeen Harbour and has a high proportion of HGVs travelling between the north-east of Scotland, the Harbour and locations to the south of Aberdeen. The street is used by pedestrians travelling to the city centre from residential properties to the south of the River Dee, visiting the Union Square retail park and people working around the Harbour area. There are a small number of 1st, 2nd and 3rd floor flats. Emissions from Aberdeen Harbour also contribute to the pollution on Market Street.

The Anderson Drive site is 4m from the kerb and is not representative of population exposure as residential properties are set back 10-20m from the kerb. Similarly, the site at Wellington Road is around 3-4m closer to the kerb than residential properties in the area. The nearest properties are 10m from the King Street site, however the location is typical of flatted properties close to the kerb at other locations on King Street. Errol Park is representative of typical residential properties close to the city centre but not adjacent to a major road and provides urban background data.

The automatic monitoring sites at Union Street, Market Street, Wellington Road and Anderson Drive are located within AQMAs.

The King Street site is not located within an AQMA but is relatively close to the City Centre in an area of high traffic flow.

3.1.2 Non-Automatic Monitoring Sites

Aberdeen City Council undertook non- automatic (passive) monitoring of NO₂ at 67 sites during 2022. Table A.2 in Appendix A shows the details of the sites.

Maps showing the location of the monitoring sites are provided in Appendix E. Figure 2 and at www.scottishairquality.scot/latest. Further details on Quality Assurance/Quality Control (QA/QC) and bias adjustment for the diffusion tubes are included in Appendix C.

Diffusion tubes on Market Street, Union Street, Bridge Street and the majority of those on Holburn Street and King Street within the city centre are at building façade and are representative of population exposure. Some of the tubes out with the city centre are at roadside locations with the façade of the nearest relevant property 5-20m back from the roadside.

3.1.3 Other Monitoring Activities

There were no other monitoring activities undertaken during 2022.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for annualisation and bias. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 in Appendix A compares the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40 µg/m³.

For diffusion tubes, the full 2022 dataset of monthly mean values is provided in Appendix B.

Table A.4 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

Monitored NO₂ levels at all automatic monitoring sites continue to be below the annual mean air quality objective of 40 µg/m³. The trend in NO₂ levels over the last 5 years is shown in Appendix D. Figure 1. NO₂ levels have been decreasing since 2015, and levels at all automatic monitoring sites have been below the objective level since 2018. The graph in Appendix D. Figure 2, shows the annual average at each automatic monitoring location since 2018.

In relation to diffusion tubes, duplicate and triplicate tube monitoring locations were assessed for precision using the precision accuracy bias spreadsheet available on the [SAQD website](#).

Access to DT15 was not possible from April 2022 due to construction works for the refurbishment of the Northfield Swimming Pool building, therefore it was removed from the city survey and later replaced with location DT103 once the building was reopened.

Twelve new diffusion tube locations were added to the city survey in 2022. DT92, DT93, DT94, DT95, DT96, DT97, DT98, DT99 in locations throughout the city centre were added to assess the impact of the LEZ on junctions outside of the LEZ area, identified as locations where increases in traffic are likely by modelling carried out by SEPA. DT100 and DT101 were added to the city survey to replace locations removed during construction works for the improvements to the Hauagain roundabout in 2021 when access was no longer available. DT102 was added as another location on Bridge Street in response to elevated levels being returned from monitoring at DT93.

Most diffusion tube monitoring locations within Aberdeen City recorded data capture of 75% or more, however 5 locations did record less than this and of those, 2 recorded less

than 33% (DT102 and DT103). Three locations requiring annualisation (DT15, DT100 and DT101) are included in Table C.2.

Diffusion tube monitoring locations are at areas of relevant exposure except where indicated in Table A.2. Diffusion tube monitoring sites, not at point of exposure, recorded annual mean concentrations below $36\mu\text{g}/\text{m}^3$ and therefore do not require distance correction during 2022.

All tubes suggest NO_2 levels were below the objective level except for DT93 and DT102 located at 6 and 19 Bridge Street respectively, both with an annual average of $48\mu\text{g}/\text{m}^3$. These locations were added in 2022. Bridge Street has an incline for northbound traffic, and is a busy city centre street with cars and buses. With the closure of the central section of Union Street to vehicles other than buses, service vehicles and taxis, it is now one of the main thoroughfares onto the west section Union Street from the east part of the city centre. Union Terrace – directly opposite Bridge Street – provides another connection to this section of Aberdeen’s main street, however it was closed to southbound traffic from January 2022 due to construction works at the Union Terrace Gardens, and a full closure was in place between June and August. This likely displaced more traffic in the area, with more vehicles redirected to Bridge Street to access the west of the city centre. This section of Bridge Street is also flanked by tall buildings on either side, creating a street canyon effect and potentially affecting atmospheric dispersal.

In 2021, diffusion tube DT9 at 39 Market Street was the only location to exceed the objective level, recording $42\mu\text{g}/\text{m}^3$. This reduced to $38\mu\text{g}/\text{m}^3$ in 2022 and was the first year not to exceed the objective level at this location. Demolition works of the large Aberdeen Market building on the west side of Market Street, which commenced in March, were completed in early June. During this time, Market Street operated a one-way system for buses only. The removal of the building has opened up this section of the street, reducing the potential street canyon effect. It also reopened to all traffic in both directions, following the removal of the bus gate between the Broad Street and Market Street section of Union Street, in June.

Diffusion tubes (DT5, DT20 and DT34) along King Street, a busy link through the north of the city for the third year in a row saw no change to their annual means of $20\mu\text{g}/\text{m}^3$, $21\mu\text{g}/\text{m}^3$ and $18\mu\text{g}/\text{m}^3$ respectively, together with another busy route through the north, Great Northern Road. Data here also saw levels remain static (DT48 and DT49), or marginal increases.

DT39 and DT41 are both situated around the Haudagain Roundabout, an area where the annual mean was exceeded at both locations in 2018 but are now comfortably below this level, each recording $24\mu\text{g}/\text{m}^3$ in 2022. The roundabout is within the Anderson Drive AQMA. This site is now benefitting from the improvement works completed in this area in May 2022, together with the Aberdeen Western Peripheral Route (AWPR) city bypass redirecting large amounts of traffic from this bottleneck. Further south along the AQMA, another location to benefit from the AWPR is Anderson Drive. DT8 at 107 South Anderson Drive also continues to decrease since its last exceedence in 2018, recording $29\mu\text{g}/\text{m}^3$ in 2022.

The western section of Union Street in the city centre is another area where DT29 and DT30 last exceeded in 2018, but continue to see improvements in levels of NO_2 recorded, returning with an annual mean of $31\mu\text{g}/\text{m}^3$ and $29\mu\text{g}/\text{m}^3$ respectively. However, in the busier eastern section of Aberdeen's main street – closer to the retail hubs of the city centre – DT12 located at 40 Union Street, with a previous exceedence in 2019 has seen steady increases from $26\mu\text{g}/\text{m}^3$ in 2020, $32\mu\text{g}/\text{m}^3$ in 2021, to $36\mu\text{g}/\text{m}^3$ in 2022.

The same trend is seen at DT82 located at 7 Virginia Street, where the annual mean was last exceeded in 2019 but has returned $32\mu\text{g}/\text{m}^3$ in 2020, $34\mu\text{g}/\text{m}^3$ in 2021 and $36\mu\text{g}/\text{m}^3$ in 2022. This street is a busy dual carriageway in both directions and forms an important link between the north and south of the city for all vehicle types, particularly LGVs and HGVs. However, this street forms part of the LEZ which becomes enforceable in 2024.

The NO_2 automatic monitoring data collected at all sites in 2022 bar Union Street decreased slightly on 2021 levels, and the increase at Union Street was marginal and remained well within the objective level. The graphs in Appendix D: Figure 3 plot the time series of the concentration of NO_2 measured at each automatic site from January 2022.

Monitoring locations are shown in Appendix E: Figure 1, and the overall de-seasonalised trend at all sites from 2018 is shown in Appendix D: Figure 4.

Considering both automatic and passive monitoring sites, no location's annual mean was greater than $60\mu\text{g}/\text{m}^3$, indicating that an exceedence of the 1-hour mean objective is unlikely across the city's monitoring locations. The hourly mean has not been exceeded at any automatic site in the last 8 years.

3.2.2 Particulate Matter (PM₁₀)

Table A.5 in Appendix A compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 18µg/m³. For completeness, as per the recommendations from the report compiled by Ricardo Energy & Environment for by the Scottish Government, both the corrected – by applying the correction factor of 0.909 – and uncorrected results, as reported on the SAQD website, are reported in the table.

Table A.6 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than seven times per year.

Equipment failure of the Fidas monitor at Wellington Road, leading to it being sent back to the manufacturer for repair, meant there was no data capture between 1 January and 7 June 2022. The data for this site was therefore annualised.

There are 6 continuous monitoring sites measuring PM₁₀ levels in Aberdeen City. Monitoring locations are shown in Appendix E: Figure 1. No exceedances of the annual mean or 24-hour mean objective were recorded at any of the continuous monitoring sites. No exceedances of the objective have been recorded at any site since 2016.

Since 2016 the general trend is a reduction in PM₁₀ levels, however all sites apart from Wellington Road – which was annualised due to poor data capture – saw an increase in PM₁₀ levels in 2022. Roadside measurements are similar to urban background levels measured at Erroll Park.

The trend over the last 5 years is shown in Appendix D. Figure 5. The graph in Appendix D. Figure 6 shows the annual average PM₁₀ annual levels measured at each automatic site since 2018.

The graphs in Appendix D: Figure 7 plot the time series of the concentration of PM₁₀ measured at each automatic site from January 2022, and the overall de-seasonalised trend at all sites from 2018 is shown in Appendix D: Figure 8.

3.2.3 Particulate Matter (PM_{2.5})

Table A.7 in Appendix A compares the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years with the air quality objective of 10µg/m³. For

completeness, as per the recommendations from the report compiled by Ricardo Energy & Environment for by the Scottish Government, both the corrected – by applying the correction factor of 1.06 – and uncorrected results, as reported on the SAQD website, are reported in the table.

Equipment failure of the Fidas monitor at Wellington Road, leading to it being sent back to the manufacturer for repair, meant there was no data capture between 1 January and 7 June 2022. The data for this site was therefore annualised.

There are 6 continuous monitoring sites measuring PM_{2.5} levels in Aberdeen City. No exceedances of the annual mean were recorded at any of the continuous monitoring sites. No exceedances of the objective have been recorded at any site since 2016.

3.2.4 Sulphur Dioxide (SO₂)

No monitoring of sulphur dioxide was carried out in 2022 as previous assessments did not predict a likelihood of exceedance of the objectives and there has been no significant change in local emissions.

3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene

No monitoring of Carbon Monoxide, Lead and 1,3-Butadiene was carried out in 2022 as previous assessments did not predict a likelihood of exceedances of the objectives and there has been no significant change in local emissions.

4 New Local Developments

4.1 Road Traffic Sources

Berryden Corridor Improvements

The improvements include the widening of existing roads and creation of a new road, providing a more direct link between the City Centre and the north of the city. Necessary planning consents were obtained in 2020. The scheme is subject to a Compulsory Purchase Order (CPO) to acquire the land necessary to deliver the project.

In March 2020 Transport Scotland were requested to pass the CPO to the Planning and Environmental Appeals Division (DPEA) of the Scottish Government, to examine the CPO and consider the outstanding objections. The DPEA's inquiry process concluded in April 2021 with the passing of their report to the Scottish Ministers. Following consideration of this report the CPO was confirmed by the Scottish Ministers in June 2021. The Council made a General Vesting Declaration on the 12 January 2022 and ownership of the land and rights in land required for the project vest in the Council as of 12 March 2022. It is anticipated that the project will commence in the next 2 years and take 2-3 years to complete.

The improvements include the duelling of Berryden Road and provide a more direct link between the City Centre and the Diamond Bridge, known locally as the Third Don Crossing.

It is anticipated that the proposed junction improvements will reduce congestion in this area and improve air quality, however these benefits may be offset by an increase in traffic flow. Air quality assessments predicted that the scheme would not lead to exceedances of the air quality objectives outside the existing AQMAs.

South College Street Junction Improvements (Phase 1) Project

Phase 1 of the South College Street project commenced in June 2022 and is due to be operational July 2023. The development will provide additional road capacity to accommodate the rerouting of vehicular traffic arising from the implementation of the

public realm and bus priority enhancements along Guild Street and Union Street. The corridor's improved capacity and operation will also complement its position in the new roads hierarchy and enhance infrastructure for walking and cycling.

A90/A96 Haudagain Improvements

Construction works commenced on the site in 2019 and are now complete with project roads opened in May 2022. The improvements have created a new dual carriageway link road to the southwest of the Haudagain roundabout and improve traffic flow and air quality. The DMRB Environmental Statement details that there are no predicted exceedances of the annual mean NO₂ or PM₁₀ levels with the scheme in place and concludes that there will be no significant impact on local air quality as a result of the proposed scheme. It is hoped that the improvements will enable compliance with the air quality objectives along the entire Anderson Drive AQMA and the future revocation of the AQMA.

City Centre Vehicle Access Restrictions

A number of vehicle access restrictions were implemented in 2020 as part of the Spaces for People measures implemented during the Covid-19 pandemic. These included the pedestrianisation of part of Schoolhill and Union Street between Market Street and Bridge Street and the provision of bus gates on Union Street east of Market Street. A proposal to reopen Union Street to buses, taxis and service vehicles was approved in March 2022 following the easing of Covid-19 restrictions. City Centre access restrictions on the Market Street/Guild Street/Bridge Street corridor limiting access to buses, taxis and service vehicles are due to be implemented in summer 2023.

4.2 Other Transport Sources

The South Harbour – as part of the Port of Aberdeen expansion project – welcomed the first commercial vessel on 2 July 2022. The new deep water berthing facility, located south of the main city harbour, at Nigg Bay, can accommodate much larger, multi-purpose vessels from the oil and gas sector, and other new business streams including berthage

for large cruise ships, and the decommissioning of oil and gas industry infrastructure. Construction of the South Harbour is scheduled to be fully complete in 2023, which will make Aberdeen the largest berthage port in Scotland.

Air quality in the vicinity is good and there have been no exceedances of the air quality objectives during the construction phase, nor are there expectations of exceedances once the new harbour is fully operational.

4.3 Industrial Sources

Industrial Sources include:

- **Industrial installations:** new or proposed installations for which an air quality assessment has been carried out.
- **Industrial installations:** existing installations where emissions have increased substantially or new relevant exposure has been introduced.
- **Industrial installations:** new or significantly changed installations with no previous air quality assessment.
- Major fuel storage depots storing petrol.
- Petrol stations.
- Poultry farms.

