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To: All Members of the Council

Town House,
ABERDEEN, 7 February 2024

COUNCIL - ADJOURNED MEETING

The Members of the **COUNCIL** are requested to meet in Council Chamber - Town House on **THURSDAY, 8 FEBRUARY 2024 at 10.30am.**

JENNI LAWSON
INTERIM CHIEF OFFICER – GOVERNANCE
(LEGAL)

BUSINESS

GENERAL BUSINESS

- 9.5 Beachfront Shoreline Regeneration (Phase C) - Outline Business Case Update - COM/24/037 (Pages 3 - 74)
- 9.6 City Centre Streetscape Update - RES/24/039 (Pages 75 - 204)

NOTICES OF MOTION

10.1 Notice of Motion by Councillors Allard and Yuill

This Council:

1. Notes with regret the decision by M&S to close its St. Nicholas Street store in spring 2025.
2. Welcomes M&S decision to invest £15 million to create a new and modern 70,000 square foot department store in Aberdeen city centre due to open in spring 2025.
3. Welcomes the commitment from M&S that all permanent staff employed at the St. Nicholas Street store will retain their jobs.
4. Notes that the St. Nicholas Street store building is owned by M&S.
5. Notes that Aberdeen City Council, public and private sector partners, and M&S are committed to working together to find a new use for the St. Nicholas Street building.
6. Instructs the Chief Officer - City Growth to report to the Finance and Resources Committee on 8 May 2024, subject to the requirements of commercial confidentiality, on developments relating to the St. Nicholas Street building.

10.2 Notice of Motion by Councillor Allard (Pages 205 - 206)

That Council:

- (1) Acknowledges that the Partnership, comprising the SNP Group and Liberal Democrat Group, hold a majority of seats within the Aberdeen City Council chamber.
- (2) Acknowledges that as per Standing Order 47.9, *"Council will set the membership for each Committee and in doing so should have regard to the political composition of the Council."*
- (3) Agrees to amend the number of elected members on all committees as detailed [in attachment].

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Should you require any further information about this agenda, please contact Martyn Orchard, tel. 01224 067598 or morchard@aberdeencity.gov.uk

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	7 February 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Beachfront Shoreline Regeneration (Phase C)– Outline Business Case Update
REPORT NUMBER	COM/24/037
DIRECTOR	Gale Beattie
CHIEF OFFICER	Craig Innes
REPORT AUTHOR	Craig Innes
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

- 1.1. This report provides Members with an overview of the prepared Beachfront Shoreline Regeneration (Phase C) Outline Business Case (OBC).

2. RECOMMENDATIONS

- 2.1. Note the update from the Chief Officer – Commercial & Procurement on progress of the Shoreline Regeneration (Phase C) Outline Business Case (OBC).
- 2.2. Refer all projects relating to the Beachfront Shoreline Regeneration (Phase C) to the capital planning and budget process for future years’ delivery and;
- 2.3. Subject to the outcome of the budget process, instruct the Chief Officer – Commercial & Procurement to progress the Beachfront Shoreline Regeneration (Phase C) work to the completion of a Full Business Case (FBC) to Council, reporting back to the October 2025 Committee (on the short-medium interventions) and June 2026 Committee (on the medium-long interventions).

3. CURRENT SITUATION

Beachfront Shoreline Regeneration (Phase C)

- 3.1. Officers were instructed at the Council meeting on 14th December 2022 to progress work on an Outline Business Case for the Beachfront Shoreline Regeneration which forms part of the next stage of the City Centre and Beach Masterplan.
- 3.2. This vision of the Masterplan brings together aspirations from a number of publications including from the Local Outcome Improvement Plan, which aim towards the ambition that “all people can prosper”.

- 3.3. The development of this Shoreline Regeneration is necessary to complete the vision of providing a world class destination to revitalise the Beachfront and reconnect it to the City Centre - and again be known as the 'Silver City by the Sea'.
- 3.4. This integral part of the City Centre and Beach Masterplan brings the beachfront plan together and provides the benefit of preservation of the coastline frontage therefore delivering long-term protection for this most important of community assets. Achieving integration between wider beachfront investments and future coastal management and defence measures crucial to ensure a coherent solution to the City Coastline.
- 3.5. The Beachfront Shoreline Regeneration Strategic Outline Case (SOC) approved by Council on 26th April 2023 identified key elements which should be taken forward in the preparation of an Outline Business Case. The elements included: (refer to Figure 1 within the Appendix B)
1. Esplanade,
 2. Boardwalk (Pier)
 3. Beachfront Interface,
 4. Satellite Facilities,
 5. Beach Village, Pavilion & Slipway, and
 6. Footdee Club House
- 3.6. The Beachfront Shoreline Regeneration Outline Business Case has been developed in the interim period and is included under Appendix A. The Outline Business Case has considered these initial elements identified within the Strategic Outline Case, with the following interventions proposed to enhance the Beachfront as part of the wider Beachfront Development Framework.
- Esplanade (North) & Esplanade (South) (short-medium intervention): This interface will provide a much-improved visual connection between the park and the sea through public realm improvements to existing land, road & footways including 'street furniture'. All of this will improve access to and enjoyment of the beach encouraging increased activity and the improved wellbeing of residents and visitors. Along with improved active travel opportunities to the area, and a more attractive and accessible means of reaching the beach area this will satisfy the strategic objectives set-out in the Outline Business Case of providing a people-focussed environment which will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.
 - Boardwalk (medium-long intervention): Both of the Boardwalk options extend from the Esplanade and project beyond the sea wall and over the beach, with access points to the new pedestrian spine (Beach Boulevard) and the proposed new Beach Ballroom entrance. This feature will provide a standout focal point with views to the sea and will be a major element in delivering the

transformational new waterfront destination, increasing use and consequential economic activity, by creating a unique and attractive destination.

- Beachfront Interface (medium-long intervention): This will reprofile the existing access points from esplanade to beach level, building over the existing lower sea wall through a series of ramps and steps, making the beach accessible to all. Providing improved and safer access/egress to the beach area and its surroundings, providing a people-focussed environment which will be inclusive for all users.
- Satellite Facilities (short-medium intervention): A variety of modern enhanced Satellite Facilities located at key points along the length of the Esplanade will provide toilets, changing, shower and storage facilities for all beach and water users, all for the purposes of improving access to and activity on the beach. Promoting more individuals and organisations to capitalise on the beach and its surrounding assets by increasing the participation in activities will provide a benefit to the wellbeing and health of the users.
- Beach Village (short-medium intervention): A multi-functional external space with associated access with toilets, changing, showers, campervan electrical charging amenities, accessed via a realigned Accommodation Road. The beach village will provide facilities for beach and water users and provide a platform for one off events. This will provide enhanced and modern infrastructure and enablers to promote greater activity and footfall with a potential economic return.
- Footdee Community Club House (short-medium intervention): A community asset which could provide excellent amenities, centred around enhanced education and awareness on safe water usage, with opportunities for an elevated observation deck at the most accessed part of the water and local community facilities for both residents and water users including Surf Club, Wild Swimmers and Surf Life Saving Club.
- ‘Safer swimming facility’ (medium-long intervention): in addition to the 6 elements identified in the SOC, an engineering arrangement to alter existing groynes and ‘fish tails’ to provide a safer opportunity for open water swimming located centrally to the beachfront masterplan zone and boardwalk has been incorporated. This has the potential to contribute to long term coastal protection with a focus on wellbeing and active health and would complement the boardwalk as an attractive feature at the centre of the beachfront. This will likely provide increased footfall from both within and out with the region.
- The Boardwalk, safer swimmer zone, beach interface and the esplanade work in particular could have the added financial benefit of reducing the ongoing

erosion and maintenance of the access and coastline in this heavily used beach location, whilst protecting the natural and bio-diverse environment for future generations.

These proposed interventions are illustrated in Appendix B.

- 3.7. The original proposed Pavilion and Slipway adjacent to the Beach Village have been considered as part of the Outline Business Case evaluation and studies. Having considered the viability and demand, these interventions no longer form part of this Phase. The existing beach slip provides sufficient access to the Beachfront below the Esplanade, whilst the need for a second Pavilion to the north of the beach has not been demonstrated.
- 3.8. A people-focussed approach has been adopted in creating an environment that will be inclusive for all, creating a community centred asset and bringing the 'Wow' factor back to the Beachfront through the delivery of intervention solutions providing a supporting infrastructure for increased and more diverse beach and open water users.
- 3.9. The Boardwalk central mast structure would incorporate the 'light of the north' feature at its most easterly and highest point, increasing the Beachfront visibility during the day and at night. Importantly creating a landmark focal point for the beach which will be visible on the journey from the Beach to the city Centre.
- 3.10. The Beachfront interventions collectively create a transformational destination which will attract visitors and residents of the area.
- 3.11. The satellite facilities will provide enabling infrastructure to the beach and water users, enhancing the beach as a destination to promote health and wellbeing activities. The facilities developed through engagement with the local community groups, with the ability to support competitions and events at the Beachfront, whilst having the opportunity to incorporate commercial outlets and storage space for local community groups.
- 3.12. The Beach Village will support the Beachfront through the provision of controlled short-stay overnight campervan parking and adjacent serviced amenities attractive to visitors, beach and water users. A continuation of the enhancement of the Beachfront as a destination.
- 3.13. Due to the interdependency of the Beach Masterplans package of investments the figures for the economic impact appraisal undertaken by external advisers, relate to the full Masterplan including the public realm, boardwalk, redevelopment of the Beach Ballroom and the Leisure and Ice Arena.
- 3.14. The modelling using the Option A Boardwalk, which provides a larger and more iconic feature as a centrepiece for the Beach Masterplan, found that the beachfront masterplan developments together would generate £597 million (Present Value) of additional gross value to the Aberdeen economy over a 30-year appraisal period.

- 3.15. The modelling using the Option B Boardwalk, which provides a smaller feature as a centrepiece for the Beach Masterplan, found that the beachfront masterplan developments together would generate £498 million (Present Value) of additional gross value to the Aberdeen economy over a 30-year appraisal period.
- 3.16. Significant active travel and visitor spend benefits of the Beach Masterplan inform this study with total footfall assumed to increase to 1 million post investment.

Masterplan Linkages

- 3.17. In providing this Shoreline Regeneration Phase, enhancing the Beachfront as a major destination to visit, there were several key linkages considered whilst developing this Outline Business Case between this project and work underway within the City Centre and Beach Masterplan and the Beachfront Development Framework.
- 3.18. The Shoreline Regeneration Phase brief has been developed as part of the Outline Business Case to enrich and enhance the offering at the Beachfront, with complementary interventions to further encourage visitors and tourism.
- 3.19. The remodelled Beachfront Interface links directly into Public Realm work for Phase A and Phase B, which will provide a seamless extension from these earlier phases down to the beach level. This phase provides the essential connectivity for the linkage between the beach, wider masterplan, Beach Ballroom and other existing facilities.
- 3.20. The Boardwalk has been developed to align with the main Pedestrian Spine and Beach Boulevard routes from the City to the sea (through the masterplan event parks), whilst creating a direct axis towards the Beach Ballroom. The Boardwalk will increase the wider long-distance visibility of the Beachfront through the structural scale and proposed 'light of the north' feature, further amplifying the destination.

Coastal Management Defence Integration

- 3.21. The Shoreline Regeneration interventions have discussed and will be developed in conjunction with the Council Structures, Flooding and Coastal (SFC) team to ensure that the proposals look to enhance the existing coastal management provisions within the core Beachfront area. The Boardwalk, Beach Interface and Safer Swimming Zone will look to enhance the coastal measures within this zone.
- 3.22. The Council Structures, Flooding and Coastal team have previously engaged with a specialist coastline and engineering consultancy company, where their most recent reports have highlighted the need to consider future coastal

management works. This combined with recent deterioration of the existing coastal defence conditions, has highlighted the importance of a joint approach to the protection of the City Coastline.

- 3.23. The Safer Swimming Zone construction will form the first part of the outer coastal defence to the concentrated central Beachfront masterplan zone. The Swimming Zone enhancing the existing sea groynes by the introduction of concrete revetment structures walls to provide a contained swimming environment.
- 3.24. As part of the Safer Swimming Zone and central Beachfront elements the proposals will introduce new 'artificial reefs' to encourage biodiversity and marine ecology by introducing large rock and concrete elements to emulate rock pools and reef structures. These new features will be located adjacent to the existing rock armour.
- 3.25. The Boardwalk feature will project out over the sea defence wall and sand beach beneath, the predominant structural support elements have been developed to sit behind the sea defence wall and concealed beneath the Beachfront Esplanade and Interface section, minimising the impact of beach users and potential changes to the water and sand movements.
- 3.26. The new Beach Interface section and Boardwalk will incorporate the reconstruction of the existing coastal defence wall along this section of the coastline to accommodate the construction works. The new defence wall section will form the first steps in addressing the sea defences along this stretch of the Beachfront and provide a catalyst for the long-term coastal management. The wall defences will be developed to align with the long-term future coastal management defence strategy.
- 3.27. The Structure, Flooding and Coastal Engineering team undertake regular inspections, repairs and maintenance to the existing sea defences and an overall strategic review of the coastal management is ongoing which will consider the coastal management options. The outcomes of any ongoing commissioned studies will be coordinated as part of this phases long term interventions to develop a joint solution to the Beachfront coastline defences.

Community Involvement and Engagement

A detailed stakeholder and consultation plan covering this specific phase has been implemented, with a good level of participation and engagement throughout. The engagement has continued with members of the Aberdeen Water Safety Group (AWSG). The AWSG is formed of key groups including the Royal National Lifeboat Institution (RNLI), HM Coastguard, Royal Life Saving Society UK, Scottish Fire & Rescue Service, Police Scotland, Aberdeen Surf Life Saving Club (ASLSC) and Sport Aberdeen.

- 3.28. The Shoreline Regeneration Phase has involved several of the local community groups including Free Swim Aberdeen (Wild Swimming), Granite City Surf Club, Scot Surf and Aberdeen Surf Life Saving Club. The sessions have been in the

form of open workshops, meetings and included a walk the full length of the esplanade.

- 3.29. The Outline Business Case stakeholder engagement built on the initial extensive engagement undertaken through 2022 and early parts of 2023, with discussions focusing on the:
- operational usage of the existing Beachfront,
 - open water participation and support facility needs,
 - community clubhouse approach and brief requirements,
- 3.30. The Community Clubhouse concept design has been developed through regular engagement sessions with the local water groups. The Clubhouse designed to provide a combination of water user supporting facilities, storage space and multi-functional accommodation for flexible community activities. The Clubhouse providing the platform to increase footfall to the beach and sea, whilst providing the opportunity to consider wider water use events and competition to the region.
- 3.31. The Satellite Facilities have been designed for flexibility to accommodate the evolving needs of the water activities, public use patterns and visitors. The location and extents of these facilities has developed through dialogue with the local water users to define the provisions, locations along the esplanade and scale, with the focus on providing facilities adjacent to the main water and beach uses.
- 3.32. Council Planning Officers have been consulted on each of the proposed elements to establish an understanding of the application processes and anticipated timelines. This has been accompanied by engagement with EnviroCentre on the Environmental Impact Assessment deliverables and Marine Scotland on the extent of Marine Licences that would be required for the interventions or temporarily during the construction stage. This dialogue is reflected within the preparation of the Outline Business Case.
- 3.33. The Beach businesses were visited in summer 2023 offering a general masterplan update and incorporating an overview of the Shoreline Regeneration. Where businesses have registered to be kept informed of progress, the team has been back in touch as this phase develops.
- 3.34. The team updated the Community Council Forum in October 2023 with members of Pittodrie and Castlehill Community Council attending. Dates are being co-ordinated to provide further updates to the Forum, the Community Council and the Footdee Community before the first week in February.
- 3.35. Early engagement with Children and Young People (CYP) around the Beachfront Development Framework was primarily focussed on Phase A and the concept of play. Key themes of fun, sport, adventure and colour fed directly in the development of the Phase A proposals however other elements such as 'clean, green and safe', accessibility to the beach, areas for reflection and imagination have flowed naturally into the proposals for Phase C.

- 3.36. Many Children and Young People said they had been restricted in coming to the Beach as there is currently too much traffic. The more inclusive scheme proposed will improve pedestrian access and cycleways. This was reinforced through wide consultation with the young ASN community in summer 2023 when elements such as wheelchair access to the beach, suitable and sufficient changing and toilet facilities and sea view disabled parking were all highlighted as issues by young people and their carers and families. These elements are all considered within the Phase C proposals.'
- 3.37. Specific activities are currently being developed to build on the extensive engagement to date with Children and Young People (CYP) to ensure these conversations both widen and deepen around all elements of the City Centre and Beach Masterplan. An online tool on 'the journey so far' and how CYP have influenced the process, as well as allowing interactive involvement by individuals and classes as part of school-specific pages. The platform being developed is Thinglink, which is an interactive, map-based resource which local schools are already familiar with.

4. FINANCIAL IMPLICATIONS

- 4.1. The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area. The funding included in the current Capital Programme is fully committed and no additional projects can be undertaken without additional funding being added to the General Fund Capital programme.
- 4.2. Estimated costs to take all of the six identified projects to Full Outline Business is £7M. This will require to be factored into the future years capital planning budget. These costs are indicative current estimates which are likely to change if and when technical design proceeds pending the outcome of the budget and capital programming processes.
- 4.3. The undernoted provides a summary overview of the project work required to reach full business case to put cost estimations in perspective:

Short to Medium Interventions

- Complete the RIBA Stage 2 Report – target April 2024.
- Detailed survey works to be undertaken – including Ground Investigation works around the Clubhouse (piled foundation anticipated due to ground conditions).
- Statutory Planning Application processes to be complete.
- Community engagement and consultation on the proposals and management.

- Design development to meet the demands of the marine environment.
- Developed technical design and market testing.

Medium to Long Interventions

- Complete the RIBA Stage 2 Report.
- Undertaking of several detailed survey works – many which are marine related which take forward the required planning involved.
- Development of the Detailed Design – robust set of proposal required for the application process.
- Major Planning Application (longer timeline) to be submitted, with associated community engagement to be complete.
- Environmental Impact Assessment (EIA) – screening report, EIA scoping and preparation of the EIA will take 12-18 months.
- Marine Licence – minimum 18 months process, with the EIA a key component of the application process.
- Developed technical design and market testing

4.4 The Council has previously been successful in obtaining funding through the Levelling up Fund for the City Vision. Examples of other funding options that may be considered are the Place Based Investment Programme Fund, Regeneration Capital Grant Fund, Just Transition Fund, Shared Prosperity Fund, Green Growth Accelerator Fund.

4.5 Opportunities for commercial support through naming rights, sponsorship and other supported investments will be sought as part of the process of identifying preferred options during the Full Business Case process.

5. LEGAL IMPLICATIONS

5.1. The Beachfront Shoreline Regeneration OBC has considered the planning applications in conjunction with the Beachfront Development Framework and any wider statutory application requirements. The proposed interventions have been considered individually in their own right with the requirement extents outlined within the OBC.

5.2. The Council has commenced an extensive title examination of areas covered within the Beach Masterplan to determine if there are any ownership, third-

party right, and/or Common Good Land issues affecting the review site. No material issues have been identified to date as part of this process.

- 5.3. As each project proposal progresses, they will be examined and managed within the professional scope of property / conveyancing industry accepted standards, ensuring all due diligence exercises and pre-contract enquiries are complete and satisfactory.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1. The Shoreline Regeneration Phase energy strategy is aligned with Aberdeen City Council Climate Change Plan 2021-25, founded on delivering a sustainable asset and service models supporting our transition to Net Zero. The Plan sets out the approach, pathways, and actions towards delivering net zero and climate resilient Council assets by 2045. The strategy will seek to build on existing partnerships and apply learnings from previous projects delivered by the Council.
- 6.2. The energy strategy is based on principles of delivering a Net Zero Carbon in Operation performance standard, in addition to considering how to reduce carbon associated with embodied carbon in construction. Both principles are diligently modelled to ensure alignment with capital budget parameters by applying whole life costing planning methodologies to balance revenue and capital requirements.
- 6.3. As part of ongoing design development and planning appraisals we will continue to consider energy supply resilience, security and value for money in order that the energy plan can incorporate appropriate redundancy provision.
- 6.4. An Environmental Impact Assessment (EIA) will be undertaken as part of the FBC stage to inform the design development and will form part of the statutory approval process for planning and marine licence for the medium-long interventions.

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	Failure to proceed with the Beachfront	Continue to work collaboratively to achieve the	M	Yes

	Masterplan impacts on wider City commitments and economic targets.	masterplan delivery and wider advantages.		
Compliance	Council title issues and other competing third-party rights.	The Council have undertaken an extensive title examination and engagement of a Third-Party review.	L	Yes
Operational	Beach Boulevard/Beach promenade traffic arrangements Sufficient capacity of resources with Councils teams to meet programme objectives	Significant consultation with Council Roads and Planning Teams, Bus companies and Emergency services planned. Resource review ongoing and augmented support through the PMO	M M	Yes Yes
Financial	Budget pressures due to current market volatility. Removal or reduction in anticipated funding Streams.	Robust budgets established. Independent monitoring process established. With PMO early supply chain mitigations action plan established across the programme. Continual engagement and monitor of ongoing funding applications.	M M	Yes Yes
Reputational	Failure or delay in proceeding with the recommendations	Continue to work collaboratively to achieve the masterplan delivery and wider advantages.	M	Yes

Environmental & Climate	Coastal flooding risk	Engagement with Flooding Team, local community groups and understand that risk exists mitigated by Coastal Defences. Respond to risks identified as part of coastal studies.	M	Yes
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre and Beach Masterplan. 1. – Continue to maximise community benefit from major developments.
<u>Aberdeen City Local Outcome Improvement Plan</u>	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026.
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.
Prosperous Place Stretch Outcomes	Supports Outcome 14 Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026.

Regional and City Strategies	The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential (including increased tourism spend), improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre and Beach Masterplan.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	The IIA for the Beachfront Masterplan has been updated to reflect this report. There are no material changes from previous assessments at this stage
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage
Other	

10. BACKGROUND PAPERS

- Council Meeting, Wednesday 14 December 2022
- City Centre and Beach Masterplan
- Development Framework Phase 1, April 2023, Aberdeen Beachfront

11. APPENDICES

Appendix A: Beachfront Shoreline Regeneration Outline Business Case Paper
Appendix B: Design Proposal Illustrations

12. REPORT AUTHOR CONTACT DETAILS

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Project Name	Shoreline Regeneration (Phase C)		
Author	Craig Innes	Date	7 th February 24
Sponsoring Cluster	Commissioning	Version	1

Contents

(Press F9 function key to update table of contents after completion of Business Case – [guidance here](#))

1.	Introduction and Project Overview	1
2.	Executive Summary	4
3.	Strategic Fit.....	8
4.	Business Aims, Needs & Constraints	9
5.	Objectives	12
6.	Scope	13
6.1	Out of Scope	20
7.	Options Appraisal	20
7.1	Boardwalk/Pier – Do Nothing / Do Minimum	20
7.2	Boardwalk/Pier – Medium Intervention.....	22
7.3	Boardwalk/Pier – Major Intervention.....	Error! Bookmark not defined.
7.4	Beach Interface	22
7.5	Esplanade.....	23
7.6	Beach Village.....	24
7.7	Community Clubhouse.....	24
7.8	Recommendation.....	26
8.	Benefits	26
9.	Costs	30
10.	Key Risks.....	31
11.	Procurement Approach	32
12.	Time	33
12.1	Time Constraints & Aspirations	33
12.2	Key Milestones	34
13.	Governance	35
14.	Resources	35
15.	Environmental Management.....	36
16.	Preserving Our Heritage	37
17.	Stakeholders	37
18.	Assumptions	40
19.	Dependencies	41
20.	Constraints.....	42
21.	ICT Hardware, Software or Network infrastructure	43
22.	Change Controls Issued by the Project	43
23.	Support Services Consulted	43
24.	Document Revision History	45
25.	Decision by Capital Board	45

[Find further guidance in the ACC Project Management Toolkit online](#)

1. Introduction and Project Overview

Briefly describe the basic project concept. Describe the current business situation as it relates to the problem or opportunity that gave rise to the idea, including any other drivers such as regulatory or legal compliance requirements.

If taking no action may have a negative effect on the organisation, then also describe what will happen if the project is **not** undertaken.

Introduction

This Outline Business Case (OBC) outlines the rationale and provides the evidence for the Shoreline Regeneration (Phase C) works which forms part of the wider City Centre and Beachfront Masterplan, supporting the wider Aberdeen City Vision.

Shoreline Regeneration forms the next stage of the Beachfront Masterplan, which builds on and coordinates with the public realm works of Phase A and B.

Phase A being the Beach Park, Events Park and the work to Broadhill which has achieved Full Business Case and Phase B being the new Pedestrian Spine and infrastructure upgrades to improve connectivity to the City Centre and Beachfront, which is working towards Full Business Case.

The main objectives of the Beachfront Masterplan are;

- The Beachfront Masterplan offers a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen alongside ongoing City Centre regeneration.
- Developing key facilities on Aberdeen Beachfront including new play and events facilities, re-imagining the beach ballroom, replacing the leisure centre and the inclusion of a potential community sports stadium.
- Desire to recreate the spirit of “The Silver City by the Sea” and re-establish Aberdeen as “The finest beach and the most beautiful holiday resort in Britain” – 1930’s advertising campaign.
- Adopting new green technologies throughout the City and Beachfront whilst welcoming associated businesses into Aberdeen as the City works towards NZC; accelerating the transition from oil and gas to renewables.