The Scottish Environmental Protection Agency (SEPA) are the licensing and enforcement authority for different types of industrial installation and have identified the following new sources:

Authorisation No	Authorisation Level	Site Address	Authorisation Holder	Authorisation Activity
PPC/A/1186430	PPC Part A	NESS EfW Facility, Greenbank Crescent, East Tullos Industrial Estate, Aberdeen, AB12 3BG	EFW NESS Limited	PPC(A) - Incinerators (Chapter V IED)
PPC/B/5002854	PPC Part B	Torry Heat Network Heat Distribution Facility (HDF), Greenbank Crescent, East Tullos Industrial Estate, East Tullos, Aberdeen, AB12 3BG	Aberdeen City Council	PPC(B) - Combustion of Fuels

4.4 Commercial and Domestic Sources

Commercial and domestic sources include:

- Biomass combustion plant – individual installations.
- Areas where the combined impact of several biomass combustion sources may be relevant.
- Areas where domestic solid fuel burning may be relevant.
- Combined Heat and Power (CHP) plant.

There were no new commercial and domestic sources in Aberdeen City in 2022.

4.5 New Developments with Fugitive or Uncontrolled Sources

New Source in 2022	Detail
Landfill sites	No new sources in 2022
Quarries	No new sources in 2022

Waste transfer stations etc.	No new sources in 2022
Unmade haulage roads on industrial sites	No new sources in 2022
Other potential sources of fugitive particulate matter emissions.	No new sources in 2022

5 Planning Applications

This section identifies any major planning applications under consideration in 2022 that might affect air quality with a summary detailed in Table 5.1. Details of planning application can be viewed on the [Aberdeen City Council website](#).

Table 5.1: Planning Applications in 2022 that may affect Air Quality

Planning Application	Application No.	Air Quality Impacts
Erection of energy centre and chimney including associated external works and vehicle access bridge, Stoneywood Mill, Stoneywood Terrace, Aberdeen, AB21 9AB	210674	<p>Application approved 21 April 2023</p> <p>The approved Development is a natural gas fired Energy Centre, along with 2 x 35m stack to house and related facilities consisting of:</p> <ul style="list-style-type: none"> • 1 No. 7,900 kilowatt electrical (kWe) Centrax Gas Turbine, with a 18,500 kilograms per hour (kg/hr) Heat Recovery Steam Boiler (from waste heat from the Gas Turbine exhaust gas) • 3 No. 18,500kg/hr Gas fired steam boilers. <p>Environmental Health requested the submission of an Air Quality Impact Assessment including a detailed dispersion modelling assessment to assess the operational phase of the proposal and its findings accepted, namely, road vehicle trips during the construction and operational phase with the impacts considered to have insignificant effects on air quality. A detailed dispersion modelling assessment was undertaken to assess the operational phase of the energy centre emissions with impacts at human sensitive receptors are predicted to be negligible at all locations within the assessment extents, and therefore effects are not significant.</p>
Installation of electric substations, transformers, feeder pillars, chargers, acoustic fences and associated works First Aberdeen Ltd 395 King Street Aberdeen AB24 5RP	221328	<p>Application approved 12 January 2023</p> <p>The approved development includes electrical infrastructure works to provide the power required to charge the Low Emission Electric Buses to replace the current diesel bus fleet. This is considered to potentially decrease emissions from the diesel fleet. The works consist of the following:</p> <ul style="list-style-type: none"> • 1No. GRP Housing for a Ring Main Unit (RMU) • 4No. GRP Housings for Transformer substations • Feeder pillars (electrical switch panels / distribution boards) • Meter housings

		<ul style="list-style-type: none">• 69 dual headered chargers• 69 power units located within timber acoustic fence enclosure / housings. <p>These buses will replace existing diesel buses so there will not be an increase of bus parking on site. The site has planning permission for up to 200 buses.</p>
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6 Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

Data from all continuous automatic monitoring sites was below the NO₂ annual mean objective of 40mg/m³. NO₂ levels at all automatic monitoring sites have been below the objective level since 2018. Trends in NO₂ levels suggest that air quality continues to improve across the City.

The NO₂ automatic monitoring data collected at sites apart from Union Street saw a decrease on 2021 values, and the increase seen on Aberdeen's main city centre street was marginal. The vast majority of diffusion tube locations also showed lower NO₂ concentrations compared to previous years.

All diffusion tubes located in and outside of AQMAs suggest NO₂ levels are below the objective level, except for DT93 and DT102 located at 6 and 19 Bridge Street respectively (City Centre AQMA), both with an annual average of 48 µg/m³. 2023 will provide the first full year of data for these diffusion tubes, however there are also traffic restrictions being imposed on this street in summer 2023 which should assist in reducing the levels and potentially bring these sites under the exceedance limit.

There were no exceedances of the NO₂ one hour mean objective at any of the automatic sites. Diffusion tube data also recorded no sites with an annual mean >60ugm⁻³ suggesting exceedances of the 1-hour objective were unlikely across the city.

The annual mean and 24-hour PM₁₀ objectives were met at all monitoring locations and the concentrations at measurement locations across the city are comparable to annual monitoring data since 2016.

No exceedances of the PM_{2.5} annual mean were recorded at the 6 continuous monitoring sites.

The 3 AQMAs in the City remain valid for NO₂ and PM₁₀ annual means and further monitoring is required for a full year now some traffic restrictions in the city centre are established, and further restrictions including the pending enforcement of the LEZ in 2024 are being implemented.

New monitoring data has not identified a need for any other changes to the existing AQMAs, however this will continue to be monitored in 2023 with a future plan of revoking Wellington Road and Anderson Drive AQMAs.

6.2 Conclusions relating to New Local Developments

Infrastructure measures around the Haudagain roundabout within the Anderson Drive AQMA were completed and the road opened on 16 May 2022. Initial monitoring results suggest there are some improvements in this area, as the alterations to Manor Avenue – linking Anderson Drive with Auchmill Road – divert a proportion of traffic away from the roundabout bottleneck, significantly improving traffic flow, and potentially enable the revocation of the AQMA.

Construction on the new Energy from Waste facility in the south of Aberdeen is also nearing completion. Air quality in the vicinity of the site is good and dispersion modelling predicted there would be no significant impact on air quality due to plant emissions

6.3 Proposed Actions

1. Enforcement of the LEZ to commence in June 2024 following a two-year grace period.
2. Progress the equipment procurement process and other associated legal and infrastructure actions to support the implementation of a City Centre LEZ.
3. Monitor exceedances of NO₂ on Bridge Street given the introduction of traffic restrictions in 2023 and LEZ in 2024.
4. Continued implementation of the Actions within the Air Quality Action Plan 2011.
5. Review of the Air Quality Action Plan 2011 – the draft of which is progressing at the time of publication – with target of March 2024 for publication.
6. Continue to review monitoring within AQMAs with a view to potentially revoke or partially revoke Anderson Drive and Wellington Road areas.
7. Submit the next air quality Annual Progress Report.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
CM1	Union Street	Roadside	X393656	Y805967	PM ₁₀ , PM _{2.5} NO ₂ (NO, NO _x)	YES City Centre	Fidas 200 Chemiluminescence	2	2	2.5
CM2	Market Street	Roadside	X394560	Y805677	PM ₁₀ , PM _{2.5} NO ₂ (NO, NO _x)	YES City Centre	Fidas 200 Chemiluminescence	0	2	1.5
CM3	Anderson Drive	Roadside	X392506	Y804186	PM ₁₀ , NO ₂ (NO, NO _x)	YES Anderson Drive	Fidas 200 Chemiluminescence	10	6	1.5
CM4	Wellington Road	Roadside	X394395	Y804779	PM ₁₀ , PM _{2.5} NO ₂ (NO, NO _x)	YES Wellington Road	Fidas 200 Chemiluminescence	5	4	1.5
CM5	King Street	Roadside	X394333	Y808770	PM ₁₀ , PM _{2.5} NO ₂ (NO, NO _x)	NO	Fidas 200 Chemiluminescence	10	3	1.5
CM6	Erroll Park	Urban Background	X394365	Y807396	PM ₁₀ , PM _{2.5} , O ₃ , NO ₂ (NO, NO _x)	NO	Fidas 200 Chemiluminescence	N/A	N/A	1.5

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT2	885 Gt Northern Rd	Roadside	391149	809164	NO ₂	YES Anderson Dr	11	3	N	2.5
DT4	38 Ellon Rd	Roadside	394652	809714	NO ₂	NO	7	3	N	2.3
DT5	520 King St	Roadside	394236	808066	NO ₂	NO	9	0.1	N	2.6
DT6	86 Victoria Rd Torry	Roadside	394764	805197	NO ₂	NO	0	3	N	2.3
DT7	Wellington Rd/Kerloch Pl	Roadside	394411	804407	NO ₂	YES Wellington Rd	0	3	N	2.4
DT8	107 Anderson Dr	Roadside	392337	804340	NO ₂	YES Anderson Dr	14	3	N	2.3
DT9	39 Market St	Roadside	394264	806146	NO ₂	YES City Centre	0	3	N	2.1
DT10	184 Market St	Roadside	394530	805708	NO ₂	YES City Centre	0	3	N	2.6
DT11	105 King St	Roadside	394406	806637	NO ₂	YES City Centre	0	3	N	2.2

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT12	40 Union St	Roadside	394285	806285	NO ₂	YES City Centre	0	3	N	2.4
DT13	Music Hall, Union St	Roadside	393777	806030	NO ₂	YES City Centre	0	6	N	2.6
DT14	Dyce Primary Gordon Ter	Urban background	389046	812794	NO ₂	NO	N/A	N/A	N	2
DT15	Northfield swimming pool	Urban background	390801	808132	NO ₂	NO	N/A	N/A	N	2.4
DT16	1 Trinity Quay	Roadside	394336	806097	NO ₂	YES City Centre	0	5	N	2.5
DT17	43/45 Union St	Roadside	394273	806255	NO ₂	YES City Centre	0	3	N	2.1
DT18	14 Holburn St	Roadside	393305	805734	NO ₂	YES City Centre	0	3	N	2.6
DT19	468 Union St	Roadside	393386	805826	NO ₂	YES City Centre	0	3	N	2.4
DT20	212 King St	Roadside	394400	806842	NO ₂	NO	0	4	N	2.3
DT21	26 King St	Roadside	394449	806453	NO ₂	YES City Centre	0	4	N	2.4
DT22	104 King St	Roadside	394425	806634	NO ₂	YES City Centre	0	4	N	2.3
DT24	40 Auchmill Rd	Roadside	389930	809603	NO ₂	NO	0	3	N	2.2
DT25	21 Holburn St	Roadside	393332	805748	NO ₂	YES City Centre	0	3	N	2.4
DT26	147 Holburn St	Roadside	393214	805367	NO ₂	NO	0	3	N	2.3

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT29	469 Union St	Roadside	393400	805811	NO ₂	YES City Centre	0	3	N	2.4
DT30	335 Union St	Roadside	393619	805919	NO ₂	YES City Centre	0	5	N	2.5
DT33	16 East North St	Roadside	394505	806531	NO ₂	YES City Centre	0	4	N	2.3
DT34	404 King Street	Roadside	394317	807527	NO ₂	NO	0	9	N	2.6
DT36	115 Menzies Rd/Wellington Rd	Roadside	394403	804799	NO ₂	YES Wellington Rd	14	4	N	2.4
DT37	137 Wellington Road	Roadside	394697	803735	NO ₂	NO	17	14	N	1.6
DT39	819 Gt Northern Rd	Roadside	391293	809136	NO ₂	YES Anderson Dr	0	3	N	2.4
DT40	852 Fullerton Ct (facade)	Facade	391353	809158	NO ₂	YES Anderson Dr	0	7	N	2.5
DT41	852 Fullerton Ct (roadside)	Roadside	391352	809151	NO ₂	YES Anderson Dr	7	0.1	N	2.3
DT45	111 S Anderson Dr	Facade	392311	804349	NO ₂	YES Anderson Dr	0	13	N	1.9
DT46	West North Street	Roadside	394277	806671	NO ₂	YES City Centre	0	4	N	2.4
DT47	Powis Terrace	Roadside	393368	807511	NO ₂	NO	5	0.1	N	2.5

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT48	139 Gt. Northern Road	Roadside	393088	808232	NO ₂	NO	10	0.1	N	2.4
DT49	142 Gt. Northern Road	Roadside	392969	808460	NO ₂	NO	11	3	N	2.4
DT63	93 Berryden Road	Roadside	393034	807392	NO ₂	NO	11	2	N	2.4
DT64	102 Picktillum Place	Urban Background	393025	807828	NO ₂	NO	N/A	N/A	N	2.5
DT67	37 Inverurie Rd	Roadside	389756	809583	NO ₂	NO	6	3	N	2.5
DT70	Kirkhill Place Tullos Primary	Urban Background	395476	804452	NO ₂	NO	N/A	N/A	N	2.4
DT71	Tullos Hill	Urban Background	395431	803410	NO ₂	NO	N/A	N/A	N	2.6
DT72	North Loirston Souter Head Road Cove Allotments	Urban Background	394988	801940	NO ₂	NO	N/A	N/A	N	2.5
DT73	61 Skene Square	Facade	393458	806768	NO ₂	NO	0	6	N	2.4
DT74		Roadside	393350	806922	NO ₂	NO	5	3	N	2.6

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
	5 Caroline Place									
DT75	Pentland Close	Urban Background	395964	805132	NO ₂	NO	N/A	N/A	N	2.6
DT77	27 Skene Square	Roadside	393524	806701	NO ₂	NO	0	5	N	2.4
DT80	27 Rosemount Place	Roadside	393410	806674	NO ₂	NO	0	4	N	2.6
DT81	131 Rosemount Place	Roadside	393044	806537	NO ₂	NO	0	2	N	2.5
DT82	7 Virginia Street	Roadside	394466	806248	NO ₂	YES City Centre	0	8	N	2.5
DT85	Tullos Place	Urban Background	395216	804724	NO ₂	NO	N/A	N/A	N	2.4
DT86	21 Manor Av	Roadside	391330	808904	NO ₂	NO	10	0.1	N	2.4
DT88	31 St Clement St	Roadside	395118	806164	NO ₂	NO	0	1	N	2.4
DT90	4 Westburn Road	Facade	393290	806942	NO ₂	NO	N/A	3	N	2.5
DT91	155 Hutcheon Street	Facade	393367	806941	NO ₂	NO	N/A	2	N	2.5

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT92	52 Guild Street	Facade	394184	806001	NO ₂	YES City Centre	N/A	3	N	2.5
DT93	6 Bridge Street	Facade	393945	806009	NO ₂	YES City Centre	N/A	3	N	2.5
DT94	8 Midsocket Road	Facade	392607	806502	NO ₂	NO	N/A	2	N	2.4
DT95	283 Rosemount Place	Facade	392680	806500	NO ₂	NO	N/A	3	N	2.5
DT96	64 Skene Street	Facade	393543	806315	NO ₂	NO	N/A	3	N	2.4
DT97	73 Skene Street	Facade	393557	806309	NO ₂	NO	N/A	3	N	2.4
DT98	5 Anderson Drive	Roadside	391973	804775	NO ₂	YES Anderson Drive	3	2	N	2.4
DT99	36 Spring Gardens	Facade	394047	806909	NO ₂	NO	N/A	3	N	2.5
DT100	537 North Anderson Drive	Roadside	391441	808897	NO ₂	YES Anderson Drive	2	4	N	2.4
DT101	13 Manor Avenue	Roadside	391361	808923	NO ₂	NO	10	5	N	2.7
DT102		Facade	393971	805996	NO ₂	YES	N/A	2	N	2.4

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube co-located with a Continuous Analyser?	Tube Height (m)
	19 Bridge Street					City Centre				
DT103	Northfield Swimming Pool	Urban Background	390796	808123	NO ₂	NO	N/A	N/A	N	2.3
CL1	Union Street	Roadside	393656	805967	NO ₂	YES City Centre	2	2	Y	2.5
CL2	Market Street	Roadside	394560	805677	NO ₂	YES City Centre	0	2	Y	1.5
CL3	Anderson Drive	Roadside	392506	804186	NO ₂	YES Anderson Dr	10	6	Y	1.5
CL4	Wellington Road	Roadside	394395	804779	NO ₂	YES Wellington Rd	5	4	Y	1.5
CL5	King Street	Roadside	394333	808770	NO ₂	NO	10	3	Y	1.5
CL6	Erroll Park	Urban Background	394365	807396	NO ₂	NO	N/A	N/A	Y	3

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results (µg/m³)

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
CM1	Roadside	Automatic		99.4	40	38	24	25	26.6
CM2	Roadside	Automatic		99.7	31	33	22	27	23.4
CM3	Roadside	Automatic		95.5	19	17	12	13	11.6
CM4	Roadside	Automatic		99.7	39	39	25	28	24.5
CM5	Roadside	Automatic		95.9	23	22	16	17	15.5
CM6	Background	Automatic		99.5	N/A	N/A	N/A	21	16.5
DT4	Roadside	Diffusion Tube		100	29	27	19	20	19
DT5	Roadside	Diffusion Tube		100	47	27	20	20	20
DT6	Roadside	Diffusion Tube		100	28	30	21	21	20
DT7	Roadside	Diffusion Tube		100	32	31	22	23	21
DT8	Roadside	Diffusion Tube		100	48	39	31	32	29

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
DT9	Roadside	Diffusion Tube		100	46	44	42	42	38
DT10	Roadside	Diffusion Tube		100	47	47	33	37	35
DT11	Roadside	Diffusion Tube		100	48	45	34	32	37
DT12	Roadside	Diffusion Tube		92	44	43	26	32	36
DT13	Roadside	Diffusion Tube		100	N/A	35	22	25	27
DT14	Urban background	Diffusion Tube		83	10	8	6	7	6
DT15	Urban background	Diffusion Tube		25	11	9	7	8	9
DT16	Roadside	Diffusion Tube		100	37	39	27	34	31
DT17	Roadside	Diffusion Tube		100	44	43	28	30	34
DT18	Roadside	Diffusion Tube		83	39	39	25	26	26
DT19	Roadside	Diffusion Tube		92	40	43	27	26	28
DT20	Roadside	Diffusion Tube		92	30	27	21	21	21
DT21	Roadside	Diffusion Tube		100	34	33	23	24	26

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
DT22	Roadside	Diffusion Tube		100	36	34	24	25	26
DT24	Roadside	Diffusion Tube		100	24	21	14	15	15
DT25	Roadside	Diffusion Tube		100	37	35	26	22	25
DT26	Roadside	Diffusion Tube		100	24	23	15	17	16
DT29	Roadside	Diffusion Tube		92	45	42	28	29	31
DT30	Roadside	Diffusion Tube		100	41	39	24	24	29
DT33	Roadside	Diffusion Tube		92	40	35	29	28	30
DT34	Roadside	Diffusion Tube		100	26	24	18	18	18
DT36	Roadside	Diffusion Tube		100	43	39	29	30	29
DT37	Roadside	Diffusion Tube		100	23	22	17	17	15
DT39	Roadside	Diffusion Tube		100	43	37	27	25	24
DT40	Facade	Diffusion Tube		100	30	26	19	19	18

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
DT41	Roadside	Diffusion Tube		100	40	36	27	24	24
DT45	Facade	Diffusion Tube		100	24	21	16	17	15
DT46	Roadside	Diffusion Tube		92	26	24	17	18	17
DT47	Roadside	Diffusion Tube		92	41	40	30	29	32
DT48	Roadside	Diffusion Tube		75	28	26	19	19	18
DT49	Roadside	Diffusion Tube		100	31	30	22	22	20
DT63	Roadside	Diffusion Tube		100	23	23	16	17	17
DT64	Urban Background	Diffusion Tube		100	17	14	11	12	11
DT67	Roadside	Diffusion Tube		100	38	32	21	21	21
DT70	Urban Background	Diffusion Tube		100	14	13	10	12	11
DT71	Urban Background	Diffusion Tube		92	10	9	7	8	7
DT72	Urban Background	Diffusion Tube		100	8	7	5	6	5
DT73	Facade			100	40	38	29	30	29

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
		Diffusion Tube							
DT74	Roadside	Diffusion Tube		100	34	34	23	27	26
DT75	Urban Background	Diffusion Tube		100	16	15	12	15	13
DT77	Roadside	Diffusion Tube		100	37	38	27	23	27
DT80	Roadside	Diffusion Tube		100	24	23	14	19	15
DT81	Roadside	Diffusion Tube		100	30	27	16	15	20
DT82	Roadside	Diffusion Tube		100	44	42	32	34	36
DT85	Urban Background	Diffusion Tube		100	13	13	11	13	10
DT88	Roadside	Diffusion Tube		100	n/a	35	29	26	29
DT90	Facade	Diffusion Tube		100	n/a	n/a	20	19	17
DT91	Facade	Diffusion Tube		100	n/a	n/a	36	30	31
DT92	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	38
DT93	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	48

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
DT94	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	19
DT95	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	18
DT96	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	17
DT97	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	20
DT98	Roadside	Diffusion Tube		83	n/a	n/a	n/a	n/a	34
DT99	Facade	Diffusion Tube		83	n/a	n/a	n/a	n/a	17
DT100	Roadside	Diffusion Tube		58	n/a	n/a	n/a	n/a	17
DT101	Roadside	Diffusion Tube		42	n/a	n/a	n/a	n/a	18
DT102	Facade	Diffusion Tube		25	n/a	n/a	n/a	n/a	48
DT103	Urban Background	Diffusion Tube		25	n/a	n/a	n/a	n/a	10

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in bold.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG(22) if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

- (1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
- (2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
CM1	Roadside	Automatic		99.4	0	0	0	0	0
CM2	Roadside	Automatic		99.7	0	0	0	0	0
CM3	Roadside	Automatic		95.5	0	0 (93)	0 (78)	0	0
CM4	Roadside	Automatic		99.7	0	0	0	0	0
CM5	Roadside	Automatic		95.9	0	0	0	0	0
CM6	Background	Automatic		99.5	-	-	-	0 (82)	0

Notes:

Exceedances of the NO₂ 1-hour mean objective (200 µg/m³ not to be exceeded more than 18 times/year) are shown in bold.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.5 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022 ⁽³⁾
CM1	Roadside		100	15	12	10	11	13 (14.3)
CM2	Roadside		99	17	13	10	11	12.7 (14)
CM3	Roadside		93	14	13	9	9	10.1 (11.1)
CM4	Roadside		57	17	14	14	12	10.6 (11.6)
CM5	Roadside		97	14	14	11	12	13 (14.3)
CM6	Background		100	-	-	-	9.5	11.3 (12.4)

Notes:

Exceedances of the PM₁₀ annual mean objective of 18 µg/m³ are shown in bold.

All means have been “annualised” as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Corrected results as recommended by [Ricardo for the Scottish Government report](#) in brackets.

Table A.6 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
CM1	Roadside		100	0	0 (32)	0 (21)	0 (23)	2
CM2	Roadside		99	5	4	0	0	4
CM3	Roadside		93	0	3	0	0	1
CM4	Roadside		57	3	4	0	0	0 (27)
CM5	Roadside		97	5 (48)	3 (45)	0	0 (31)	3
CM6	Background		100	-	-	-	1 (21)	2

Notes:

Exceedances of the PM₁₀ 24-hour mean objective (50 µg/m³ not to be exceeded more than seven times/year) are shown in bold.

If the period of valid data is less than 85%, the 98.1st percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.7 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022 ⁽³⁾
CM1	Roadside		100	8	8	5	6	7.1 (7.5)
CM2	Roadside		99	8	7	5	5	6.4 (6.8)
CM3	Roadside		93	-	-	-	5	5.6 (6)
CM4	Roadside		57	8	7	6	6	5.2 (5.5)
CM5	Roadside		97	7	7	6	6	6.5 (6.9)
CM6	Background		100	-	-	-	5	6 (6.3)

Notes:

Exceedances of the PM_{2.5} annual mean objective of 10 µg/m³ are shown in bold.

All means have been “annualised” as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Corrected results as recommended by [Ricardo for the Scottish Government report](#) in brackets.

Appendix B: Full Monthly Diffusion Tube Results for 2022

Table B.1 – NO₂ 2022 Monthly Diffusion Tube Results (µg/m³)

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Bias Adjusted ⁽¹⁾
DT04	31	40	21	35	24	19	21	19	20	21	27	30	26	19
DT05	32	37	23	29.5	44.5	18	18	18.5	19.5	20	25.5	32.5	27	20
DT06	30	30	23.5	26.5	32.5	22.5	20	23.5	25.5	30	28	28	27	20
DT07	31	30	22	34	32	24	21	26	25	28	27	28	27	21
DT08	43	54	36	45	46	29	27	31	34	39	34	43	38	29
DT09	65	49.5	46	59.5	65	53.5	39	40.5	45.5	57	44.5	46	51	38
DT10	52.5	55.5	44	47.5	48.5	41.5	36.5	39	44.5	58	46	42	46	35
DT11	54	51	44	57	47	39.5	43	41.5	44	49	54	66	49	37
DT12	48	46	44	61	-	48	46	42	43	50	48	50	48	36
DT13	40	40	33	36	37	31	27	27	30	40	38	46	35	27
DT14	13	14	6	12	6	5	-	-	5	5	8	13	9	6
DT15	-	14	6	16	-	-	-	-	-	-	-	-	12	9
DT16	41	46.5	35	42	49.5	41	33	36.5	41	49.5	41	46.5	42	31
DT17	39.5	39.5	35.5	61.5	51	41	40	41.5	44	45.5	42.5	56	45	34
DT18	-	39.5	37.5	34.5	35	32	25.5	26.5	34.5	37.5	-	37.5	34	26
DT19	46.5	43	39.5	37.5	37	32	28.5	31	34.5	40	-	36.5	37	28
DT20	33	-	25	39	25	21	23.5	24.5	21.5	24.5	29.5	37.5	28	21
DT21	39.5	36.5	29	44.5	37	28.5	29	30.5	31	31	35.5	44.5	35	26
DT22	35.5	36	28.5	43.5	37	28.5	30	30	31.5	35.5	35.5	45.5	35	26
DT24	27	26	25	21	20	16	15	16	19	21	20	19	20	15
DT25	38	5	26	42	41	31	31	30	30	39	42	39	33	25
DT26	27	26	16	26	24	17	17	17	20	20	18	24	21	16
DT29	46	45	39	50	39	41	37	28	-	41	45	48	42	31
DT30	44	42	34	45	38	36	34	29	38	41	42	45	39	29
DT33	45	44.5	38.5	46	37	33	34.5	35	-	31	41	48	39	30
DT34	32	29	23.5	34	22.5	18	20	17.5	19	19	25.5	33.5	24	18
DT36	38.5	35	30.5	43	49.5	36	29.5	36.5	41.5	45	37	37	38	29
DT37	23	27	18	23	21	17	15	17	18	18	20	21	20	15

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Bias Adjusted ⁽¹⁾
DT39	38	39	34	39	33	30	24	24	29	30	34	37	33	24
DT40	30	34	21	40	20	18	16	16	17	19	26	28	24	18
DT41	42	44	33	29	30	28	24	25	26	29	37	38	32	24
DT45	24	28	20	24	26	15	12	15	18	21	18	22	20	15
DT46	-	27	17	36	21	17	20	19	18	21	23	34	23	17
DT47	-	46	41	56	45	34	33	35	36	42	49	51	43	32
DT48	30	-	24	32	-	20	17	20	20	24	25	-	24	18
DT49	33	35	24	37	26	19	18	20	23	26	27	36	27	20
DT63	28	30	16	30	22	17	16	18	19	23	21	30	23	17
DT64	20	22.5	15	21	13.5	9.5	8.5	9	10	13	13.5	22	15	11
DT67	36	32	21	34	25	23	23	23	29	31	29	31	28	21
DT70	19	21.3	11.6	20.7	18	10.3	8	12	14.3	13.3	14.5	15.7	15	11
DT71	13.3	-	7.6	13.7	12.3	7	6	8	9.7	8	10	10.3	10	7
DT72	9	9.3	6.3	9.3	7.3	5	5	5	5.3	5	6	9	7	5
DT73	37	42	37	48	45	36	31	33	35	41	38	44	39	29
DT74	38	36	24	40	40	30	25	31	29	54	31	36	35	26
DT75	32.7	29	16	16.7	18.3	11.7	8.7	12.3	12	22.7	13.7	16.3	18	13
DT77	40	46	33	42	36	29	29	30	30	38	36	37	36	27
DT80	24	24	14	34	18	12	12	13	18	22	19	27	20	15
DT81	30	32	21	37	19	20	21	19	24	30	28	35	26	20
DT82	49	49.5	45.5	53	48.5	43.5	42.5	43.5	42	49	50	60	48	36
DT85	18	16.3	11.6	20.3	19.7	10.7	7.7	11	12.7	11.3	14.3	12.3	14	10
DT88	45	51	42	44	29	33	33	29	32	35	43	49	39	29
DT90	25	26	17	27	30	19	15	20	20	30	21	28	23	17
DT91	47	47	33	47	38	38	38	37	38	41	43	53	42	31
DT92	45	-	-	59	65	49	44	43	47	55	48	47	50	38
DT93	46	-	-	84	59	81	83	46	53	69	68	52	64	48
DT94	32	-	-	29	28	23	16	20	20	31	27	25	25	19
DT95	31	-	-	33	19	19	20	17	19	22	27	30	24	18
DT96	31	-	-	25	27	23	16	18	16	30	24	23	23	17
DT97	30	-	-	33	30	19	22	21	20	33	29	31	27	20
DT98	47	-	-	48	49	42	41	39	47	48	44	43	45	34
DT99	26	-	-	31	32	17	16	17	17	23	22	28	23	17
DT100	26	-	-	-	-	-	15	17	17	23	40	24	23	17
DT101	29	-	-	-	-	-	-	-	17	24	20	28	24	18

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Bias Adjusted ⁽¹⁾
DT102	64	-	-	-	-	-	-	-	-	-	46	83	64	48
DT103	14	-	-	-	-	-	-	-	-	-	11	18	14	10

Notes:

(1) See Appendix C for details on bias adjustment

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Aberdeen City Council During 2022

Aberdeen City Council has not identified any new sources relating to air quality within the reporting year of 2022.