Background

A Strategic Outline Case was approved by Council in April 2023 which recommended the project to proceed to feasibility stage and the preparation of this OBC. The elected members instructed the Chief Officer to progress the Beachfront Shoreline Regeneration (Phase C) work to the completion of an Outline Business Case (OBC).

The City Centre and Beachfront Masterplan forms a critical part of the City’s vision for the future, with the preservation of the coastline frontage a critical aspect to the long-term protection of this investment. The Masterplan looks to draw the public down from City Centre to the Beachfront area, with the integration between beachfront intervention and future coastal management defence measures a crucial item to ensure a coherent solution to the City Coastline. This item was identified as a key aspect to the Beachfront Vision brief, where it was highlighted the need for co-ordination with potential flood/sea defence works planned for the area.

The Beachfront Phase C Strategic Outline Case identified the following elements to be taken forward and form the basis of the Outline Business Case:

- 1. Esplanade** – an enhancement of the public realm to create an active frontage along the length of the coastline.
- 2. Boardwalk/ Pier** – a new structure that will become a focal point at the Masterplan's periphery, forming a new key public space between the Beach Boulevard, the Esplanade and the North Sea. A viewing point out to the North Sea.
- 3. Beachfront Interface** – regrading of the existing levels, by building over the existing lower sea wall through the creation of a series of ramps and walkways, making the beach accessible to all.
- 4. Satellite Facilities** – a series of facilities located at key points along the length of the Esplanade will provide toilet, change and shower facilities for all beach and water users, whilst utilising the elevation of these structures to create satellite observation decks.
- 5. Beach Village, Pavilion & Slipway** – the slipway will provide access to the Beachfront below the Esplanade which could potentially be utilised by both the RNLI to launch in-shore lifeboats as well as Jet Skiers. The northern section of the Beachfront would be supported by a new Pavilion incorporating an observation deck and supporting facilities for water users.
- 6. New Footdee Club House** - a new Footdee Club House located at the very South of the beach front where the water is safest and could provide facilities for the Surf Club, Wild Swimmers and Surf Life Saving Club. The facility could provide various amenities, providing education space for safe water usage, with opportunities for an elevated observation deck at the most used part of the water.
- 7. Safer Swimming Zone** – this feature was added following additional stakeholder consultations shortly after the SOC document. An innovative engineering arrangement to provide a safer opportunity for open water swimming, to encourage more inclusivity and users in a contained environment. This area will also introduce new 'artificial reefs' to encourage biodiversity and marine ecology as well as forming the first part of the coastal defence to the concentrated central Beachfront masterplan zone.

Project Overview

The beachfront provides the opportunity to create a regional and wider destination as part of the City Vision, attractive to the local community encourage usage and increased footfall to the area, whilst creating a tourist attraction for the region.

This shoreline phase of the masterplan provides the opportunity to build on the existing features of the area which includes the Beachfront and leisure facilities, whilst complementing the proposed Phase A and B Public Realm work and enhanced active travel routes that form the core part of the masterplan.

The recent consideration of the brief has seen the 6 key elements develop as follows;

- Esplanade – improvements to accessibility and condition, to over 3km of beachfront
- Boardwalk/ Pier projecting towards the sea and connecting into the Beach Park masterplan and aligned with Beach Ballroom
- Beachfront Interface – working with ACC Coastal defences to reprofile the area in front of the Beach Park to enhance accessibility to the beach and water's edge for all.

- Series of Satellite Facilities along the Beachfront Esplanade enhancing beach user experience
- Beach Village providing multi-use activity space, changing facilities and short stay camper parking
- Committee Club House to support local open water and beach community clubs.
- Open water safer swimming zone as part of the beachfront interface

2. Executive Summary

Provide a clear, concise summary of the key features of the business case, briefly describing what the project will deliver, any key decisions associated with it, the expected costs, and the funding position (showing any budgets already identified/ expected and the ask of Capital). Include an outline of the benefits, and any dis-benefits, what risks and assumptions are associated with the project, and summarise planned or agreed dates and time constraints. Indicate who is the project sponsor and how the project will be owned and governed and what form the project board will take.

Key features

The key features of this Outline Business Case are:

- A key *placemaking* component and focal point for the Aberdeen City Vision and the Beachfront Masterplan, creating a destination at local, regional and national level.
- Shoreline Regeneration is an integral section of the masterplan, incorporating some of the most significant transformational interventions to the beachfront.
- The natural beachfront and shoreline are high performing assets that provides access for families and the public, with this phase seeking to enhance the local offering which is attractive to the city's residents and external visitors.
- The creation of focal points and supporting facilities for beach and sea water users, encourage active health activities to the area and build on the increased use over recent years, while enhancing safer use of the beach area and water environment.
- Enhancing accessibility for all to the beach area including those with mobility challenges, ensuring opportunities are available for everyone to engage with the natural beachfront, shoreline and marine environment.

Vision

The Beachfront Masterplan offers a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen. At the heart of the Masterplan is the redevelopment of the iconic Beach Ballroom – the ‘jewel in the crown’ of the Beachfront redevelopment. An enhanced public realm setting for the re-imagined Ballroom, integrated with a potential new Stadium and Leisure complex, will create a dynamic new character area which connects back into the City Centre. This people-focussed environment will be inclusive for all, creating a real community asset and bringing the ‘Wow’ factor back to the Beachfront.

What the project will deliver

This project phase will deliver:

- A new Boardwalk overlooking and projection out towards the sea.
- A new Committee Clubhouse for water and beach users.
- A series of Satellite Facilities which will support the increase in water and beach users, whilst providing opportunities for enterprise and more commercial uses.
- The creation of an open water safer swimming zone in the heart of the beachfront masterplan.
- A new beach village space to support beach users, host events and short stay camper parking.
- An enhancement of the entire existing beach esplanade, improving accessibility, safety and condition
- Improved beach interface between the core beach masterplan elements such as the Beach Park, Events Field, Beach Ballroom and the enhanced active travel routes to the city centre and north and south, with the sandy beach, waters edge and safe swimming area.

Appendix B – illustrates the Location Plan & Masterplan Layout

Key decisions

- Approval of this Outline Business Case and instruction to prepare a Full Business Case (FBC) for the project subject to approval at Council Committee and the outcome of the statutory consultation.

Funding position

The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area. The Council will continue to facilitate the next phase of design works with Hub North Scotland Limited (HNSL) and the supply chain of current contractors who will undertake works relating to two or more workstreams thus allowing lower cost to be achieved.

The completion of the scheme is necessary to realise the overall vision for the Beachfront within the City Centre and Beachfront Masterplan along with the significant regional economic benefits as is explained within this submission. The Council and the hNSL have a regular forum to review the funding and grant options available to support the ACC City Vision. As part of the appraising of the identified options opportunities for new inward and grant funding sources will be pursued as part of the FBC preparation.

The city has previously been successful in obtaining funding though from the Levelling up Fund for the City Vision. Examples of the funding options that may be considered are the Place Based Investment Programme Fund, Regeneration Capital Grant Fund, Just Transition Fund, Shared Prosperity Fund, Green Growth Accelerator Fund. Opportunities for commercial support through naming rights, sponsorship and other supported investments will be sought as part of the process of identifying preferred options during the FBC process.

The Council will review funding where there is a benefit to the improvement, retention and enhancement on coastal defences, for instance at the safe swim area and boardwalk area. These interventions will provide long term protection benefit to this focal point of the beachfront.

As is widely reported, Brexit (increased tariffs and product manufacturer delays), manufacturing delays associated with the Covid Pandemic, supply issues due to the conflict in eastern Europe and the energy crisis are continuing to impact on price increases across the UK. The cost impact of these issues on the project continues to be monitored by the project team. Necessary allowances have been included in the cost plan in-line with current industry forecasts.

Revenue

The primary focus of the shoreline regeneration phase is to create a destination, however there are some revenue opportunities as part of this phase including:

- Rental income from leased satellite facilities throughout the entire length of the esplanade.
- Beach Village offers a range of opportunities including camper stay rental, area for hosting one of events and general parking.
- Committee Clubhouse associated facilities.
- Hosting of Beach & Water Events.

Benefits/Dis-benefits

The project is expected to deliver the following Benefits:

- Creation of a 'destination' at the beachfront for the City and Visitors.
- A focal point for the masterplan through the construction of a Boardwalk, Beach Interface and the safe swimming tidal pool.
- Enhanced facilities to support water & beach users and enhance safety
- The creation of a hub for water & beach users through the construction of a Community Clubhouse
- Increased sense of community, wellbeing, inclusion and accessibility.
- Modern, attractive space for local water clubs and groups to meet.

Conclusion

The scope of this Outline Business Case is an integral part of the vision of the Beachfront Masterplan to create a destination of choice for the people of the City of Aberdeen and to support increased tourism for the city and region. The OBC provides evidence of this, and approval is sought to progress forward to prepare a Full Business Case (FBC) subject to the outcome of the statutory community consultation.

Risks

The top risks from the Project Risk Register are:

- *Construction inflation*: market conditions lead to increases over programme timeline. Mitigation: close monitoring of market conditions through the appointed Cost Manager.
- *Coastal Management Defences*: coastline approach and timeline impact on the programme delivery. Mitigation: continued engagement with ACC Structural, Flooding & Coastal team and monitoring of the existing coastline condition.
- *Weather Conditions*: inclement weather and associated sea conditions impact on programme timeline. Mitigation: winter break incorporated in the timeline and look to maximise offsite construction.
- *Statutory Approvals*: complex statutory application and marine licence process impacts on approval/programme timeline. Mitigation: early engagement commenced with ACC Planning and Marine Scotland.
- *Site Conditions*: additional site investigation and survey work to be undertaken, with design assumptions incorporated at this early stage. Mitigation: continue to roll out our survey works matrix to inform the design approach.
- *Project Budget*: insufficient budget or funding receipt to complete the works. Mitigation: robust development appraisals and market condition appraisals to identify all funding options.

A full Risk Register with mitigating actions has been prepared for this stage of the project with the key risks outlined within Section 10 of this Outline Business Case.

Assumptions

The key assumptions for delivery of Shoreline Regeneration/Phase C are:

- Design work undertaken to date is at feasibility level, not detailed design.
- Any decision to proceed with this project will be subject to a statutory community consultation exercise that will be undertaken once the Outline Business Case approvals have been obtained; this being work that has already commenced.
- Several design assumptions have required to be made at this early stage of the design process which will be subject to more detailed site investigation and survey works associated with the beach esplanade, seabed and existing sea defences.
- Construction costs include contingency and inflation allowances to the mid-point of the construction contract.

Governance

Craig Innes, Chief Officer – Commercial & Procurement.

3. Strategic Fit

This section will consider how the project fits with the list of projects identified in the Local Outcome Improvement Plan (LOIP). Firstly, state if the project is identified within the LOIP. If it is not, how does it work with the Council's strategic objectives such as:

- Prosperous Economy
- Prosperous People (Children & Young People)
- Prosperous People (Adults)
- Prosperous Place

The recommendation to undertake detailed design and prepare a Full FBC for the Coastal Management Strategy in relation to the Beachfront Concept Masterplan Phase C projects, will support numerous existing local authority strategies.

Whilst the Project is not specifically referenced in the LOIP, it will support the following Stretch Outcomes:

- **Prosperous Economy Stretch Outcome 2.2** - Increasing the number of people in Aberdeen in sustained, fair work – The proposal to develop a detailed Coastal Management Strategy for the beachfront is crucial to implement a successful Beachfront Masterplan, which will in turn create both construction job opportunities and long-term employment opportunities.
- **Prosperous People (Children & Young People) Stretch Outcome 8.2** - Ensuring that children and young people receive accessible information and opportunities to engage and participate in decision making. – The Beachfront Concept Masterplan design has been subject to extensive public consultation whereby all community groups and local education facilities were involved to inform the proposed design.
- **Prosperous People (Children & Young People) Stretch Outcome 9.3** - Tackling antisocial behaviour in problem areas with appropriate and effective interventions. – The proposal supports the development of the Beachfront Masterplan which considers areas subject to antisocial behaviour and seeks to reduce this behaviour through intelligent street-lighting and landscape design.
- **Prosperous Place Stretch Outcome 14** - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 – This proposal seeks to improve the beachfront by maintaining beach access for active travel, improve accessibility and permeability throughout Aberdeen City.
- **Prosperous Place Stretch Outcome 15** - Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 – The provision of a FBC to further develop the Coastal Management Strategy for the beachfront will enable further protection of coastal habitats, aligning with national ambitions to protect 30% of land and water species by 2030.

4. Business Aims, Needs & Constraints

Provide an overview of the sponsoring organisation and explain how the project supports the existing policies and strategies, and how it will assist in achieving the business goals, aims and business plans of the organisation. Include any relevant information about the current business situation, such as the organisational structures, business model, buildings, processes, teams, and technology currently in place.