Additional Air Quality Works Undertaken by Aberdeen City Council During 2022

Aberdeen City Council has not completed any additional works within the reporting year of 2022.

QA/QC of Diffusion Tube Monitoring

UKAS plans to carry out an annual assessment of the laboratory in July 2023 to ensure laboratory guidance is being implemented. Following the relocation in May 2022 the laboratories nitrogen dioxide testing has been successfully reaccredited.

The laboratory participates in the Laboratory of the Government Chemist (LGC) AIR PT scheme. During 2022 the Laboratory participated in all available rounds and all results submitted were satisfactory (z-score < ± 2).

The laboratory also participates in the nitrogen dioxide "inter comparison" exercise, managed by the National Physical Laboratory. During 2022, the Laboratory participated in all available rounds. The annual summary (produced by AEA Energy & Environment) indicated that all results were classified as "Good" throughout 2022 with a "Bias Correction Factor A" of 0.76.

Diffusion Tube Annualisation

Annualisation of data was carried out in accordance with LAQM (TG22), where data capture was less than 75% but greater than 33% for the following diffusion tube locations in 2022:

- Diffusion Tube DT15
- Diffusion Tube DT100
- Diffusion Tube DT101

Diffusion tubes DT102 and DT103 were not annualised due to data capture for the year being less than 33%.

Two urban background continuous monitoring sites that form part of the national monitoring network have been used to carry out annualisation of the diffusion Tube sites in 2022:

- Aberdeen Erroll Park
- Dundee Mains Loan

Mains Loan is within a 55-mile radius of the monitoring locations in Aberdeen. There are no other background monitoring sites available. Valid data capture for Erroll Park and Mains Loan is above 85% in 2022.

The DEFRA [Diffusion Tube Data Processing Tool v3.0](#) was used to calculate the annualisation factor. Results are summarised in Table C.2.

Diffusion Tube Bias Adjustment Factors

Aberdeen City Council have applied a local bias adjustment factor of 0.75 to the 2022 monitoring data. A summary of bias adjustment factors used by Aberdeen City Council over the past five years is presented in Table C.1.

Aberdeen City Council operates a co-location study at all automatic monitoring sites across the city. All results are submitted to the national bias adjustment factors (NBAFS). The national diffusion tube bias adjustment factor spreadsheet version 03/23 advises to use 0.76 for Aberdeen City. Although the Aberdeen Scientific Services Laboratory undertakes the analysis of diffusion tubes from neighbouring authorities, Aberdeen City Council is the only authority with continuous monitoring stations that can be used to calculate bias adjustment factors.

Accordingly, a locally derived bias factor based on the co-located tubes at all the Aberdeen continuous monitoring stations was used to adjust diffusion tube measurements

at the other locations across the city. This process was considered appropriate due to the lack of other co-located studies using the laboratory for tube analysis, the remote location of Aberdeen from other conurbations and the good QA/QC performance of the laboratory.

Triplicate diffusion tubes are located adjacent to continuous monitor air analyser inlets. Tubes are exposed in 4-week periods throughout the year. Diffusion tubes are provided by Gradko International and analysed by Aberdeen City Council's Public Analyst. The preparation technique is 20% tri-ethanolamine in water. All automatic monitoring sites have been used in the study.

In accordance with LAQM (TG22) the local bias factor adjustment tool, downloaded from the DEFRA Local Air Quality Management website ([Diffusion Tube Data Processing Tool v3.0](#)), is used to calculate bias adjustment factors and the precision and accuracy of the triplicate co-located tubes. Table C.3 summarises the bias adjustment factors. Only data with good precision has been used (coefficient of variation smaller than 20%).

Erroll Park is an urban background site while the other sites are roadside.

LAQM (TG22) advises the value of a local co-location study (and the subsequent bias adjustment) will be improved if the concentrations being measured are similar to those in the wider survey. Therefore, separate bias adjustment has been derived for roadside and background.

In accordance with LAQM (TG22), Bias B values of all roadside continuous monitoring locations were averaged for the roadside locations and the inverse derived to obtain a bias adjustment factor of **0.75**. This provides a slightly greater conservative adjustment than the factor published by NBAFS. Table C.3a summarises the calculation.

A separate adjustment factor is derived for background sites using the Bias A, from Erroll Park, of **0.73**.

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor Roadside	Adjustment Factor Background
2022	Local	-	0.75	0.73
2021	Local	-	0.76	0.80
2020	Local	-	0.79	0.71
2019	Local	-	0.80	0.79
2018	Local	-	0.78	0.78

NO₂ Fall-off with Distance from the Road

Distance correction should be considered at any monitoring site where the annual mean concentration is greater than 36µg/m³ and the monitoring site is not located at a point of relevant exposure (taking the limitations of the calculator into account).

No diffusion tube NO₂ monitoring locations within Aberdeen City Council required distance correction during 2022.

QA/QC of Automatic Monitoring

All equipment is subject to the QA/QC procedures recommended in LAQM (TG22). Equipment is serviced at 6 monthly intervals. The contract includes call outs to site for repairs and the routine replacement of consumables. Local Site Operator duties are carried out by Aberdeen City Council Protective Services Officers.

The Errol Park, Union Street and Wellington Road sites are part of the UK's Automatic Urban Network. All sites are part of the Scottish Government data reporting process and subject to independent audit by Ricardo AEA (RAEA) at 6 monthly intervals. Data validation and ratification is also performed by RAEA.

The analysers perform daily automatic calibrations which are used to assess the routine performance of the analysers and any long-term response drift. Manual calibrations are performed by trained Council officers every two weeks using a calibration mixture traceable to national standards. These calibrations act as a check on the operation of the analysers and enable determination of the instrument response factors used to calculate the concentration of NO₂.

Data is checked daily (Monday-Friday). Should a problem be identified either by Council officers or by RAEA the site is visited immediately and, if necessary, a further manual calibration is performed. Data considered suspect is deleted. Records are kept of instrument breakdowns, services and audits and any local activities or meteorological conditions that may influence readings.

Live and historical data is available at scottishairquality.scot

Historical data is also available at aberdeencity.gov.uk

PM₁₀ and PM_{2.5} Monitoring Adjustment

FIDAS PM₁₀ is corrected by dividing by 0.909.

FIDAS PM_{2.5} is corrected by multiplying by 1.06.

For completeness, as recommended from the report compiled by Ricardo Energy & Environment for by the Scottish Government, both the corrected and uncorrected results, as reported on the SAQD website, are reported.

Automatic Monitoring Annualisation

Annualisation is required for any automatic monitoring site with data capture less than 75% but greater than 25%.

Annualisation of data was carried out in accordance with LAQM TG22 where there was insufficient data capture for Wellington Road PM_{2.5} and PM₁₀.

Erroll Park and Dundee Mains Loan were the urban background continuous monitoring sites – that also form part of the national monitoring network – used to carry out annualisation.

Mains Loan is within a 55-mile radius of the monitoring locations in Aberdeen. There are no other background monitoring sites available. Valid data capture for and Mains Loan is above 85% in 2022.

The annualisation factor derived from Erroll Park and Mains Loan for PM_{2.5} and PM₁₀ data in 2022 were used to annualise the Aberdeen automatic sites data capture less than 75% but greater than 25%.

An annualisation summary is provided in Table C.2.

NO₂ Fall-off with Distance from the Road

Distance correction should be considered at any automatic monitoring site where the annual mean concentration is greater than 36µg/m³ and the monitoring site is not located at a point of relevant exposure.

No automatic NO₂ monitoring locations within Aberdeen City required distance correction during 2022. All roadside automatic monitoring sites not at point of exposure identified in Table A.3 recorded annual mean concentrations below 36µg/m³ and therefore do require distance correction.

Erroll Park is an urban background site.

Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor Erroll Park	Annualisation Factor Dundee Mains Loan	Annualisation Factor Site 3	Annualisation Factor Site 4	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
CM4	1.085	1.169	-	-	1.127	10.373	11.92	Factors for PM10 annual mean
CM4	1.168	1.240	-	-	1.204	5.179	6.236	Factors for PM2.5 annual mean
DT15	0.859	-	-	-	0.859	12.0	10.3	Mains Loan not available due to low data capture
DT100	1.071	-	-	-	1.071	22.7	24.3	Mains Loan not available due to low data capture
DT101	0.933	-	-	-	0.933	22.3	20.8	Mains Loan not available due to low data capture

Table C.3 – Local Bias Adjustment Calculations

	Local Bias Adjustment Union St (CM1) Roadside	Local Bias Adjustment Market St (CM2) Roadside	Local Bias Adjustment Anderson Dr (CM3) Roadside	Local Bias Adjustment Wellington Rd (CM4) Roadside	Local Bias Adjustment King St (CM5) Roadside	Local Bias Adjustment Erroll Park (CM6) Urban Background
Periods used to calculate bias	12	11	12	12	11	12
Bias Factor A	0.75 (0.71 – 0.8)	0.68 (0.6 – 0.78)	0.91 (0.79 – 1.07)	0.68 (0.59 – 0.8)	0.75 (0.7 – 0.82)	0.73 (0.67 – 0.8)
Bias Factor B	33% (25% - 41%)	47% (28% - 66%)	10% (-6% - 27%)	47% (25% - 70%)	33% (22% - 43%)	38% (25% – 50%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	35	33	15	34	19	21
Mean CV (Precision)	3%	3%	4%	5%	4%	5
Automatic Mean ($\mu\text{g}/\text{m}^3$)	26.0	22	14	23	14	15
Data Capture	99%	100	98%	100%	99%	100%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	26 (25 – 28)	22 (20 – 25)	14 (12 – 16)	23 (20 – 27)	14 (13 – 15)	15 (14 – 17)

Notes:

A combined local bias adjustment factor of 0.75 has been used to bias adjust the 2022 roadside diffusion tube results. Calculation in Table C.3a.

A single local bias adjustment factor of 0.73 has been used to bias adjust the 2022 urban background diffusion tube results.

Table C.3a – Combined Local Bias Adjustment Factor Calculation (Roadside)

Automatic roadside monitoring site	Bias B (%)
Anderson Drive	10
King Street	33
Market Street	47
Union Street	33
Wellington Road	47
Mean Bias B	34
Factor + 1	1.34
Inverse	0.75

Appendix D: Supporting Information Charts

Figure 1: Trend in NO₂ Annual Mean Concentration (µg/m³) Continuous Monitoring Sites 2018-2022

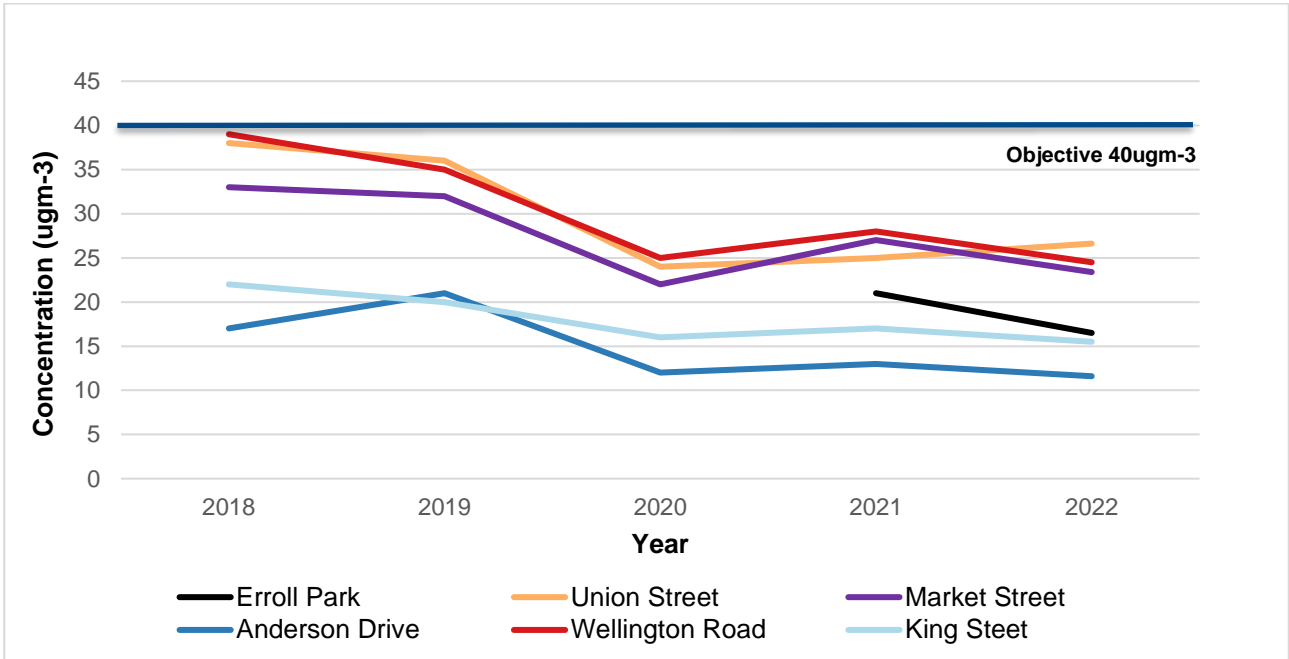


Figure 2: Trend in NO₂ Annual Mean Concentration (µg/m³) Continuous Monitoring Sites 2018-2022

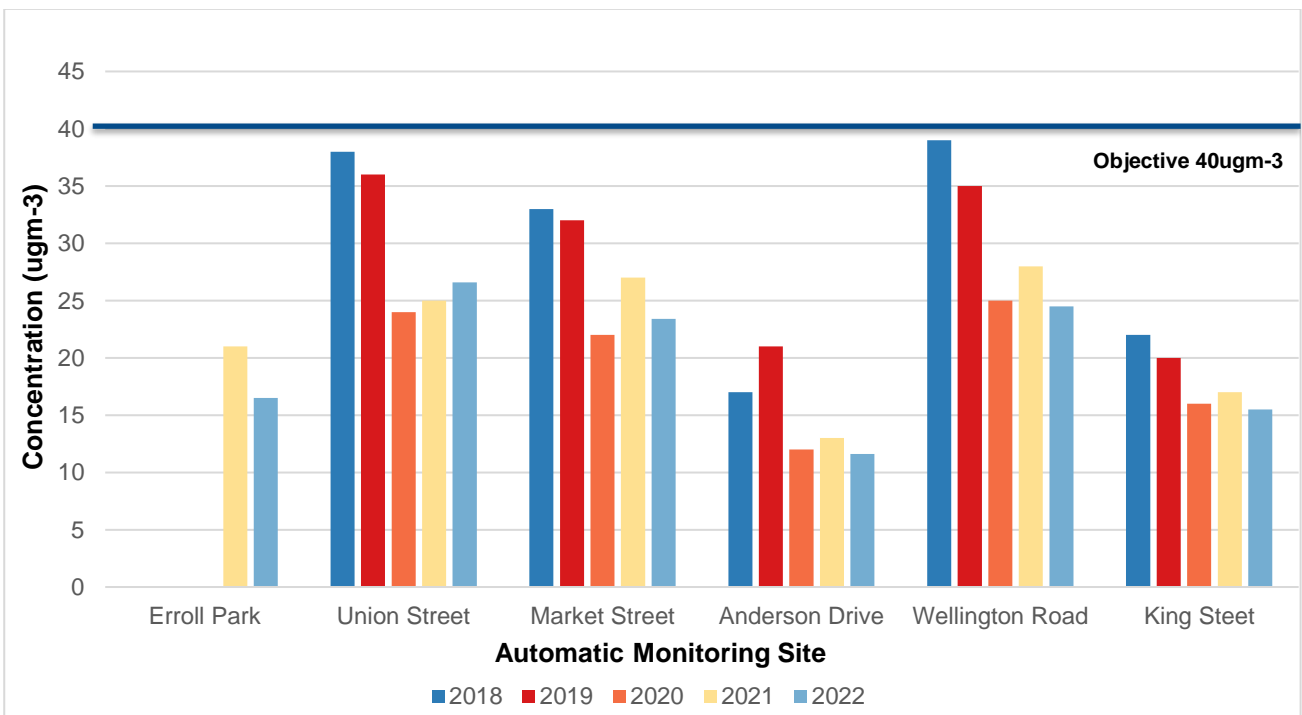
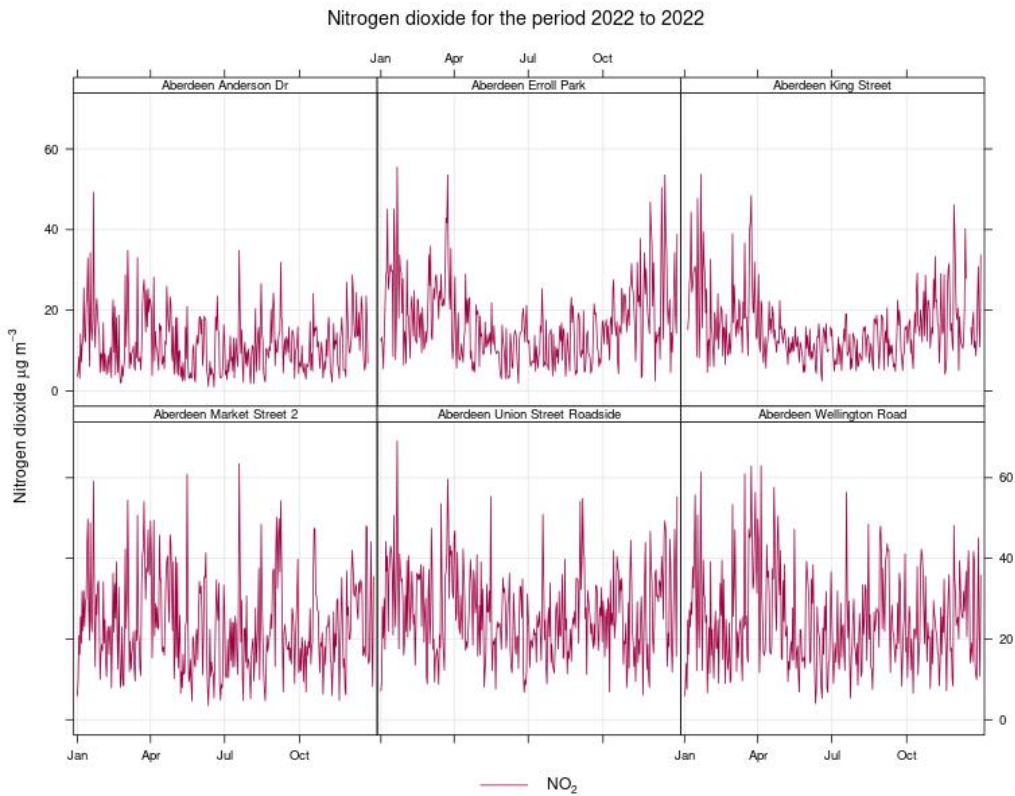
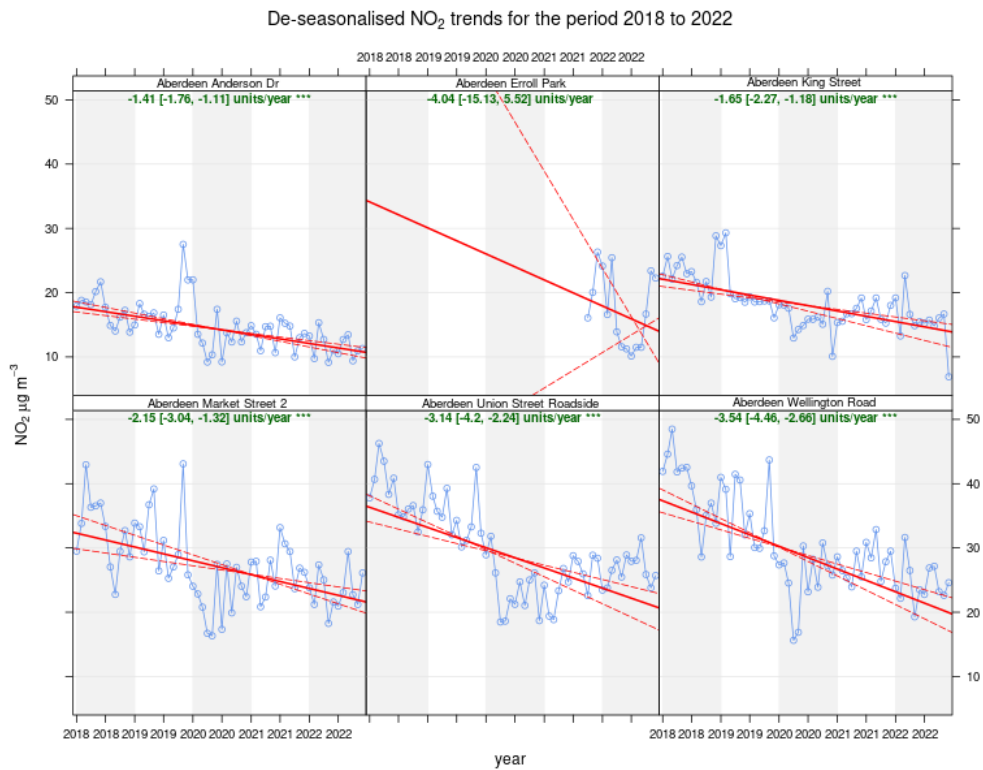


Figure 3: Time Series for NO₂ Daily concentrations at each Continuous Monitoring Site 2022



Source: (Ricardo Energy & Environment)

Figure 4: De-seasonalised NO₂ trends at each Continuous Monitoring Site 2018-2022



Source: (Ricardo Energy & Environment)

Figure 5: Trend in PM₁₀ Annual Mean Concentration (µg/m³) at each Continuous Monitoring Sites 2018-2022

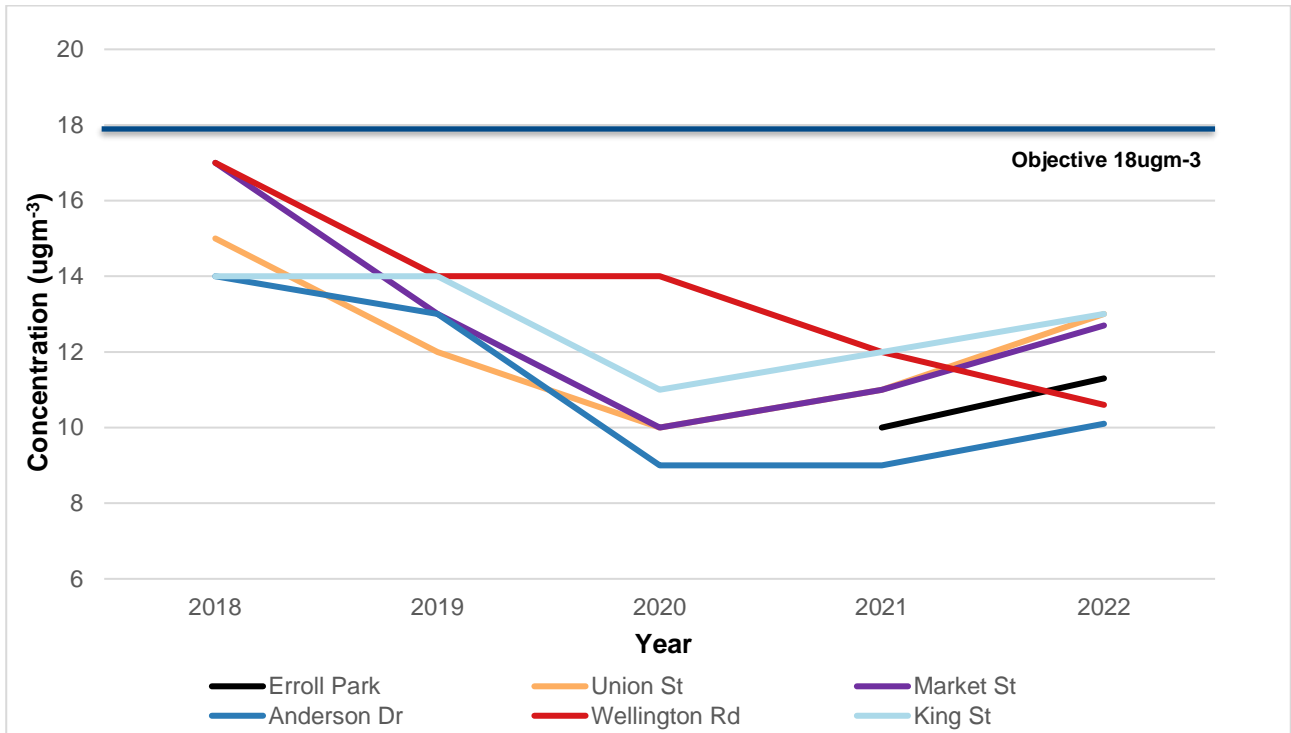


Figure 6: Trend in PM₁₀ Annual Mean Concentration (µg/m³) at each Continuous Monitoring Site 2018-2022

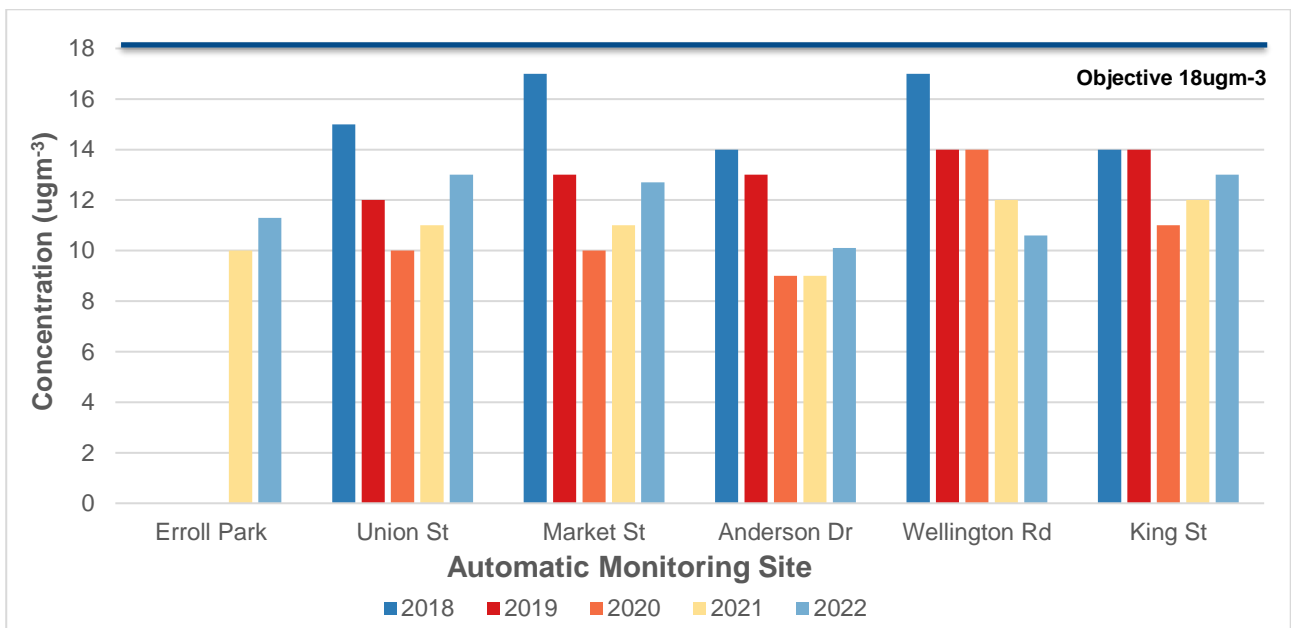
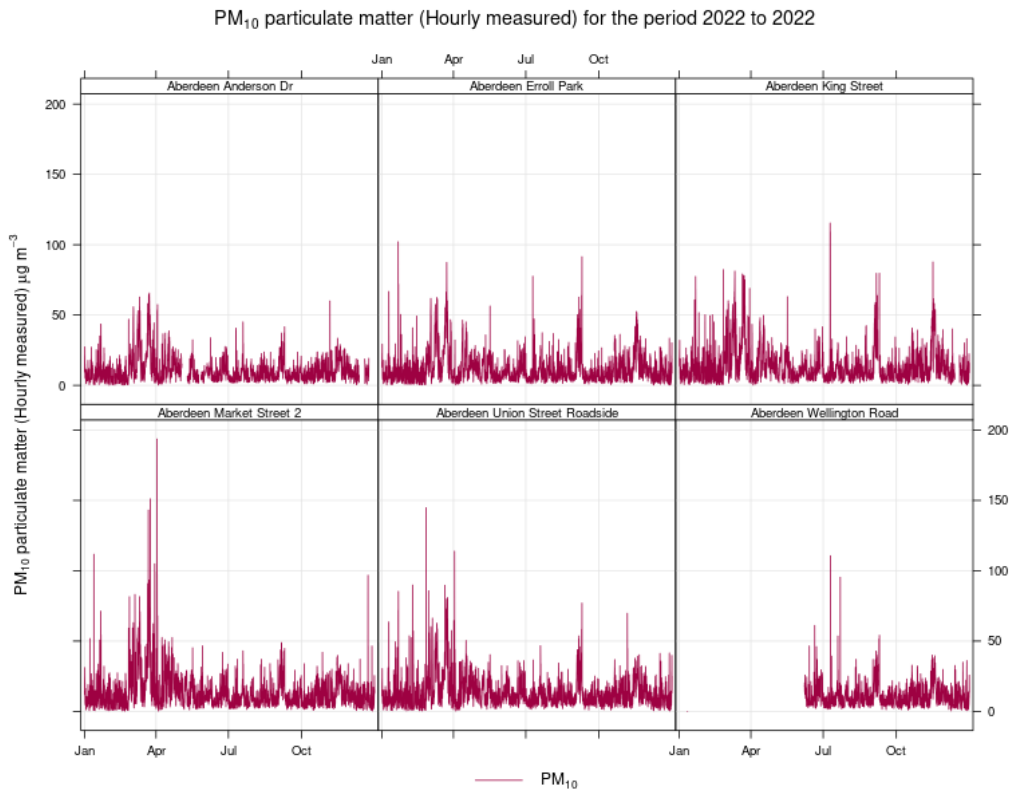
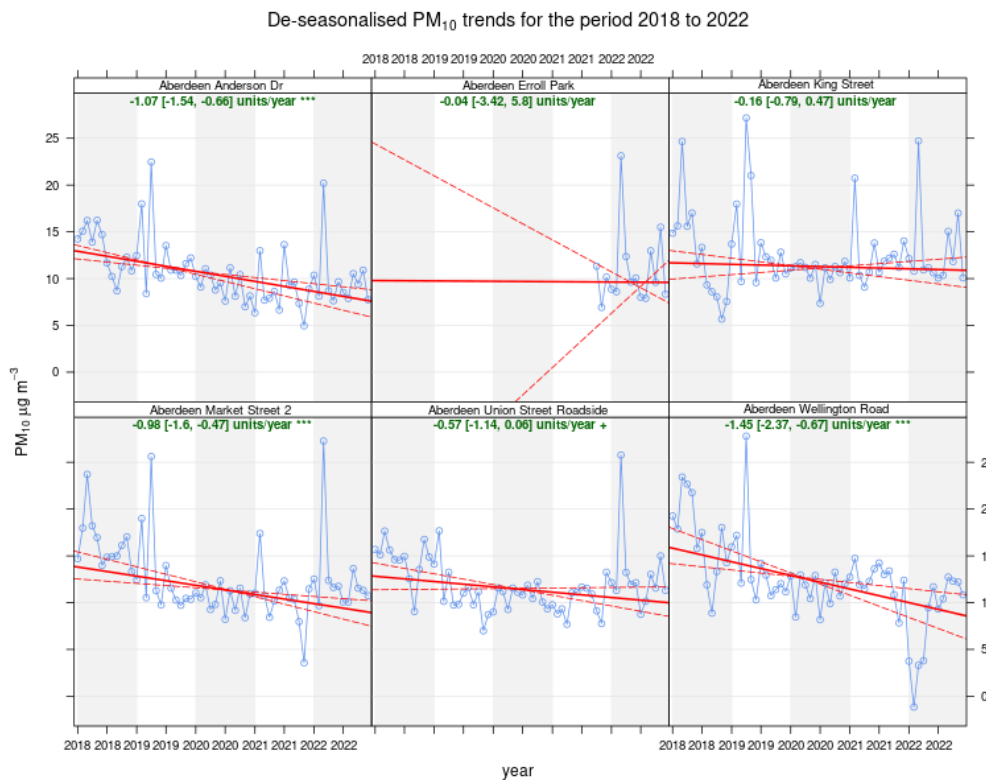