Sponsoring Organisation

Aberdeen City Council is the local authority responsible for delivery of the Aberdeen City Centre and Beachfront Masterplan.

Alignment with Policies & Strategies

The project supports the following policies and strategies:

- Aberdeen City –Centre and Beach Masterplan, and the associated further development of the Beachfront Delivery Framework
- Aberdeen City Council Delivery Plan 23/24
- Local Development Plan

In addition to the above, the following have also informed this Outline Business Case:

- Nestrans Regional Transport Strategy 2013-35
- North East Flood Risk Management Strategy
- Open Space Strategy
- UNESCO Child-Friendly City guidelines
- City Region Deal 2015-2025

Vision

The high-level vision for the Aberdeen Beachfront has been developed over several years, initially presented to Aberdeen City Council Committee during 2021. The Aberdeen Beachfront Development Framework is a companion document to the refreshed City Centre Masterplan and together they present an ambitious vision for the future of Aberdeen which will: *“support a vibrant city centre and beach that respects and enhances Aberdeen’s unique qualities and characteristics and puts people at its heart.”*

Following the recent delivery of the Port of Aberdeen (£400m), the vision to transform the beachfront is more crucial than ever to encourage tourism, support local businesses and drive the local economy through placemaking and improved public realm facilities. This vision supports the City Region Deal, whereby Aberdeen aims to provide *“an economy that will value place, natural environment, wellbeing and be entrepreneurial and outward looking.”*

Business goals, aims and business plans

The following **Strategic Objectives** for the project were agreed as part of the Strategic Outline Case:

The City Centre and Beach Masterplan (CCBMP) 2022 provides a framework of development and direction that demonstrates a significant change in the way the city operates, with the planned Beachfront Phase C works forming a key component to the masterplan vision.

Aberdeen City Council are aware through their monitoring and consultant studies of a need for coastal management with actions being required in the short, medium and longer term. ACC are working towards the development of a strategy for future coastal management and are currently looking to develop an options appraisal for various possible coastal management options in the various sections along the coastal frontage.

The following Strategic Goals & Aims were identified as part of the Strategic Outline Case:

- Beachfront Masterplan and Development Framework to create a transformational new waterfront destination for the City of Aberdeen.
- An integrated design solution that protects our city's long-term coastline whilst enhancing the beachfront to encourage public use.
- A people-focussed environment will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.
- Create facilities that support the local community group growth.
- A focal point that defines the Beachfront as a destination in the area.
- Define a strategy for future coastline management.
- Successful maintenance of the beach and continued provision of coastal protection against coastal erosion and flooding through effective coastal management planning and implementation and maintenance of existing and future coastal management measures in alignment with a coastal management strategy.

Current Business Situation – where are we now?

The project team and designers are appointed for the Shoreline Regeneration Phase, with the team actively assisting with the preparation of this Outline Business Case. The team has been selected due to their continuity across the wider City Centre and Beachfront Masterplan and their involvement within Phase A and Phase B. The team are also supported by Arch Henderson to provide civil and structural engineer input on the shoreline interface aspects.

A Strategic Outline Case was approved in April 2023, with the current concept design that forms the basis of this OBC, beginning to move towards the completion of RIBA Stage 2.

Describe the purpose of the project, why it is needed, establishing a compelling case for change based on business needs, e.g., demand for services, deficiencies in existing provision etc. Where are we now and where do we need to get to.

Why is the project needed?

The Shoreline Regeneration Phase C is one of the key projects included in the City Centre and Beach Masterplan, as integral part of the Beachfront and as defined by the Beachfront

Development Framework 2023. Where the framework set out the vision to a world class tourism destination based on an innovative landscape-led approach, with this phase critical to meeting this objective. The proposed 7 intervention all focus on providing high quality space and encouraging activities along the shoreline, with enthuses on being free to use and accessible to all.

This Phase supporting the goal in creating a world class beachfront, with an active sea frontage and creating a people-focused environment, which prioritises active travel and spaces for people, with a focus on environmental and economic sustainability. The significant stature of the Boardwalk intervention will provide this central destination focal point, which draw people to the area, whilst supported by unique feature attractions of the Safer Swimming Zone.

The Beach Masterplan Phase A and B are progressing in tandem, with Phase A works due to commence in 2024, with this Phase form the remaining section of the Masterplan in fulling aims and objectives of the Masterplan Vision.

Identify any constraints, e.g., timing issues, legal requirements, professional standards, planning constraints. What assumptions have been made, and any linkages and interdependencies with other programmes and projects should be explained, especially where the proposed project is intended to contribute to shared outcomes across multiple Clusters.

Typical Development Programme, including Planning/Statutory requirements

The Shoreline Regeneration works will be the third phase of the Beach Masterplan which will require to be coordinated with the previous phases taking cognises of any temporary measures that require to be put in place. This Phase will form the final connecting section between the Urban Park, Beach Ballroom and beach shoreline, with overall construction phasing require form part of a detailed construction programme phases and will require early engagement with a Main Contractor as part of the next phase.

The Boardwalk, Beach Interface and Safer Swimming Zone will be subject to an Environmental Impact Assessment (EIA) and Marine Licence consideration, which constraint the delivery programme due to the estimated application duration periods. These factors have been taken into consideration whilst preparing this OBC.

The Beach Village access will be gained directly off the new Accommodation Road which will require to be completed prior to the commencement of this element of the phase. These works are anticipated to be progressed in the Q4 2025. Whilst the Esplanade works will likely be broken down into a series of sections or phasing to accommodate other associated working include Phase B connectivity, Satellite Facilities and Community Clubhouse.

Linkages and interdependencies with other programmes and projects

The Aberdeen City Centre and Beach Masterplan (CCBMP) recalibration exercise recognises the importance of the Beachfront Redevelopment, to improving connectivity and linkage to ongoing City Centre regeneration, with the view to creating a world recognised Beachfront. The Shoreline Regeneration Phase C works forming a key component achieving the collective objectives of the Masterplan, with the significance of this shoreline also recognised within the Beachfront Development Framework in creating a transformational Beachfront for the City.

The Phase C works are a critical partner in delivering this overall collective vision for the Beachfront, with the loss of this phase having a wider impact and dilution in creating an attractive, active shoreline regeneration destination.

State what impact the project will have on business as usual, e.g., temporarily reduce capacity or divert resources.

This Phase will see the continuation of the Beachfront Masterplan, which will involve Project Sponsor engagement and continued support from HNSL with the day-to-day activities. In addition, the project delivery will need periodic support from a number of internal Council Services at crucial stages of the project, most notably Planning Department, Building Control, Legal, Corporate Landlord, Estates & Maintenance and Communications.

Externally, there will be some potential disruption to completed earlier phases including the Urban Park, Beach Ballroom and Leisure Facilities which will require support to manage temporary conditions during the construction periods and locally to the beach.

5. Objectives

List the project's objectives. Make these tangible and clear as they will influence which option is recommended and will be used to monitor project progress and success.

As part of the approved Aberdeen City Centre & Beach Masterplan, the document set out of series of SMART (Specific Measurable Achievable Relevant Timely) Objectives with metrics and owners which were informed by Aberdeen City Council's vision for the city, the Local Outcome Improvement Plan and recent Economic Performance Reports. The SMART Objectives identified to deliver against the four Masterplan objectives of Economy, Inclusion, Net Zero and Quality.

The table below shows the SMART Objectives appropriate to the Beach Masterplan projects and progress around gathering baseline data, current data, the source of the data, along with a RAG status and where possible how the trends are evolving.

Objective	What does success look like? /Plus Metric
Reduction in car journeys at the Beachfront	20% (12,552 -> 10,042) reduction in all vehicle journeys at the beachfront, daily average
Creation of Construction jobs over the build period	200 new Construction Jobs
Materials sourced from the local area	20 to 30% of net Construction Costs to be local materials
Contractors labour from the local area	50% Local labour employed
Increased footfall and revenue at the Beach Ballroom and other Beach Leisure Facilities	100% Footfall and 100% revenue ⁶ increases (Leisure only)

Creation of free public realm and open park/play space, leading to increased satisfaction with the Beach area	2,000m2
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In addition, the HNSL SMART objectives measures have been shared with the Tier 1 Contractors where they have been appointed on projects within this Masterplan. These are discussed at the Social Impact meetings with the Tier 1 Contractors and will be measured at the appropriate time in the construction phases. Baseline data is being gathered as the projects develop.

6. Scope

What will the project produce? What are its outputs?

Consider what business services, processes, people, and environments will be delivered, affected, or changed by the project.

Also define the work the project will carry out to make the transition from the project to 'business as usual' – the handover period.

State the project success criteria.

Overview

The overarching vision for Phase C Aberdeen Beachfront is to create a vibrant, safe, and accessible waterfront that fosters community engagement and promotes water safety. This vision aligns seamlessly with the Aberdeen City & Beachfront Masterplan and previously approved elements, ensuring a cohesive and aesthetically pleasing environment. The emphasis on safety, accessibility, and revenue generation opportunities, positions this project as a valuable addition to the Aberdeen waterfront, promising a positive impact on both residents and visitors alike. Whilst forming an integrating solution to protecting the City shoreline along this increasingly valuable to asset. The Beachfront Phase C Projects will incorporate 7 key elements which, for the purposes of planning considerations, include the following:

1. Esplanade (North) & Esplanade (South): Largely improvements to existing road/footways and land immediately adjacent to roads/footways with limited 'street furniture', all in connection with improving access to and enjoyment of the beach and improving active travel opportunities. Esplanade (Central): As Esplanade (North) & Esplanade (South) but overlapping with Boardwalk and Beachfront Interface.

Appendix B, Fig4i & 4ii – illustrates the Esplanade & Beach Interface regeneration

2. Boardwalk: Boardwalk structure (Options A & B) which extends from the Esplanade and projects beyond the sea wall and over the beach, with access/connection points to the Pedestrian Spine (Beach Boulevard) and the proposed new Beach Ballroom entrance. The Boardwalk structure follows the sinuous route of the Rope Works concept, extending gracefully to the North Sea. Its purpose is to create an active frontage and pedestrian-friendly environment, enhancing the overall aesthetic appeal of the Beach Esplanade and connecting the Beach Boulevard to the "jewel in the crown" Beach Ballroom. Boardwalk Option B projects below the Mean High Water Springs mark, while Option A (major) proposal sits above the Mean High-Water Springs.

Appendix B, Fig3i & 3ii – illustrates the Boardwalk Option A & Option B

3. Beachfront Interface: To regrade the existing levels from esplanade to beach level, building over the existing lower sea wall through a series of ramps and steps, making the beach accessible to all.

The new Beach Interface section and Boardwalk will incorporate the reconstruction of the existing coastal defence wall along this section of the coastline to accommodate the construction works. The new defence wall section will form the first steps in addressing the sea defences along this stretch of the Beachfront and provide a catalyst for the long-term coastal management. The wall defences will be developed to align with the long-term future coastal management defence strategy.

Appendix B, Fig4i & 4ii – illustrates the Esplanade & Beach Interface regeneration

4. Satellite Facilities: A variety of modular Satellite Facilities located at key points along the length of the Esplanade will provide toilets, changing, shower and storage facilities for all beach and water users, all for the purposes of improving access to the beach. Satellite Facilities strategically located along the remainder of the Esplanade provide essential facilities for beach and water users. The elevated structures also serve dual purposes as observation decks, enhancing beach safety and monitoring. Satellite Facilities offer revenue generation through the provision of storage lockers for clubs and the potential for integration of PV panels for solar energy collection to offset running costs.

Modular units are under 4 metres in height and will be located in clusters of 7 max (under 200m³).

Appendix B, Fig6– illustrates the new Satellite Facilities

5. Beach Village: The Beach Village serves as a central hub for various beach activities, including parking facilities, hook-up point for trailers and additional satellite facilities. The Beach Village is envisioned as a dynamic space for events and activities that contribute to revenue generation and community vibrancy. The Beach Village presents opportunities to host revenue-generating events and activities, attracting sponsors and visitors while also attracting tourism to visit the beachfront with the opportunity to plug in trailer which could be booked out.

Appendix B, Fig6– illustrates the Beach Village

6. Footdee Community Clubhouse - The Footdee Clubhouse, situated at the southern end where the water is safest, caters to the Surf Club, Wild Swimmers, and Surf Life Saving Club. Beyond offering facilities for these groups, it provides educational opportunities on safe water usage. The elevated observation deck further enhances its ability to improve the safety of water and beach users. Revenue opportunities are woven into the fabric of the design. The Footdee Clubhouse, particularly through its café, provides potential revenue streams via food and beverage services, potentially involving collaborations with local businesses and the Fittie Trust for mutual benefit. The Clubhouse not only aligns with the overarching masterplan but also presents a unique opportunity to create a thriving and sustainable community space.