Figure 7: Time Series for PM₁₀ Daily concentrations at each Continuous Monitoring Site 2022



Source: (Ricardo Energy & Environment)

Figure 8: De-seasonalised PM₁₀ trends at each Continuous Monitoring Site 2018-2022



Source: (Ricardo Energy & Environment)

Appendix E: Monitoring Locations

Figure 1: Aberdeen City AQMAs and Automatic Monitoring Locations

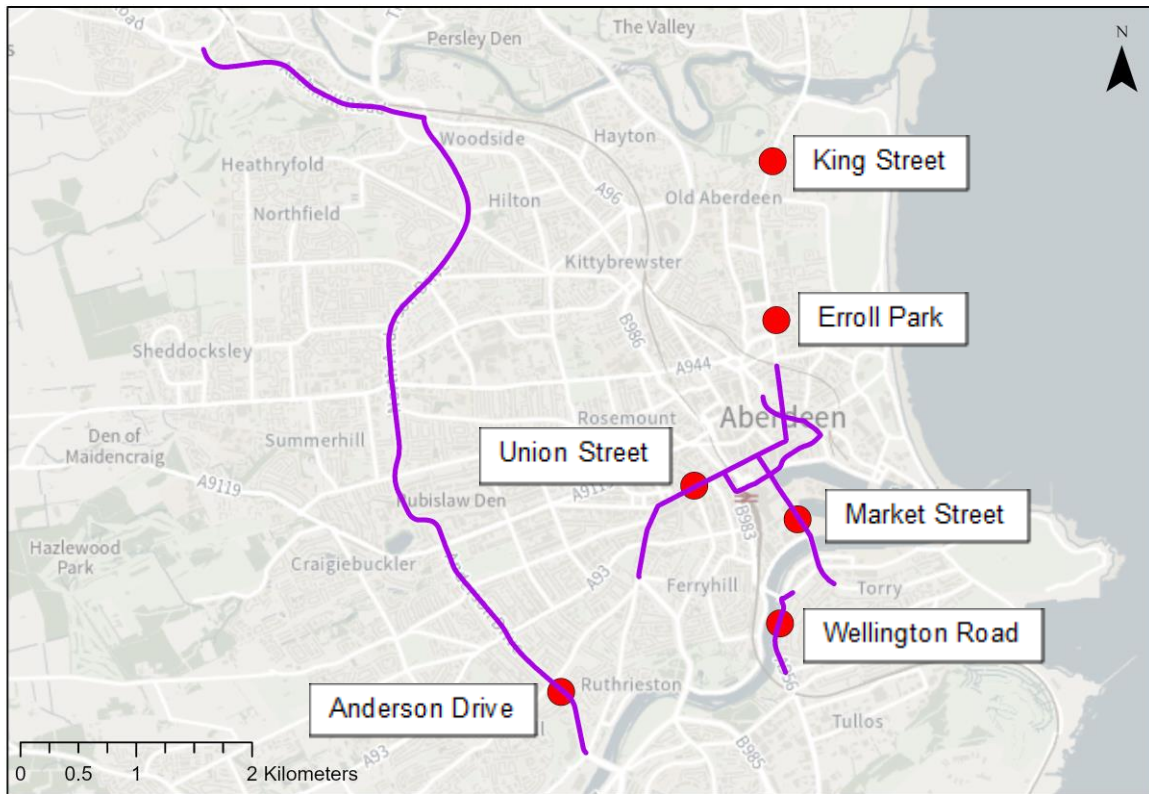


Figure 2: Aberdeen City-wide diffusion tube locations, separated into Plates 1-7

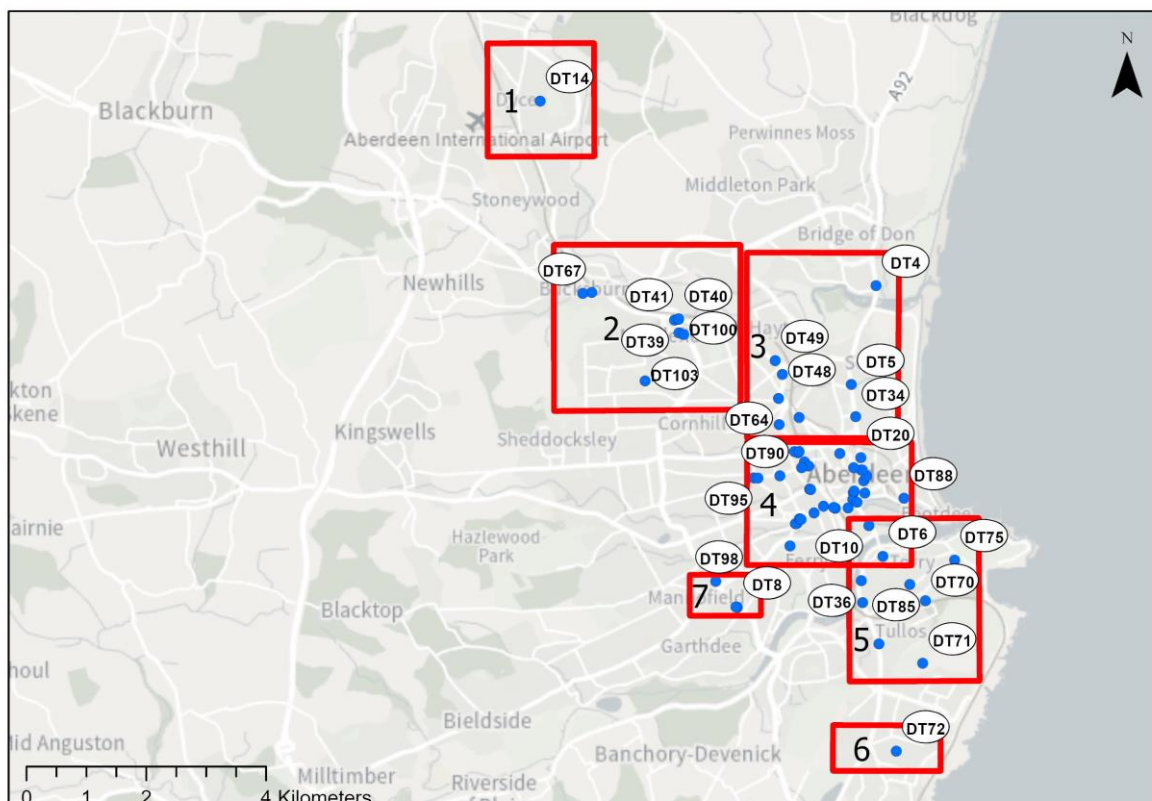


Figure 3: Plate 1 – Diffusion tube locations, Dyce