A class 10 (non-residential institution) facility which could provide various amenities, providing education on safe water usage, with opportunities for an elevated observation deck at the most used part of the water.

Appendix B, Fig7–illustrates the proposal for the Community Clubhouse

7. 'Safer swimming facility': An engineering arrangement to alter existing groynes and 'fish tails' to provide a safer opportunity for open water swimming.

The Safer Swimming Zone construction will form the first part of the outer coastal defence to the concentrated central Beachfront masterplan zone. The Swimming Zone enhancing the existing sea groynes by the introduction of concrete revetment structures walls to provide a contained swimming environment. As part of the Safer Swimming Zone and central Beachfront elements the proposals will introduce new 'artificial reefs' to encourage biodiversity and marine ecology by introducing large rock and concrete elements to emulate rock pools and reef structures. These new features will be located adjacent to the existing rock armour.

The Council Structural, Flooding and Coastal team have previously engaged with a specialist coastline and engineering consultancy company to provide a high-level overview past, present and future of coastal behaviour and consider the potential coastal management defence options. The consultancy 2019 Report considered the beneficial impact of the coastline defences works undertaken in 2006, whilst highlighting the need for future works to protect key areas of our Beachfront coastline. The report noted that the T-Groynes adjacent to the Beachfront Leisure zone and Beach Ballroom were coming increasingly more vulnerable, with the need to consider measures to protect or enhance, with the risk of failure potentially becoming more acute within the next twenty years. These aspects have been taken into consideration as part of the Shoreline Regeneration phase, with the need to protect the increasing valuable asset of the Beachfront.

Hub North Scotland appointed from its supply chain an Architect, a Civil/Structural Engineer, a Mechanical and Electrical Engineer and a Cost Consultant to support the development of this OBC. The design team has been working collaboratively with ACC and other stakeholders across the collective project, with an invested knowledge and understanding of the collective deliverable through support in the preparation of the Beachfront Development Framework.

Project Success Criteria

The following objectives have been developed would represent a successful project:

- A catalyst for increased footfall to the Beachfront, whilst creating revenue and support to adjoining facilities including the Beach Ballroom and Leisure Facilities
- Create a public realm space that is free and accessible to all, leading to increased utilisation and satisfaction.
- A form an integrated solution and complete the Beachfront Masterplan following the earlier phases.
- Create a destination landmark through the delivery of a large Boardwalk and sculptural structure incorporating the 'light of the north'.

Planning - Proposed Planning Consenting Strategy

Subject to further and ongoing discussions with Council Planning officers, given the variety of different proposals and physical interventions as outlined above, there are a number of different planning consenting positions. While some of the proposed interventions are considered to be deemed as not 'development' or 'permitted development', others will require planning permission, or indeed Marine License consent.

Parts of the work will benefit from falling under Part 12 'Development by a Local Authority' of the Town and Country Planning (General Permitted Development) (Scotland) Order 2011 (as amended).

This is set out further below and will remain subject of further discussion with Council Planning officers and Marine Scotland. This approach is consistent with previous reporting within the Aberdeen Beachfront Development Framework process and in previous reports to the City Growth and Resources Committee in August 2021.

The narrative and table below seeks to set out the anticipated planning approval process for the constituent parts of the Shoreline Phase C works

Where the public realm works concern existing public roads, it has previously been discussed with Council planning officers that some parts of the works may do not constitute "development", for the purposes of the Town and Country Planning (Scotland) Act 1997 (as amended), Section 26 (2)(b) as they would be works carried out by the roads authority within the boundaries, and for the maintenance or improvement, of a public road, or where there would not be significant adverse effects on the environment.

Where works do constitute 'development', such public realm works would fall under 'permitted development' as they would fall under Class 31 of the General Permitted Development (Scotland) Order 2011 (as amended), which permits work by a roads authority for the maintenance or improvement of a road, or land adjoining the boundary of a road. This scenario will be relevant to the anticipated public realm works within the '1-Esplanade'.

Looking beyond public realm works and works to or adjacent existing public roads and footways, as previously reported, some other works would fall under Class 30 of the Order which permits the erection or construction and the maintenance, improvement or other alteration by a local authority of –

- (a) any building, works or equipment not exceeding 4 metres in height or 200 cubic metres in capacity on land belonging to or maintained by them, being building works or equipment required for the purposes of any function exercised by them on that land otherwise than as statutory undertakers;
- (b) street furniture required in connection with the operation of any public service administered by them.

Given the provisions of Class 30 as above, several small-scale interventions along the Beachfront would fall under the terms of 'permitted development', where they are related to the improvement of that land for its retained purpose, which in this case would be open space and recreational activity related to public access to the beach and water. This would particularly

relate to '4 – Satellite Facilities' (e.g. Beach huts and associated changing facilities etc) where these are under 4m in height or 200 cubic metres combined, and similar facilities being included within '3 - Beach interface'.

The other elements of the Beachfront Phase C Projects are anticipated to require planning permission as they would constitute 'development' and would not fall under the 'permitted development' criteria outlined above, in relation to height or building volume. This would include '2 - Boardwalk', '5 - Beach Village' (change of use to car park), '6 - Footdee Club House' and '7-Safer Swimming Facility' (due to anticipated height of amended groynes above the seabed).

Major v Local;

It should be noted that any developments with an area that constitutes "development" of less than 2ha, or under 5000m² gfa in these circumstances, would constitute 'local development', while any developments above these thresholds would constitute a 'major development'. As a result, it is not anticipated that any of the 7 elements of the Beachfront Phase C Projects will breach these thresholds individually, and therefore are not currently anticipated would be 'major developments'. or require Pre-Application Consultation. Notwithstanding all of the above, following discussions with Council Planning officers, it was mutually agreed that there would be a preference to combine some individual developments into a larger planning application. This relates to '1 - Esplanade Central', '2 -Boardwalk', '3 -Beach Interface', and '7 - Safer Swimming Facility'.

Marine Licensing and EIA Strategy

The '2- Boardwalk' (heavy option) and '7-Safer Swimming Facility' components will require Marine Licensing in addition to planning permission, given their proposed locations within the 'intertidal zone' - this is the area between Mean High-Water Springs (closest to the Esplanade) and Mean Low Water Springs (roughly in line with the end of the groynes). In the intertidal zone, terrestrial planning authority (Council) responsibilities overlap with Marine Scotland's responsibilities for the marine area.

Any works within Scottish waters of over 50m in length or 1000m² are 'Licensable', which would include any Piers, marine construction works, or coastal protection works. Licensable works require a Pre-Application Consultation (PAC) process similar to that required for 'major' planning applications and require a Marine License consent from Marine Scotland Licensing Operations Team (MS-LOT). The pre-application consultation consists of carrying out a public pre-application consultation to allow the public, local communities, environmental groups and other interested parties to comment upon proposed marine projects at an early stage - before an application is submitted. This 12-week process must be completed before submitting a marine licence application and the marine licence application must be submitted within one year of the PAC event. MS-LOT aim to process marine licence applications within 14 weeks.

In addition, following previous discussions with Council Planning officers and Marine Scotland the '2-Boardwalk', '3-Beach Interface' & '7-Safer Swimming Facility' may require an Environmental Impact Assessment (EIA) as part of both the Planning and Marine Licensing consenting processes. This is because as they fall within 'Schedule 2' of the EIA Regulations ("Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works"). Further clarification is required from Marine Scotland on whether the 'heavier touch' boardwalk 'overhanging' the MHWS would require an

EIA as part of marine licensing consenting process. Discussions with Marine Scotland and Council officers will continue beyond this OBC stage.

Indicative Timescales (Planning and Marine Licensing)

This section provides an indicative timescale for planning permissions and marine licensing as required for the proposal:

Proposal	Consents Required w/ Indicative Timescales (with potential to overlap)
<p><i>Boardwalk option 1:</i> Boardwalk (Heavy), Esplanade (Central), Safer Swimming Facility and Beach Interface</p> <p><i>*As stated above, ACC Planning in general agreement to group all interventions into one planning application.</i></p>	<ul style="list-style-type: none"> EIA Scoping & Preparation: 9-12 months Marine Licence & Planning PAC: 3 mths Marine Licence: 3-4 months Planning Application (Major Development): 4 month target <p>Indicative Timescales: 12-18 months</p>
<p><i>Boardwalk option 2:</i> Boardwalk (Medium), Esplanade (Central) Safer Swimming Facility and Beach Interface</p> <p><i>*As stated above, ACC Planning in general agreement to group all interventions into one planning application.</i></p>	<ul style="list-style-type: none"> EIA Scoping & Preparation: 6-9 months Planning Application (Local or/Major TBC): 2 months or 4 months target <p>Indicative Timescales: 12-18 months</p>
<p>Beach Village - Cark Park, Satellite Facilities (see below)</p>	<ul style="list-style-type: none"> Planning Application (Local Development): 2-month target <p>Indicative Timescales: 2-4 months</p>
<p>Clubhouse (c 1,000m2 GFA)</p>	<ul style="list-style-type: none"> Planning Application (Local Development): 2 months <p>Indicative Timescales: 2-4 months</p>
<p>Satellite Facilities</p>	<p>Following discussions with Council Planning Officers, it is envisaged that the satellite facilities would constitute 'permitted development'. This includes the satellite proposals which are within the scope of the beach village application.</p> <p>While no formal consent is required, a voluntary Certificate of Lawful Use could be progressed, which effectively confirms the 'permitted development' position. Councils have 28 days to reply to such requests.</p> <ul style="list-style-type: none"> Indicative Timescales: 1 month.

Statutory National/Local Planning Policy and Guidance Review

Any Phase C planning applications will be assessed against the relevant development plan and associated planning context at the time of any such applications being made and determined. As of June 2023, the 'development plan' now consists of the National Planning Framework 4 (adopted by Scottish Government in February 2023) and the Aberdeen Local Development Plan (ALDP). In any instances of potential or perceived incompatibility between NPF4 and the LDP, whichever of them is the later in date is to prevail; in such an instance, the provisions of the Aberdeen LDP 2023 will prevail and is considered first below. In addition, Scotland's National Marine Plan (adopted March 2015) will be considered in relation to any works that also require a Marine License ('2-Boardwalk' and '7- Safer Swimming Facility').

As outlined by Aberdeen Local Development Plan, the proposals fall within land defined as Urban Green Space and Green Space Network (Policy NE2) and Beach & Leisure (Policy VC11). The Urban Green Space element of Policy NE2 aims to protect areas for recreation and sport, while Policy NE1: Green Space Network aims to "protect, support, and enhance the City's Urban Green Space", for example parks, playing fields, outdoor sports facilities, unless suitable alternative and equally convenient and accessible public green space can be provided. In terms of the Green Space Network, the policy notes that "Development proposals will seek to protect, support and enhance the Green Space Network. This broadly encompasses the wildlife, biodiversity, ecosystem services & functions, access, recreation, landscape and townscape value of the Green Space Network".

Within the 'Beach & Leisure' areas of the city, the Aberdeen Local Development Plan 2023 notes that proposals will be permitted provided they:

1. *contribute to the range and quality of the existing uses, facilities, and activities of the wider beach area;*
2. *are of an appropriate scale;*
3. *do not have an unduly adverse effect on the character of the area, or cause negative visual or environmental impacts or affect the amenities of nearby residents; and*
4. *do not result in the significant generation of car borne journeys, nor additional pressure for car parking.*

The 7 elements of the Beachfront Phase C Projects are considered to be consistent with the uses referred to in the LDP.

Regarding NPF4, the proposals are considered to comply with the purpose of the following key policies: Policy 1 (tackling the climate and nature crises), by creating a zero carbon, nature positive development; Policy 2 (climate change mitigation and adaptation), by minimising emissions from development; and Policy 3 (biodiversity), by enhancing biodiversity and strengthening nature networks and nature-based solutions. Further consideration of these key policies, and additional applicable NPF4 policies, as design proposals evolve.

Energy Strategy

All the facilities are based on an electric utility connection approach.

Club House Facility

The following low and zero energy solutions shall be integral part of the clubhouse design development to minimise energy consumption and aid in meeting the wider Masterplan objectives, achieved through:

- Photovoltaic (PV) panels will be provided to meet the energy requirements within the Technical Standards.
- Heating to be provided via all-electric air source heat pump.
- LED Lighting throughout with lighting controls (including externally).
- Local instantaneous electric showers.
- Increased U-values.
- Heat recovery on mechanical ventilation where installed.

Satellite Facilities

The following low energy solutions shall be incorporated to minimise energy consumption:

- LED Lighting throughout (including externally).
- Local instantaneous electric showers (where heated showers required) to minimise distribution losses.
- Point of use water heating to serve wash hand basins to minimise distribution losses.
- The satellite facilities will be unheated.

External lighting

- External lighting where installed shall be LED lighting with solar timeclock and photocell controls to minimise energy consumption.

Beach Village, Campervan Connection

- Electric hook-ups points will be provided for food and beverage outlets and short stay camper parking to avoid the use of fossil fuels.