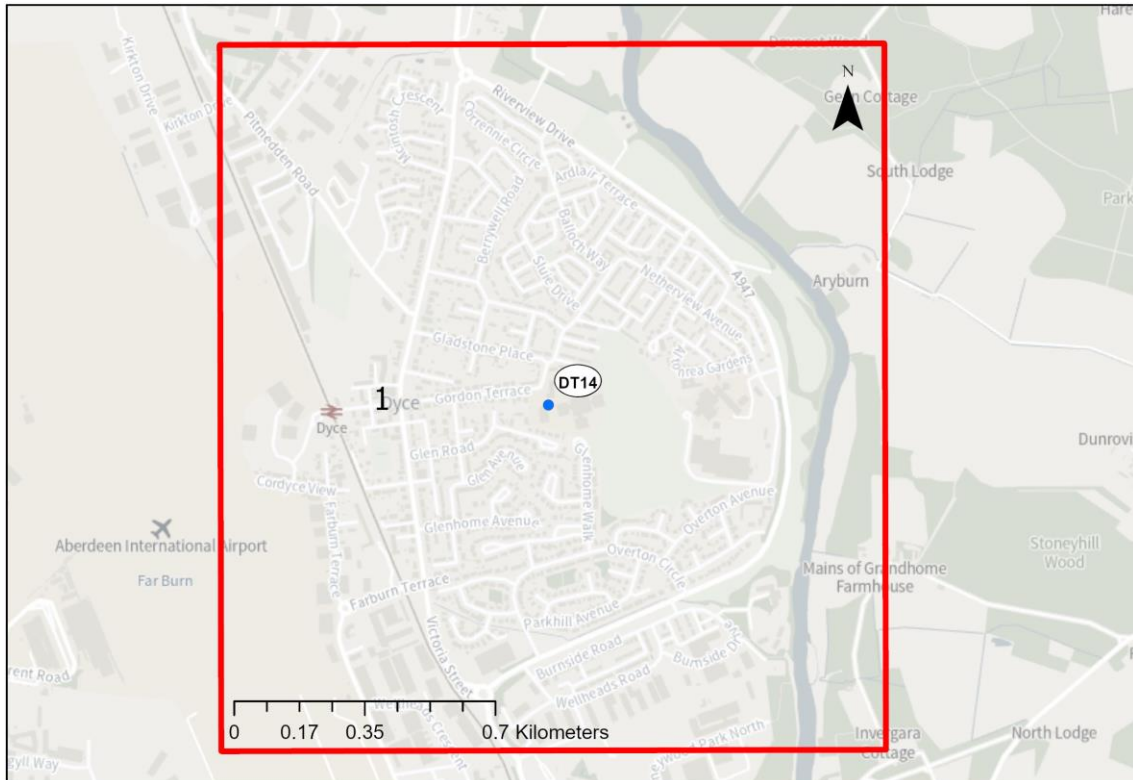


Figure 4: Plate 2 – Diffusion tube locations, Bucksburn

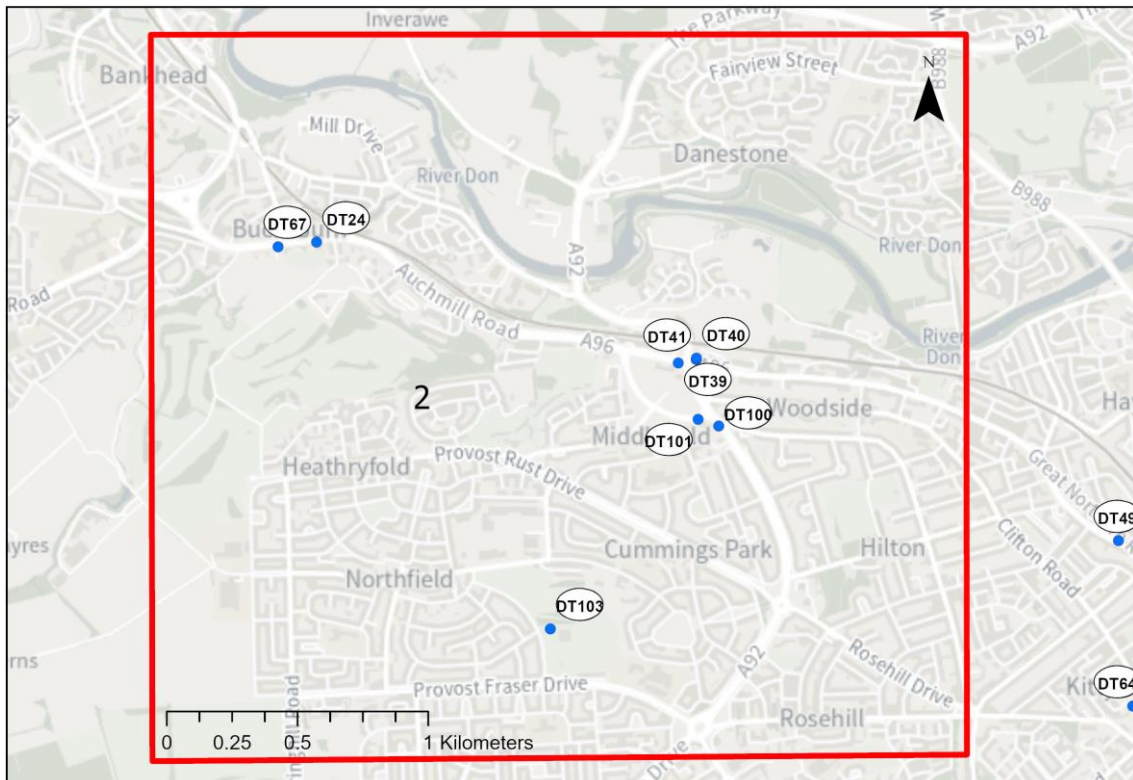


Figure 5: Plate 3 – Diffusion tube locations, Seaton/Kittybrewster

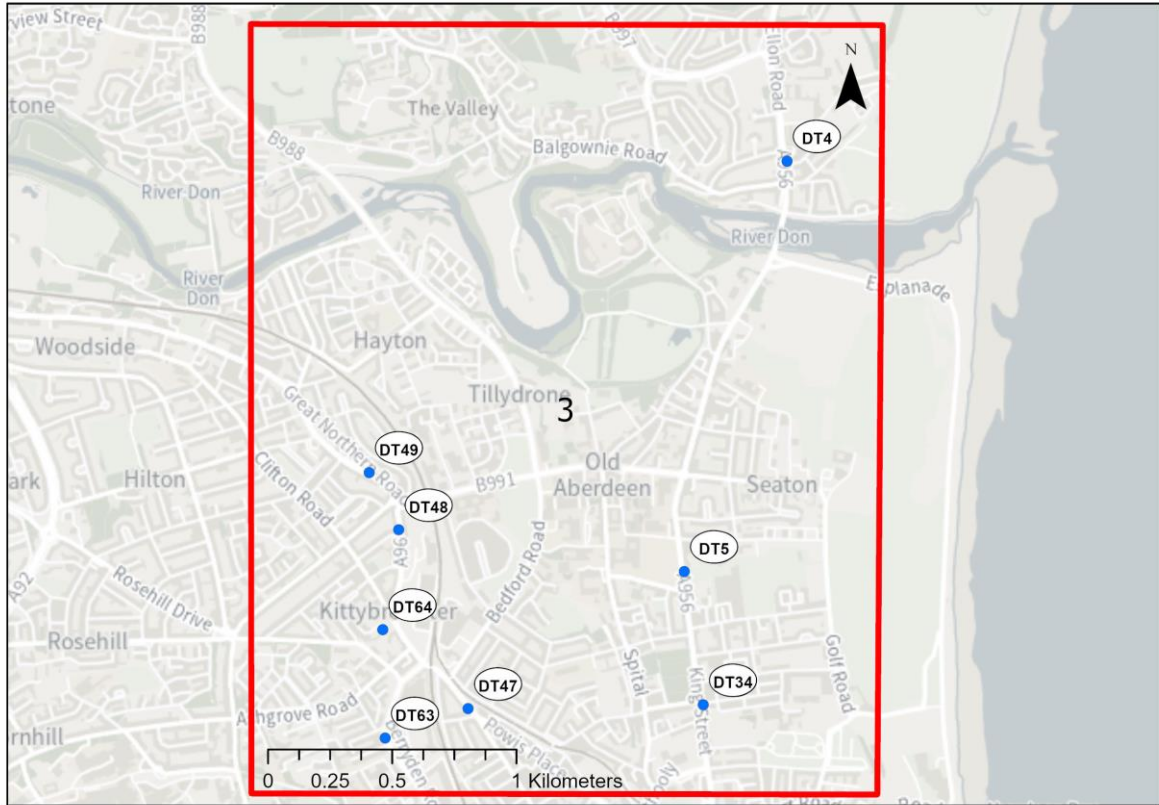


Figure 6: Plate 4 – Diffusion tube locations, City Centre

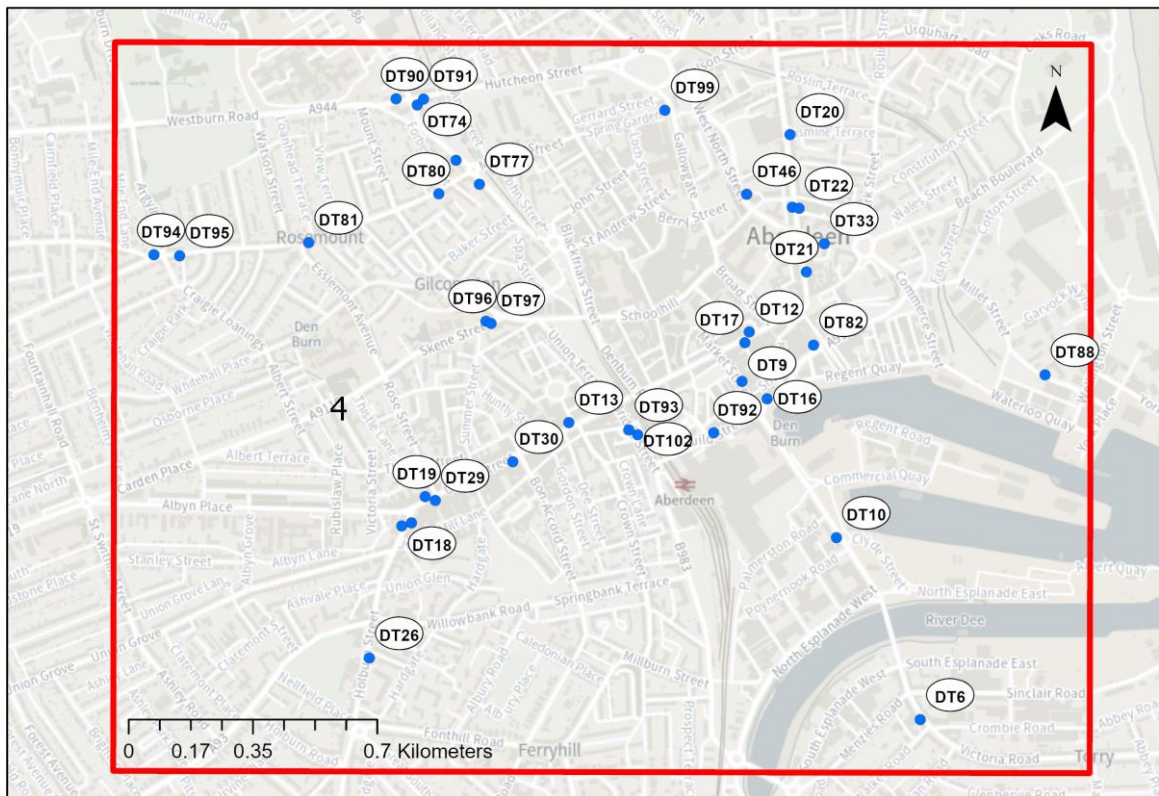


Figure 7: Plate 5 – Diffusion tube locations, Torry

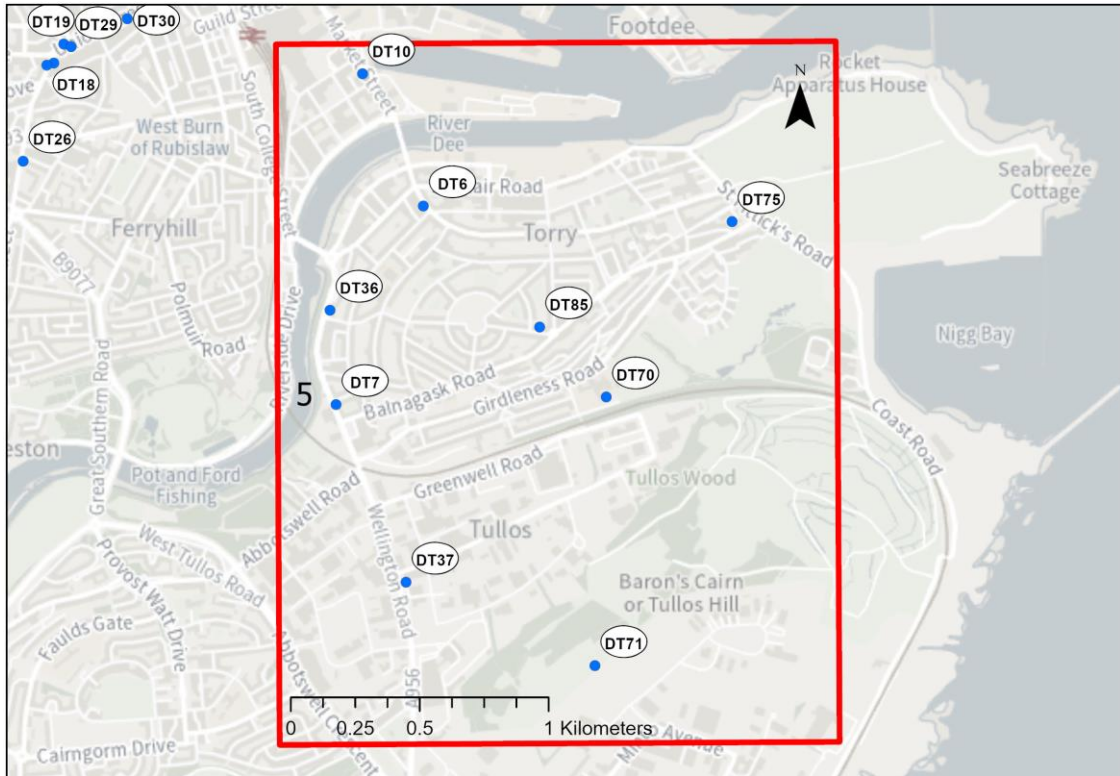


Figure 8: Plate 6 – Diffusion tube locations, Cove

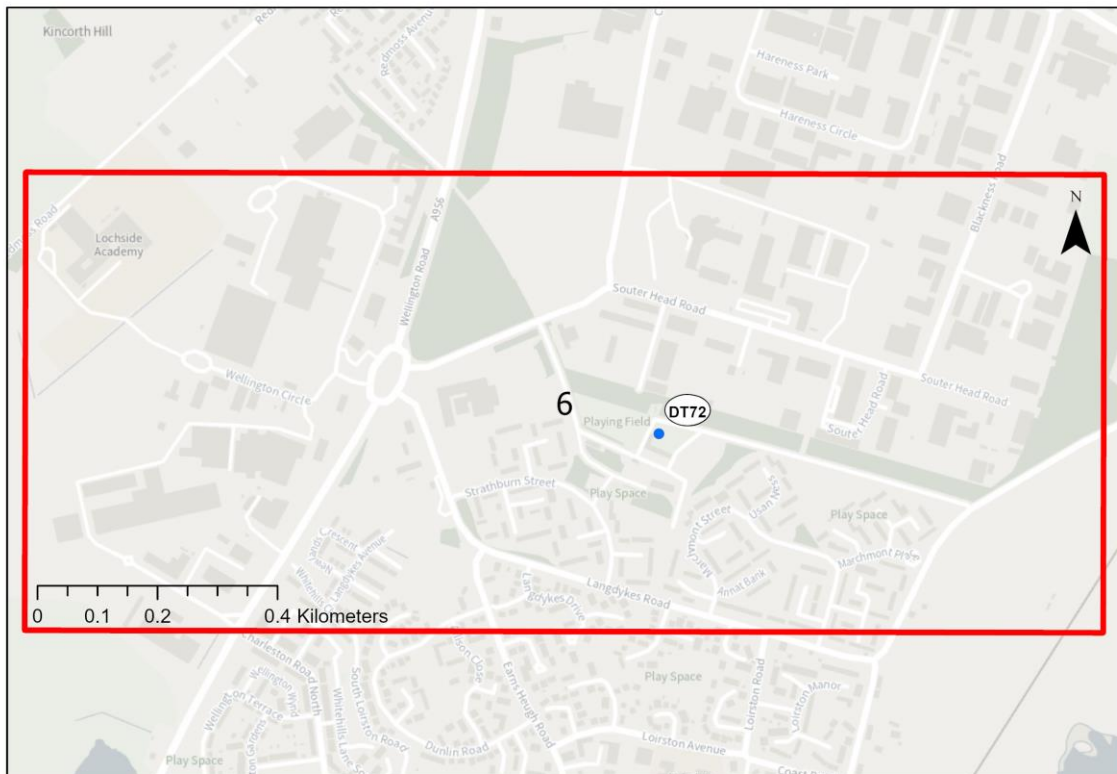
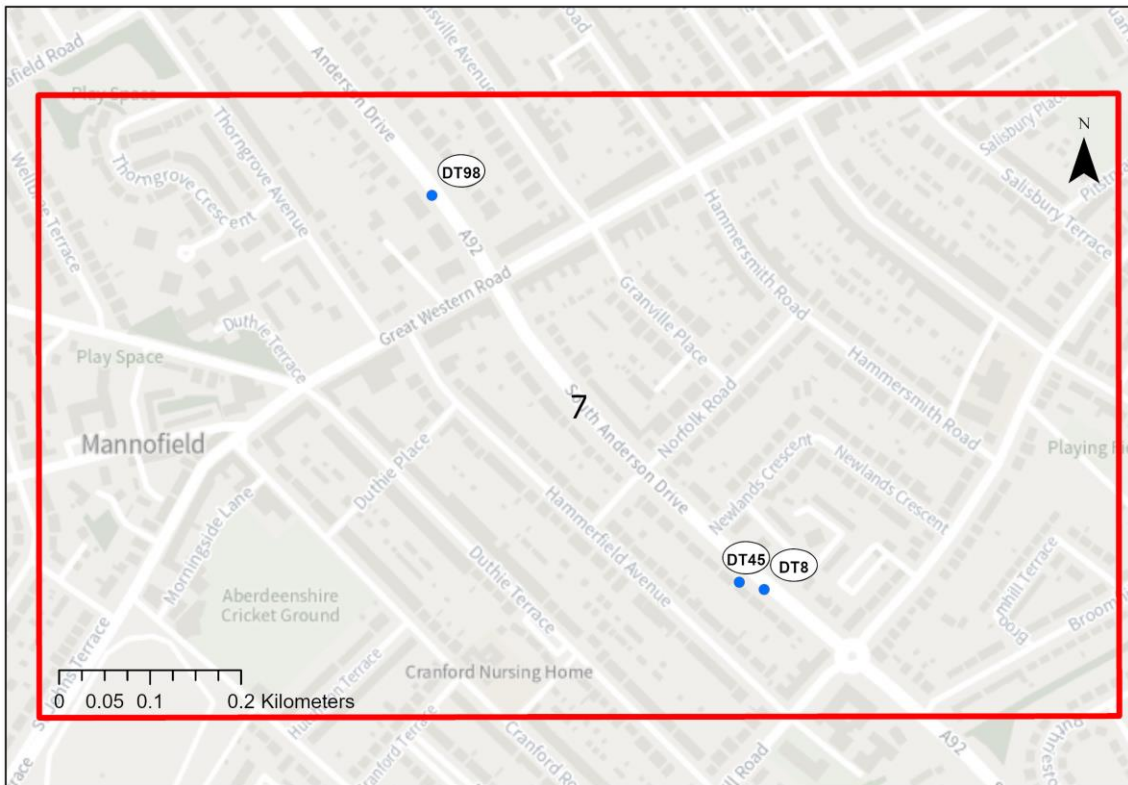