Electric Vehicle and Bike Charging

- Charging points will be provided for electric vehicles and bikes.

6.1 Out of Scope

List any notable exclusions, those areas that may be viewed as associated with the project or the affected business area, but which are excluded from the scope of the project.

In due course, the Shoreline Regeneration will require to be reviewed against Development Framework Phase 2 once this is available. This exercise has not formed part of this OBC.

7. Options Appraisal

7.1 Boardwalk/Pier – Do Nothing / Do Minimum

Description	Continue to manage and maintain site for remainder of asset lifetime.
Expected Costs	£0 additional cost. Continued road/surface maintenance costs.
Expected Benefits	No anticipated benefit.

Risks Specific to this Option	Future investments not stimulated and continued decline of beachfront area. This option could result in higher future costs for repairs, maintenance and coastal protection of this location.
Advantages & Disadvantages	Whilst there is significant cost avoidance, this options acts against aspirations to develop the beachfront and is a missed opportunity to support the achievement of the City Centre and Beach Masterplan objectives of regenerating the shoreline, attracting visitors and business and, for anchoring growth in Aberdeen.
Viability	No viability issues
Other Points	Reputational damage to ACC

7.2 Boardwalk/Pier – Option A (Larger)	
Description	Boardwalk structure which extends from the Esplanade and projects beyond the sea wall and over the beach, with access/connection points to the Pedestrian Spine (Beach Boulevard) and the proposed new Beach Ballroom entrance. Boardwalk will extend beyond the mean high water spring tide line. Bespoke 'Light of the North' beacon at boardwalk, to be developed by local artist. Allowance to include cantilevered structural solution and external feature lighting. Curved panels and handrail to be included to suit design intent geometry. Boardwalk fascia and immediate underside to be stainless steel panels with preformed corners (no exposed fixings). Coloured bespoke steel structure to engineer design and architectural design intent; finish to be suitable for marine environment.
Expected Costs	£TBC
Expected Benefits	Very significant active travel and visitor spend benefits. Also creates a new iconic landmark in Aberdeen (viewed from the City, the sea and the beach) that will improve its overall image.
Risks Specific to this Option	Cost over-runs given the significance of the design proposal.
Advantages & Disadvantages	Stimulated visitor spending; encouraged participation in physical activities improving citizen and visitor health and wellbeing; Changing perception of Aberdeen as a place to live, work, visit and invest. Significant cost outlay.
Viability	Extension of the structure beyond the mean tide line will require a marine license that could create pressure on the project's timescales and programme.

Other Points	-
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7.3 Boardwalk/Pier – Option B(Smaller)	
Description	<p>Boardwalk structure which extends from the Esplanade and projects beyond the sea wall and over the beach, with access/connection points to the Pedestrian Spine (Beach Boulevard) and the proposed new Beach Ballroom entrance. Boardwalk will extend close to, but will not cross, the mean high water spring tide line.</p> <p>Bespoke 'Light of the North' beacon at boardwalk, to be developed by local artist. Allowance to include cantilevered structural solution and external feature lighting. Curved panels and handrail to be included to suit design intent geometry. Boardwalk fascia and immediate underside to be stainless steel panels with preformed corners (no exposed fixings). Coloured bespoke steel structure to engineer design and architectural design intent; finish to be suitable for marine environment.</p>
Expected Costs	TBC
Expected Benefits	Significant active travel and visitor spend benefits. Potential to create a new iconic landmark in Aberdeen that could improve its overall image by forming a significant 'end point' of the journey from the City to the sea.
Risks Specific to this Option	Cost over-runs given the significance of the design proposal.
Advantages & Disadvantages	<p>Stimulated visitor spending; encouraged participation in physical activities; Changing perception of Aberdeen as a place to live, work, visit and invest.</p> <p>Significant cost outlay, and above benefits may be limited in their magnitude as the boardwalk does not always reach beyond waters' edge.</p>
Viability	No viability issues identified.
Other Points	-

7.4 Beach Interface	
Description	<p>Proposal to regrade the existing levels from esplanade to beach level, building over the existing lower sea wall through a series of ramps and steps, making the beach accessible to all.</p> <p>Improvements to the public realm on the beachfront, including proposed coastal structures, green space, coastal defences, footways and active travel route to tie into Leisure and Ballroom works.</p>
Expected Costs	TBC
Expected Benefits	Improved coastal resilience in terms of flood risk and erosion. Increased footfall and improved perception of the beachfront area. Increased uptake of active travel.

Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Significant reimagining of the beachfront area that could bring amount largescale changes in visitor numbers. Significant cost outlay and disruption to the area throughout construction phase.
Viability	No viability issues identified.
Other Points	-

7.5 Satellite Facilities	
Description	A variety of modular Satellite Facilities located at key points along the length of the Esplanade will provide toilets, changing, shower and storage facilities for all beach and water users, all for the purposes of improving access to the beach. Modular units are under 4 metres in height and will be located in clusters of 7 max (under 200m3).
Expected Costs	TBC
Expected Benefits	Greater access to the beachfront and increased footfall and improved perception of the beachfront area. Increased uptake of active travel through facility provision.
Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Potential reimagining of the beachfront area that could bring amount largescale changes in visitor numbers. Significant cost outlay and disruption to the area throughout construction phase.
Viability	No viability issues identified.
Other Points	-

7.6 Esplanade	
Description	Esplanade (North & South): Largely involves improvements to existing road/footways and land immediately adjacent to roads/footways with limited 'street furniture', all in connection with improving access to and enjoyment of the beach and improving active travel opportunities. Esplanade (Central): as Esplanade (North & South) but overlapping with Boardwalk and Beachfront Interface. Development includes general remedial work to streetscaping and creation of street furniture, public realm and civic space, coastal structures, grass embankment as well as a new seating terrace.
Expected Costs	TBC

Expected Benefits	Increased footfall and improved perception of the beachfront area. Increased uptake of active travel.
Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Significant reimaging of the beachfront area that could bring amount largescale changes in visitor numbers. Significant cost outlay and disruption to the area throughout construction phase.
Viability	No viability issues identified.
Other Points	-

7.7 Beach Village

Description	<p>New car park and associated access with toilets, changing, showers, campervan electrical hook up facility to be accessed via a realigned Accommodation Road. Parking provision of Motorhome sized as well as standard sized parking spaces on the beachfront to provide better and more attractive access to Aberdeen's waterfront.</p> <p>Inclusion of an active travel route in addition to streetscaping and street furniture investment. Coastal greening and creation of improved greenspace through the planting of 258 trees. Further remedial work to underpass including lighting, artwork and resurfaced landscape.</p>
Expected Costs	TBC
Expected Benefits	Greater access to the beachfront through day and overnight parking provision. Increased footfall and improved perception of the beachfront area. Increased uptake of active travel.
Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Significant reimaging of the beachfront area that could bring amount largescale changes in visitor numbers. Significant cost outlay and disruption to the area throughout construction phase.
Viability	No viability issues identified.
Other Points	-

7.8 Community Clubhouse

Description	A class 10 (non-residential institution) facility which could provide various amenities, providing education on safe water usage, with opportunities for an elevated observation deck at the most used part of the water
Expected Costs	TBC

Expected Benefits	Offers a variety of conveniences and amenities all in one place and encourages community engagement.
Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Significant positive placemaking impacts and amenity provision for local communities. Better perception of the beachfront area
Viability	No viability issues identified.
Other Points	-

7.9 Safer Swimming Facility

Description	An engineering arrangement to alter existing groynes and 'fish tails' to provide a safer opportunity for open water swimming.
Expected Costs	TBC
Expected Benefits	Benefits from physical exercise. Increase in the attractiveness of the beach and sustained rise in footfall.
Risks Specific to this Option	Inflation of construction materials.
Advantages & Disadvantages	Significant positive placemaking impacts and amenity provision for local communities. Better perception of the beachfront area. Initial cost outlay.
Viability	No viability issues identified.
Other Points	-

7.10 Recommendation

Using evidence based on the options appraisal and the objectives scoring, clearly articulate the recommended option, showing the best fit against the project's stated objectives, and balancing cost, benefits, and risk. Note, if an option fails to deliver any essential objective, then it must be discounted as unsuitable. The recommendation should not be made on objectives scoring alone but the table can be used to eliminate those options that score poorly as a first stage, with the second stage being a more detailed analysis of the remaining options. Bear in mind:

- Investment Appraisal
- Assumptions
- Constraints
- Dependencies

All components listed were assessed as part of an economic impact assessment, with the results of this assessment presented in Section 8. The economic impact model considered three packages of intervention:

1. **Do Minimum:** Continue to manage and maintain shoreline, but do not invest in any additional infrastructure.
2. **Boardwalk Intervention (Option A):** All above components, including the larger of the Boardwalk structures.
3. **Boardwalk Intervention (Option B):** All above components, including the smaller of the Boardwalk structures.

An economic impact assessment has been carried out below. Based on this process and the options Benefit Cost Ratio's (BCR's), it is recommended that Option 2 (Option A, Boardwalk Intervention) be selected as the preferred way forward.

8. Benefits

In the tables below, identify the key benefits the project will deliver.

All benefits need to be measurable, realistic and have a baseline or comparable starting point. These benefits will be monitored during and after the project close to gauge project success and value for money. If a benefit is more subjective, then that should be supported by, for example, staff or customer surveys taken **before and after** the project.

Give an idea of the total financial benefits if these exist.

List any dis-benefits where appropriate, e.g., the loss of a disposal receipt where it is proposed to utilise a surplus building instead of selling it.

Do-Minimum:

There are no anticipated economic benefits arising from this option, as such an economic impact assessment has not been possible.

Option A Boardwalk Intervention:

Stantec have undertaken an economic impact appraisal of the proposed Aberdeen Beachfront Masterplan investments. Given the array of beachfront proposals currently across Aberdeen and the risk of double counting benefits of the individual interventions, the economic impact appraisal has been modelled across the whole beachfront area.

These figures relate to the full package of investments, including the three phases of public realm works, the Boardwalk Option A) and the redevelopment of the Beach Ballroom, Leisure Centre and Linx Ice Arena.

This study found that the proposed beachfront developments would together generate £597 million (Present Value, PV) of net additional gross value added (GVA) to the Aberdeen economy over a 30-year appraisal period. This is broken down below.

Area of impact	Value of impact
Figures included in the economic impact calculation (£m)	
Active travel benefit ¹	12
Visitor spend	456
Construction spend	130
Total economic impact	597

Based on the above analysis, the project's benefit-cost ratio (i.e. total benefits divided by total cost) is 1.2, or a £1.12 return for every £1.00 invested.

Further non monetisable benefits of the option include improvements to the quality of surrounding beachfront public realm for Council staff working in Aberdeen and an increase in business rate receipts.

Option B Boardwalk Intervention:

The modelling for the smaller of the two options, has been based on the same assumptions as Option A Boardwalk Intervention, the only difference is that the active travel and visitor spend benefits have been scaled to reflect the reduced economic impact of a more modest Boardwalk structure.

The total footfall assumption detailed in the following section (1 million per annum) has been reduced for this option. VisitScotland² provide Q3 2023 data on the purpose of domestic leisure visits in Scotland. It is reported that 20% of all new visits were to see a visitor attraction, go sightseeing or to explore local areas. Of this 20% of new visitors, it has been conservatively assumed that half of them would no longer visit Aberdeen beachfront if the Boardwalk structure was not of the same scale as Option 2. This therefore reduces the overall

¹ Includes impacts on reducing congestion, reducing infrastructure maintenance costs, reducing accidents, improving local air quality, reducing noise and greenhouse gas emissions, improved health, reduced absenteeism and improved journey ambience, adjusted to account for adverse impact on Government fuel duty receipts.

² VisitScotland 2023. Summary of Scotland's Day Visit Tourism Performance in quarter 3 2023 (July to September 2023). Available online at: <https://www.visitscotland.org/research-insights/about-our-visitors/uk/day-visits-survey#2023>

annual visitor footfall by 10%. Subsequently, both the visitor spend and active travel benefits have reduced.

This study found that the proposed beachfront developments would together generate £498 million (Present Value, PV) of net additional gross value added (GVA) to the Aberdeen economy over a 30-year appraisal period. This is broken down below:

Area of impact	Value of impact
Figures included in the economic impact calculation (£m)	
Active travel benefit ³	10-
Visitor spend	362
Construction spend	125
Total economic impact	498

Based on the above analysis, the project's benefit-cost ratio (i.e. total benefits divided by total cost) is 0.97, or a £0.97 return for every £1.00 invested.

Further non monetisable benefits of the option include improvements to the quality of surrounding beachfront public realm for Council staff working in Aberdeen and an increase in business rate receipts.

Impact Modelling Assumptions:

Although there is a degree of cost certainty in relation to the Shoreline Regeneration works that are the subject of this business case, further costing work is still required in relation to the proposed future phases of development.