Figure 9: Plate 7 – Diffusion tube locations, Anderson Drive



Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the LA intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
APR	Air quality Annual Progress Report
AURN	Automatic Urban and Rural Network (UK air quality monitoring network)
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
LEZ	Low Emission Zone
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

1. Environment Act 1995
2. The Air Quality (Scotland) Regulations 2000
3. The Air Quality (Scotland) (Amendment) Regulations 2001
4. Local Air Quality Management Technical Guidance LAQM (TG22), DEFRA, August 2022
5. Local Air Quality Management Policy Guidance, (PG) (S) (23), The Scottish Government, March 2023
6. Aberdeen City Council Action Plan, March 2011
7. 2022 Air Quality Annual Progress Report (APR) for Aberdeen City Council, June 2022
8. Equivalence study to investigate Particulate Matter monitoring in Scotland using the Fidas 200 report for Scottish Government, Ricardo, May 2023

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	16 January 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Update on Northern Roads Collaboration Joint Committee – Annual Report 2022/23
REPORT NUMBER	RES/24/002
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Neale Burrows
TERMS OF REFERENCE	7 & 8

1. PURPOSE OF REPORT

- 1.1 To provide an Annual Report on the Northern Roads Collaboration Joint Committee

2. RECOMMENDATIONS

That the Committee: -

- 2.1 notes the role of Aberdeen City Council in the Northern Roads Collaboration Joint Committee; and
- 2.2 instructs the Chief Officer - Operations and Protective Services to write to all members in relation to the continuation of the Northern Roads Collaboration Joint Committee

3. CURRENT SITUATION

- 3.1 The purpose of this report is to make members aware of the work being undertaken by the Northern Roads Collaboration of which Aberdeen City Council is a partner. The terms of the Minute of Agreement among the member Authorities provide that an annual report will be submitted to each authority on the work of the Northern Roads Collaboration Joint Committee.
- 3.2 On 30 July 2016, Aberdeen City Council approved a report on the formation of a Joint Committee for Roads Collaboration. Since its first formal meeting on 18 May 2018, the Northern Roads Collaboration Joint Committee has met on a quarterly up to the local Elections in May 2022.
- 3.3 The creation of the Joint Committee represents the joint commitment of the Constituent Authorities to work collaboratively for the joint discharge of road and road-related functions, including ports and harbours. The Terms of Reference for the committee are detailed in Appendix 1 of this report.

- 3.4 At its meeting on 25 June 2021 it was confirmed that Aberdeenshire Council would retain the role of Lead Authority supporting the Northern Roads Collaboration Joint Committee until a review of the governance arrangements is completed and up until the Local Authority elections in May 2022.
- 3.5 The Northern Roads Collaboration Joint Committee will continue to consider a range of joint working and procurement opportunities and the potential for inter-authority commissions and for shared contracts.
- 3.6 The elected members / substantive members and Lead officer are listed below:

	Members	Substitute Members	Lead Officer
Aberdeen City Council	Cllr M. Hutchison	Cllr M. Radley	Neale Burrows
	Cllr I. Yuill	Cllr G.Graham	

- 3.7 Since May 2022 all meetings of the Northern Roads Collaboration Joint Committee have been cancelled
- 3.8 The next meeting of the committee will have to agree on a Lead Authority / support arrangements and its governance. Since the establishment of the committee the financial monitoring has been carried out by Highland Council. The Legal, Committee and Lead Officer support has been provided by Aberdeenshire, however they have intimated that this will now be stopping and at the first meeting of the new Committee it will have to appoint and agree the following:
- Appointment of Chair & Vice Chair
 - Agree on Lead Authority
 - Review of Governance Arrangements & Financial Monitoring
- 3.9 The Northern Roads Collaboration Joint Committee remain formally constituted and provides an opportunity to consider a broad range of topics including the ability to shape and agree on joint procurements and services. It provides opportunity for knowledge sharing and can provide collaboration opportunities across the partners.

4. FINANCIAL IMPLICATIONS

- 4.1 There are staffing and financial implications associated with participation in the Northern Roads Collaboration Joint Committee. The costs are shared across the 7 partners and our share for 2021 / 2022 is £3060. There were no costs for 2022/23.
- 4.2 Whilst there are no cost savings directly achieved by Aberdeen City Council's involvement in this partnership it provides officers with contacts in other local authorities, strong and direct links with the National Roads Collaboration

Programme and Transport Scotland and also the wider opportunity for knowledge sharing. This participation within this collaboration is therefore considered value for money.

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Increased perception of poor quality road infrastructure	The collaborative working between Local Authorities will assist to provide the necessary maintenance and improvements for the road network, thus increasing ease of travel whilst reducing the risk to all members of the travelling public	M	Yes
Compliance	Any lack of investment in roads is likely to contribute to an increase in claims against the Council	Continue to prioritise spend in order to repair higher used and higher damaged roads and footpaths	L	Yes
Operational	Ongoing high levels of service demand are	There is a need to ensure that there are sufficient adequately trained staff	H	Yes

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

	implications for the health and wellbeing of the citizens of Aberdeen			
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the delivery of the following aspect of the policy statement: - - Seek to invest in our road and pavement network and commit extra funding to resurface damaged roads and pavements throughout the city.
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Economy Stretch Outcomes	Investment and improvements to the road infrastructure will assist in maximising the economy of the city.
Prosperous People Stretch Outcomes	Using the roads and footways, street lighting and traffic safety measures to assist in making Safe and Resilient Communities for people to live in.
Prosperous Place Stretch Outcomes	Supporting different ways for active travel in everyday journeys, working with partners and volunteers to address safety, and infrastructure to assist in the increase of Active Travel.
Regional and City Strategies	The views of affected residents and road users are sought on our performance on specific schemes. Records held in the Confirm (Roads Maintenance Management) System and records of claims by road users against alleged defects can be analysed to indicate areas of concern. Specific surveys may be carried out from time to time to address specific areas of concern. Results of these various analyses can be used in conjunction with inspection data to establish customers' areas of concern and expectations of the maintenance of the roads network.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	This report has no direct implications in relation to Equalities and Human Rights and a Stage 1 IIA has been completed. The Committee is being asked to consider the annual report for financial year 2022 / 2023 and the matter does not have a differential impact on any of the protected characteristics
Data Protection Impact Assessment	Not required

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

11.1 Appendix 1 - Northern Roads Collaboration Joint Committee - Terms of Reference

12. REPORT AUTHOR CONTACT DETAILS

Name	Neale Burrows
Title	Interim Roads Infrastructure Manager
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Tel	03000 200 292

22. NORTHERN ROADS COLLABORATION JOINT COMMITTEE

The Northern Roads Collaboration Joint Committee is a Joint Committee established by Aberdeen City Council, Aberdeenshire Council, Angus Council, Argyll and Bute Council, Comhairle nan Eilean Siar, The Highland Council, The Moray Council and The Orkney Islands Council (the “Constituent Authorities”) under s56 and s57 of the Local Government (Scotland) Act 1973.

The Joint Committee undertakes to appoint two named representatives from each Constituent Authority to its membership.

The creation of the Joint Committee represents the joint commitment of the Constituent Authorities to work collaboratively for the joint discharge of road and road-related functions, including ports and harbours (the “Roads Collaboration”).

In particular it shall have the following powers:

- 1.** To identify suitable projects and initiatives for Roads Collaboration and to make recommendations to Constituent Authorities.
- 2.** To make recommendations to Constituent Authorities in respect of resource contribution, funding arrangements and budget setting for projects and initiatives for Roads Collaboration.
- 3.** To manage resources and approve operational expenditure within agreed Joint Committee budgets for Roads Collaboration.
- 4.** To monitor the effectiveness of the Roads Collaboration and to identify potential improvements and efficiencies.
- 5.** To approve an annual performance report and financial statement for the reporting year on Roads Collaboration.
- 6.** To approve and amend Standing Orders for the Joint Committee and any of its Sub-Committees.
- 7.** To appoint the Chair and Vice Chair of the Joint Committee and any of its Sub-Committees.
- 8.** To make arrangements for the provision of business support services for the Joint Committee and any of its Sub-Committees.

Executive Lead for the Council: Chief Officer - Operations

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	16 January 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Car Parking Review
REPORT NUMBER	COM/24/012
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Members of the feasibility of, and timescales and resources for, updating the Strategic Car Parking Review, and to seek approval from Members to commence this exercise.

2. RECOMMENDATIONS

That the Committee:

- 2.1 note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and
- 2.2 instruct the Chief Officer – Strategic Place Planning to proceed with updating the SCPR as soon as possible, as funding permits, and report the outcomes back to this Committee by the end of 2024.

3. CURRENT SITUATION

- 3.1 In 2019, a Strategic Car Parking Review (SCPR) was completed for Aberdeen, which considered the relationship between publicly available car parking and the city's economic, social and environmental wellbeing, and how current parking provision fits with the Council's strategic transport and land use plans.
- 3.2 Based on extensive public and stakeholder engagement, a SCPR Issues and Opportunities Report was developed, with the following key findings:
- Change is needed to car parking as part of a package of travel demand management measures to support and deliver policy and strategy objectives for the city including the City Centre Masterplan (CCMP) and Roads Hierarchy;
 - Current car parking policy and guidance does not align with wider strategy objectives and, in comparison to benchmarked cities, parking standards in Aberdeen for new developments are very generous;

- Parking tariffs for short stay parking in Aberdeen are cheaper than benchmarked cities;
- Permits for on-street parking in Aberdeen city centre are considerably cheaper than benchmarked cities;
- Considering the combined capacity and demand for public (operated by the Council) and private off-street parking, existing car parks are operating within effective capacity; and
- Based on existing demands there is sufficient off-street parking in appropriate locations, however management could be improved by directing drivers to under-utilised spaces.

Issues and opportunities were developed into a Recommendations report, identifying a series of actions and recommendations for the Council to consider and take forward as part of a future Car Parking Strategy.

- 3.3 The outcomes of the SCPR were reported to the Council's City Growth and Resources Committee in [June 2019](#). The Committee noted the findings and instructed the Chief Officer – Strategic Place Planning to develop a draft Car Parking Strategy and report back to Committee in summer 2020.
- 3.4 This work was interrupted by the onset of the COVID-19 pandemic. Given the impact of the pandemic on the city centre economy and car park usage, it was not considered appropriate to engage with the public and stakeholders on the future of car parking provision at that time.
- 3.5 In [October 2023](#), in response to a report on the feasibility of changing the current pay and display parking policy, Members of the Net Zero, Environment and Transport Committee instructed the Chief Officer - Operations and Protective Services, following consultation with the Chief Officer – Strategic Place Planning, to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee.
- 3.6 Much of the original SCPR is likely to remain relevant and a wholesale refresh is considered unnecessary. However, given the scale of changes Aberdeen has faced since 2019, it is considered prudent to review and update key data and ensure that outcomes and recommendations reflect changes in local, regional and national policy, strategy and ambition since 2019, including:
- The revised policy context, in particular the revised Nestrans Regional Transport Strategy, the Regional Economic Strategy, the emerging Aberdeen Local Transport Strategy, the new Aberdeen Local Development Plan and local and national climate change and net zero targets;
 - The current economic context, including the long-term impacts of the pandemic;
 - The refreshed Aberdeen City Centre and Beach Masterplan;
 - City Development's ongoing projects supporting city centre regeneration including Union Street Empty Shops Action Plan and Grant Scheme;

- Ongoing work to define and deliver Aberdeen Rapid Transit (ART), including the need for complementary travel demand management measures to support successful delivery of such a network;
- Ongoing work to address Bus Alliance priority corridors under the Bus Partnership Fund;
- Ongoing work in relation to defining Regional and City Active Travel network priorities;
- Ongoing work in relation to Electric Vehicle Charging; and
- Ongoing work in relation to car clubs.

It is anticipated that, once a funding source has been identified to undertake the update, this can be completed within 6 months. Completion of this work will ensure that any future decisions relating to car parking are based on robust and up-to-date evidence, and that the Council has a solid evidence base from which to develop a fit-for-purpose Car Parking Framework.

4. FINANCIAL IMPLICATIONS

- 4.1 It is anticipated that the work to update the SCPR will cost in the region of £50,000 - £70,000. An application will be made to the 2024/25 Nestrans programme to support this work, and officers will continue to explore other external funding opportunities that may be available.

5. LEGAL IMPLICATIONS

- 5.1 No legal implications have been identified at this stage. There may be legal implications arising from the recommendations of the review but these will be identified during the review and included within any future reports to Committee.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no immediate environmental implications, although some of the recommendations of the review may have impacts. These will be identified during the review and included within any future reports to Committee.

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	A transport network not performing to the peak of its abilities could result in city	Update SCPR to reflect recent changes in policy, strategy and level	M	Yes

	and regional economic harm; undermine the Council's ability to deliver its objectives in terms of economic development, land use planning, net zero and transport; and undermine recent and planned investment in the city centre.	of ambition since 2019.		
Compliance	No risks identified at this stage.	N/A	N/A	Yes
Operational	No risks identified at this stage, although the review may identify future issues.	Identify and quantify risks as part of the SCPR update.	L	Yes
Financial	There may be financial risks arising from the recommendations of the review but these are unknown at this stage.	Identify and quantify risks as part of the SCPR update.	L	Yes
Reputational	No risks identified at this stage, although the review may identify future issues.	Identify and quantify risks as part of the SCPR update.	L	Yes
Environment / Climate	No risks identified at this stage, although the review may identify future risks and/or opportunities.	Identify and quantify risks and opportunities as part of the SCPR update.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	There is potential for the outcomes of the review to support delivery of Stretch Outcome 13 - <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</i>
Regional and City Strategies	The proposals within this report support the draft Local Transport Strategy (LTS) which includes an action to: <i>Develop a Car Parking Framework for the</i>

	<p><i>city covering on and off-street parking and complementing the North East Roads Hierarchy.</i></p> <p>They also support delivery of the Regional Transport Strategy, which includes an action to: <i>Work with local authorities to develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car.</i></p> <p>The review also seeks to contribute to an economically vibrant city centre, thus supporting delivery of the CCMP and Regional Economic Strategy, and to reduce the environmental impacts of transport, thus supporting the Council's Net Zero Route Map and Air Quality Action Plan.</p>
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed. A full IIA will be undertaken as part of the SCPR update.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

- 10.1 [OPE/19/089 Roads Hierarchy](#) (City Growth and Resources Committee, June 2019)
- 10.2 [SCPR Issues and Opportunities Executive Summary](#)
- 10.3 [SCPR Recommendations Report Executive Summary](#)

11. APPENDICES

- 11.1 None

12. REPORT AUTHOR CONTACT DETAILS

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