The midpoint of values has been taken from HM Green Book guidance for standard buildings, non-standard buildings and for standard civil engineering. HM Treasury Green Book standard discount rate of 3.5% has been used to discount costs and benefits over a 30-year appraisal period.

Benefit modelling assumptions:

Construction spend benefits

- Turnover to GVA ratio (for Aberdeen's construction sector) from the Scottish Annual Business Statistics of 0.44 was applied to total annual capital spend for each option.
 - The following assumptions were then applied to estimate the net construction GVA:
 - Deadweight: 0% (no spending would happen on site in the counterfactual scenario)

³ Includes impacts on reducing congestion, reducing infrastructure maintenance costs, reducing accidents, improving local air quality, reducing noise and greenhouse gas emissions, improved health, reduced absenteeism and improved journey ambience, adjusted to account for adverse impact on Government fuel duty receipts.

- Displacement: 40% (project will lead to some displaced construction activity elsewhere)
 - Leakage: 20% (as advised by Robertson, a proportion of the construction providers will be non-local)
 - Multiplier: 1.44 Type II multiplier assumed. (Scottish Government input output tables provides a Scotland wide multiplier of 1.87 for the construction sector. It has been assumed that 50% of these indirect and induced benefits will be retained locally.)
- The net construction GVA was then discounted and summed over the full appraisal period

Active travel benefits

Baseline footfall was provided by the Council, specifically how many people currently visit Aberdeen Beachfront, and Beach Boulevard North Side and the Beach Esplanade. An 80% pedestrian/20% cyclist split was assumed. It was assumed that total footfall would rise to 1 million post investment (by comparison, Blackpool attracts 19 million visitor nights, Brighton 11 million and Bournemouth 10 million).⁴

DfT's AMAT tool was then used to calculate the active travel benefits of the project.

Visitor spend benefits

The same above AMAT data was used alongside the following conservative assumptions:

Assumption	Value	Description
Percentage of non-local visitors	50%	Conservative modeller's assumption
Percentage of day visitors	50%	Only a small proportion will come as part of an overnight visit
Average spend per day visitor	£36.91	VisitScotland Grampian Factsheet 2019
Average spend per overnight visitor	£239.60	
Deadweight	0%	It is assumed that investment would not take place under counterfactual
Displacement	10%	A proportion of visits to some other attractions in the city will be displaced

⁴ <https://britishdestinations.files.wordpress.com/2019/04/2019-house-of-lords-select-committee-report-the-future-of-seaside-towns.pdf>

Leakage	5%	Some proportion of the visitor spend will be from outside of Aberdeen. For example, visitors bring their own food with them.
Multiplier	1.30	Scottish Input Output tables provides a Scotland wide multiplier of 1.60 for the sport and recreation sector. It has been assumed that 50% of these indirect and induced benefits will be retained locally.
GVA as a percentage of spend	68%	Scottish Annual Business Statistics 2020, arts entertainment and recreation GVA to turnover ratio.

9. Costs

Use the tables below to provide cost information. Costs must include capital investment and where relevant any ongoing revenue costs incurred by the project or as a result of the project. The source/basis of any estimates should be clearly identified.

Refer to the Government Green Book and the Supplementary Guidance on Optimism Bias for information on determining costs. Outline any assumptions in estimating costs in Section 17 and confirm in the Checklist that you have followed this guidance.

[Green Book Supplementary Guidance Optimism Bias](#)

[The Green Book 2022 \(HM Treasury Guidance\)](#)

To improve the design development process for capital projects there is a need to consider full life cycle costs, including maintenance. Therefore, costs should be considered at least over a 5-year period. It is an estimate of the resources and capabilities (people, physical resources, and funding) needed to deliver the project and sustain the benefits. The estimates need to cover both the direct project costs and the ongoing (business as usual) costs for the lifetime over which the benefits are to be considered.

Include information on where the budget will come from.

Full costs breakdown to be included.

Any impact on business as usual or service delivery.

10. Key Risks	
Description	Mitigation
<p>Fully explain any significant risks to the project that you are aware of, especially those which could affect the decision on whether and in what form the project goes ahead.</p> <p>Append your full Risk Log if available.</p>	<p>Details of any mitigating action already taken or suggested.</p>
<p>The significant risks to the project are summarised below:</p>	
<p><i>Construction Inflation:</i> there is a risk of Construction inflation continuing to increase over the project delivery programme period. This could result in the project becoming unaffordable to ACC even with Developer Contributions and External Investment.</p>	<p>Cost Managers to closely monitor the market. Include appropriate levels of Contingency in Costings. Prepare the design to ensure that it can be delivered within the budget available.</p>
<p><i>Coastal Management Defences:</i> continued coordination and development of the medium-long shoreline intervention as part of the defence's mechanism for the future. The existing shoreline continues to evolve each year.</p>	<p>Continue to work with ACC Structural, Flooding and Coastal team in the development of the proposals to ensure coordination with the long-term coastal management defences.</p>
<p><i>Weather Conditions:</i> inclement weather forms an increased risk to the project timeline due to the proximity to the sea, with the potential to cause significant delay and disruption to site activities.</p>	<p>The programme timeline has assumed a winter break between the months of October to March on a given year. The winter programme break will be maximised through offsite construction including features associated with the Boardwalk, Beach Interface & Safer Swimming Zone. Only one winter break is anticipated.</p>
<p><i>Statutory Approvals:</i> complex statutory approvals including Marine Licence to cover elements relating to the Beach Interface, Boardwalk and Safer Swimming Zone. In addition, the requirement to prepare an EIA document.</p>	<p>Early engagement has commenced with Marine Scotland and ACC Planning to agree a planning strategy. The programme deliverables have been phased to minimise the associated application risks.</p>
<p><i>Site Conditions:</i> unknown existing condition and environmental factors lead to challenges in meeting the brief and delivering the works.</p>	<p>An extensive series of survey works to be undertaken to inform the delivery of the project and design, with these works to be undertaken to inform an FBC.</p>
<p><i>Project Budget:</i> insufficient budget or inability to provide appropriate funding receipts, thereby delaying/stalling the development of a critical phase of the Beachfront Masterplan</p>	<p>Prepare robust development appraisals and continued market research to promote the works with the view to seeking external investment.</p>

11. Procurement Approach

If this project will involve the procurement of products or services, describe the approach that will be taken based upon the recommended option.

The Design Teams must conduct a check on the Health & Safety track record on tender documentation and submission prior to award and confirm this has been done.

The Procurement Strategy will be prepared following, and with the benefit from, lessons learned from the other related Beachfront projects including the Phase A & B Public Realm works.

The project will be delivered by hub North Scotland Ltd, ACC's strategic development partner for the planning, procurement and delivery of community-based infrastructure projects across the north of Scotland. Hub North Scotland comprises 16 public sector organisations, the Scottish Futures Trust and private sector partners in a joint venture company known as a hubCo with the purpose of working collaboratively to deliver inspiring projects for communities and best value for participants. Aberdeen City Council are one of these public sector organisations and have been part of the hub initiative since 2011.

The key purpose of the hub initiative is to establish a long-term partnering relationship between hubCo and Aberdeen City Council and to procure the provision of appropriate infrastructure and related services involved in providing Community Services with the aim of:

- a) improving the efficiency of delivery of community-based facilities;
- b) delivering economies of scale through shared facilities;
- c) making the best use of public resources; and
- d) providing continuous improvement in both cost and quality in public procurement.

Hub North Scotland's dedicated supply chain members are working collaboratively with Aberdeen City Council to develop, design and deliver all projects within the ACC City & Beach Vision programme. All procurement is carried out in strict compliance with Hub North Scotland's Project Delivery Method Statement with a completely open book approach to project costs which is continually benchmarked and reviewed to maximise efficiency, accountability and demonstrate continuously improving value for money. The Hub North Scotland supply chain is structured to include both local and national partners maximising economies of scale whilst providing opportunities to local companies. Project development plans have specific focus on community and stakeholder engagement to maximise outcomes for end users.

The medium-long interventions (Boardwalk, Beach Interface and Safer Swimming Zone) are associated with the existing coastline and will be subject of a separate procurement exercise due to the complexity and specialist nature of these works. This separate review will ensure that the most economical beneficial appointment of an experienced main contractor is identified to deliver the works, with early contractor engagement a priority action through the preparation of the FBC. The medium-long elements will incorporate the initial phases of the coastal management defences, which will also be a key considering factor when identifying the most appropriate procurement route and main contractor selection.

12. Time

12.1 Time Constraints & Aspirations

Detail any planned or agreed dates, any time constraints on the project or the affected business areas and any other known timescales.

A detailed review of the programme has been undertaken for this phase considering each of the work elements deliverables which has informed an overall programme strategy which has naturally been broken down into two phases. The timeline takes cognises of the Beachfront Public Realm Phase A and B works, with the deliverables coordinated to align with the initial phasing.

The two phases have been broken out as follows:

- Short-Medium Intervention Delivery: Beach Village, Satellite Facilities, Clubhouse & Esplanade Works
- Medium-Long Intervention Delivery: Boardwalk (medium/heavy), Safer Swimming Zone, Beach Interface

The programme phasing has been structured to allow the short-medium elements to be brought forward and not be constrained by the more complex delivery and construction aspect associated with the coastline. The Beach Village, Satellite Facilities, Clubhouse & Esplanade Works all benefit from shorter or limited statutory approval processes and their nature and scale of the works involves a reduced construction period. These facilities will have direct positive impact on the local community and will be a real benefit to support and promote healthy living through increased activities at the Beachfront.

The medium-long delivery elements are an integrated series of interventions adjacent to the Beach Park and centrally located as a critical part of the Beachfront Masterplan.. The anticipated planning timescales have been included in the programme which also includes for the necessity to undertake an Environment Impact Assessment (EIA) and to apply for a Marine Licence – this is for both the proposed interventions and temporary construction works. The combined impact of the statutory planning and licencing process for these larger elements of work is projected to be around an 18-month period.

The project is located adjacent to the existing coastline, which will require extensive coordination with the existing coastal defences and to work within sea tidal zones. The nature of these works can lead to high programme disruption compounded by the expected inclement weather along the north-east coastline. To account for this, the programme timeline has been prepared incorporating a winter recess period between October and March, where works would be restricted from the beach level due to the high risk of programme delays. During these coastline recess periods, the less affected aspects of Phase C works will continue, and the time will be used to maximise the use of offsite construction associated with the Boardwalk, Beach interface platform plinths and Safer Swimming Zone. These three elements together are of a large scale and complexity in construction and will require a range of 24-30 months to complete on site. These initial allowances have been incorporated within the timeline below and will be developed further through early Main Contractor engagement as part of the Full Business Case development.

12.2 Key Milestones – Short-Medium Intervention Delivery

Beach Village, Satellite Facilities, Clubhouse & Esplanade Works

Description	Target Date
Approval of Outline Business Case at Council Committee	7 th February 2024
Statutory Consultation Consent Achieved	31 st October 2024
FBC approval (subject to outcome of statutory consultation)	31 st October 2025
Contractor Appointment	31 st October 2025
Construction Completion (68 weeks)	31 st March 2027
Handover	1 st April 2027
Opening (1 month after Handover)	1 st May 2027
Defects liability period (12 months after handover)	1 st April 2028

12.3 Key Milestones – Medium-Long Intervention Delivery

Boardwalk (medium/heavy), Safer Swimming Zone, Beach Interface

Description	Target Date
Approval of Outline Business Case at Council Committee	7 th February 2024
Statutory Consultation	30 th November 2025
FBC approval (subject to outcome of statutory consultation)	30 th June 2026
Contractor Appointment	30 th June 2026
Construction Completion (24-30 months)	30 th September 2029
Handover	1 st October 2029
Opening (1 month after Handover)	1 st November 2029
Defects liability period (12 months after handover)	1 st November 2030

13. Governance

Include any plans around the ownership and governance of the project and identify the people in the key project roles in the table below.

A detailed resource and skills plan will be provided at FBC stage.

Role	Name	Service
Project Sponsor	Craig Innes	Chief Officer – Commercial & Procurement

14. Resources

List the staff resources and expertise required to implement the project. Ensure support services are included, such as Project Management, Legal, Procurement and Communications.

Task	Responsible Service/Team	Start Date	End Date
Project Sponsor	Craig Innes	Already in place	Q1 2029
Project Manager - ACC	Corporate Landlord	Already in place	Q1 2029
Design Team	Hub North Scotland PMO Deliver	Already in place	Q1 2029
End User input to design	Estates & Maintenance	Q3 2025	Q3 2026
Provide Legal input	ACC Legal	Q3 2025	Q3 2026
Manage Communications	ACC Communications	Already in place	Q1 2029
Planning/Statutory Application	ACC Planning	Already in place	Q4 2025
Building Warrant	ACC Building Control	Q2 2024	Q2 2026

15. Environmental Management

Fully explain any impacts the project will have on the environment (this could include, e.g., carbon dioxide emissions, waste, water, natural environment, air quality and adaptation). Include both positive and negative effects and how these will be managed. Include details on how this has been assessed, giving an idea of the cost implication if this exists.

The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 put in place a target for net zero greenhouse emissions by 2045 in Scotland, accelerating new and updated associated policy interventions. With the production of a Net Zero Vision for Aberdeen (2020) prepared in response and set out the Net Zero Aberdeen Routemap approved in February 2022. This sets the pathway for a net zero city by 2045. The Routemap is enhanced by the Aberdeen Adapts, the City's Climate Adaption Framework and the Council Climate Change Plan which sets out a series of drivers for climate and sustainability that need to be embedded into the Aberdeen City Centre and Beachfront Masterplan.

The Shoreline energy strategy is based on supporting these objectives through the overall strategy by the nature of the intervention and a focus on the natural environment. Where accommodation is being provided as an integral part, the facilities have been developed with a sustainable and economical approach.

The project will also contribute to a reduction in CO₂ and particle emissions by reducing vehicular movements through the wider Aberdeen Beachfront Masterplan, with the Shoreline Phase a continuation of these objectives. The Phase incorporates a significant amount of new planting which will absorb carbon and improve quality of the local environment. Air quality across the Beachfront and in the City will also improve because of reduced traffic in the region.

The Safer Swimming Zone and central shoreline elements will incorporate the introduction of new 'artificial reefs' with the objective to encourage biodiversity and marine ecology by introducing large rock and concrete elements to emulate rock pools and reef structures. These new features will be located adjacent to the existing rock armour.

The project will minimise the embedded carbon of construction through maximising the use of locally sourced materials and following guidance from Zero Waste Scotland. Furthermore, no impact on waste collection or treatment of surface water is anticipated as part of this Phase.

	Yes	No
Is a Buildings Checklist being completed for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If no, what is the reason for this?

The project is not sufficiently developed at OBC stage to complete the Buildings Checklist document, this document will be completed at a later stage.

16. Preserving Our Heritage

Describe fully any impacts the project will have on the heritage of the city or more widely in the region or nationally. This could include but is not exclusive to the following examples:

- Specific historical items of interest.
- Features of significant local or regional importance/interest.
- Granite elements of existing structures.

Include both positive and negative effects and how these will be managed.

Include details on how this has been assessed, giving an idea of the cost implication if this exists.

There is no item of significant Heritage or Historical Listing directly associated with this phase of the masterplan. The works are however adjacent to the Grade B Listed Beach Ballroom, which is of significant architectural quality, with the design sympathetic to the building. The Beachfront Interface, Esplanade and Boardwalk consider the surrounding topography and connectivity to enhance the amenity space on approach to the Ballroom, whilst the Boardwalk layout has been aligned to create a focal point at one end. The Boardwalk layout elevates the Ballroom stature as an architectural gem; a key cultural and historic asset to the City.

With the Shoreline Regeneration proximity to the Beachfront there may be some risk of archaeology finds being identified. As part to the project development and next stage, a series of site investigate surveys will be undertaken to mitigate any potential impact during the construction phase. Desktop studies will be undertaken to identify any area of special interest.

In terms of natural assets and greenspaces, whilst currently a lack of meaningful urban external public space exists within the City Centre, the Beachfront provides an exceptional natural resource for the City and its residents. Improving the public realm in the City Centre and better connecting the City Centre and the Beach are key aims of this Masterplan and were noted as top priorities during public consultation on the City Centre and Beach projects in 2021. The Shoreline Regeneration will form a critical part in meeting this priority, enhancing the public amenity spaces through a more accessible shoreline, Boardwalk and supporting facilities to encourage greater outdoor activities.

17. Stakeholders

List the key interested individuals, teams, groups, or parties that may be affected by the project or have an interest in it, including those external to the organisation. Show what their interest would be and their level of responsibility. Also note any plans for how they will be engaged including the use of any existing communication channels, forums, or mechanisms already in place.

In the event the Business Case projects a total capital expenditure of more than £10 Million, stakeholders should include “ACC Bond Investors” who may require to be communicated with through the London Stock Exchange.

Overview

From the outset of the Shoreline Regeneration phase has involved numerous engagement sessions with Aberdeen Water Safety Group, Water sports users and clubs, the RNLI and Lifeguards. This early engagement highlighted various requirements for the scope, beach and water user needs and safety points, with a focus on improving life safety and the intent of reducing incidents at the beach in line with government targets to take pressure off RNLI / emergency blue light services.

This continued engagement has seen some deviation from the Beachfront Development Framework.

These include;

- The Water sports Community Club facilities has been relocated to the very south of the beach at Footdee. The original location at groynes 16/17 was identified to be one of the less safe parts of the beach for water users and only to be used by advanced surfers and swimmers who are aware of the dangers. Therefore, to discourage water use at this area the proposed facility has been relocated to the Footdee area of the beach. This is appropriate given it has been identified as the most used and considered the safest, area for water users.
- The creation of a Safer Swimming Zone at groynes 10/12, near the Boardwalk feature, forms an additional intervention from the Beachfront Development Framework. This is proposed to address the water condition concerns within the central Beachfront location and to provide a new attraction to encourage utilisation and footfall to the city and the beach.
- Observation decks for the lifesaving club and other users. Observation decks have been built into the Footdee and Satellite Facilities, with intermediate satellite observation points between these and towards the northern end of the beach to allow these areas to be monitored.
- The slipway and previous pavilion option are no longer included following the stakeholder consultations, whereby the existing slipway is considered satisfactory and a pavilion in this location was not considered to bring any particular value to the beachfront.

Recent Engagement & Participation

In preparation of the OBC the following activities have been undertaken:

- A detailed stakeholder and consultation plan covering this specific phase has been implemented, with a good level of participation and engagement throughout. Details are included within the table below.
- Phase C engagement has involved several of the local community groups including Free Swim Aberdeen (Wild Swimming), Granite City Surf Club, Scot Surf and Aberdeen Surf Life Saving Club. The sessions have been in form of open workshops, meetings, and full walk of the Esplanade.
- The Community Clubhouse concept design has been developed through regular engagement sessions with the local water groups. The Clubhouse is designed to provide a combination of water user supporting facilities, storage space and multi-functional accommodation for flexible community activities. The Clubhouse provides

the platform to increase footfall to the beach and sea, whilst providing the opportunity to consider wider water use events and competition to the region.

- The Satellite Facilities have been designed flexibility to accommodate the evolving needs of the water activities, public use patterns and visitors. The location and extents of these facilities developed through dialogue with the local water users to define the provisions, locations along the esplanade and scale, with the focus on providing facilities adjacent to the main water and beach uses.
 - ACC Planning Officers have been consulted on each of the proposed elements to establish an understanding of the application processes and anticipated timelines. This has been accompanied with engagement with EnviroCentre on the Environmental Impact Assessment deliverables and Marine Scotland on the extent of Marine Licences that would be required for the interventions or temporarily during the construction stage.
 - Beach businesses were visited in summer 2023 offering a general update. Where businesses have registered to be kept informed of progress, the team has been back in touch.
 - The team updated the Community Council Forum in October 2023 with members of Pittodrie and Castlehill Community Council attending. Dates are being co-ordinated to provide further updates to the Forum, the Community Council and the Footdee Community before the first week in February.
- Early engagement with Children and Young People (CYP) around the Beachfront Development Framework was primarily focussed on Phase A and the concept of play. Key themes of fun, sport, adventure and colour fed directly in the development of the Phase A proposals however other elements such as ‘clean, green and safe’, accessibility to the beach, areas for reflection and imagination have flowed naturally into the proposals for Phase C.
 - Many CYP said they had been restricted in coming to the Beach as there is currently too much traffic. The more inclusive scheme proposed will improve pedestrian access and cycleways. This was reinforced through wide consultation with the young ASN community in summer 2023 when elements such as wheelchair access to the beach, suitable and sufficient changing and toilet facilities and sea view disabled parking were all highlighted as issues by young people and their carers and families. These elements are all considered within the Phase C proposals.
 - Specific activities are currently being developed to build on the extensive engagement to date with Children and Young People (CYP) to ensure these conversations both widen and deepen around all elements of the City Centre and Beach Masterplan. An online tool will on ‘the journey so far’ and how CYP have influenced the process, as well as allowing interactive involvement by individuals and classes as part of school-specific pages. The platform being developed is Thinglink, which is an interactive, map-based resource which local schools are already familiar with.

Stakeholder Engagement Plan

Stakeholder Grouping	Engagement
Water Sports/ Water Safety Group	
Aberdeen Water Safety Group	Regular meetings & engagement – Sept 23
HM Coastguard	Regular meetings & engagement – Sept 23
Aberdeen Surf Life Saving Club	Regular engagement & input. Ongoing
Swim Free Aberdeen	Regular engagement & input. Ongoing
ACC Engagement	
ACC Structure, Coastal & Flooding Teams	Regular meeting & support. Ongoing
ACC Transport & Roads Teams	Regular meeting & support. Ongoing
ACC Planning	Regular meeting & support. Ongoing
Marine Scotland	Meeting held – Dec 23
Public Engagement	
Children & Young People	Masterplan engagement. Ongoing
Community Council Forum / Groups	Group update & engagement – Oct 23 Next update proposed for 5th Feb 24.
Footdee Community Trust	Masterplan wide engagement. Ongoing. Next meeting proposed 1st Feb 24.
Independent Groups	
Disability Equity Partnership	Masterplan wide engagement. Ongoing Next update 29th Jan 24
ACTUP	Masterplan wide engagement. Ongoing
Codona's	Regular updates & engagement – Aug 23
Aberdeen Science Centre	Regular updates & engagement – Aug 23
Transition Extreme	Regular updates & engagement – Aug 23

18. Assumptions

Document the high-level assumptions that have been made during the development of the Business Case and any other unanswered questions that may be significant. Refer to the Supplementary Guidance on Optimism Bias and detail the assumptions you have made in constructing the costs and business case.

[Green Book Supplementary Guidance Optimism Bias](#)

Assumptions

The following assumptions has been summarised below:

- Design work undertaken to date is at concept design stage, with detail to be developed as this phase progresses. The design is typical for this stage of a project and will be informed through further development and undertaking detailed survey works.
- The commitment to proceed with the findings of this OBC will be subject to obtaining statutory approval and marine licence consent where appropriate.

- The Shoreline Regeneration Phase forms an integral part of the Aberdeen City Centre and Beachfront Masterplan, with the assumption that the initial two Phases A & B associated with the Urban Park proceed, with this phase forming a critical part and the extension to these phases. This Phase has been coordinated with Phase A & B.
- Beach Village layout has been based on the proposed new Accommodation Road being constructed, with junction access directly of the new road. The Beach Village layout is sufficiently flexible to accommodate any changes to arise as part of the new road network.

19. Dependencies

Document any projects, initiatives, policies, key decisions, or other activities outside the control of the project that need to be considered or which may present a risk to the project's success, or on which this project depends.

Dependencies

The following dependencies have been identified:

- The Shoreline Regeneration document completes the Beachfront Masterplan in achieving the overall economical and transformational objective set out for the area, with the design developed based on an integrated solution in conjunction with the further advanced Public Realm Phases A and B. The work in these other Phases is being progressed on the assumption that Phase C will progress and has a key dependence on their layouts.
- The approved Beachfront Development Framework Phase 1 playing a crucial role in the Beachfront Masterplan development. Phase C contributes significantly to achieving the Framework which sets out a vision and key design principles to provide a world class sport, leisure and tourism destination which will revitalise the Beachfront area and reconnect it to the city centre. The Phase C Shoreline Regeneration OBC has been developed in line with this ethos.
- The City Centre & Beachfront Masterplan 2022, set out the vision for the City, which includes the importance of all the Beachfront phases, including this Shoreline Regeneration phase, in achieving the overall objectives around the pillars on Economy, Inclusion, Net Zero and Quality. The Masterplan deliverables and SMART objectives have informed the basis of the deliverables of this Phase.

20. Constraints

Document any known pressures, limits or restrictions associated with the project.

The following project constraints are documented below:

Design Constraints

- The Beach Interface, Boardwalk and Safer Swimming Zone has been coordinated with the existing coastal defences, with the layout set out to align with the existing esplanade to the north and south, whilst Safer Swimming Zone scale has been determined by the location of groynes 10/12.
- Alternative sustainable energy sources were considered as part of the Satellite Facilities development, with PV panels and battery storage considered. However due to the size of facilities required, these would require a utility connection. Such a utility connection is not economically available along some sections of the existing shoreline.

Site Constraints

- The existing site utilities extents are restricted to the centrally Beach Park area, which has limited the nature of Satellite Facilities planned for the North and South extents of Esplanade.
- The Esplanade works have been developed to match the existing topography and an upgrading of the features.

Funding Constraints

- The request at this stage is to move to the next stage of design development of the Phase C Shoreline regeneration and towards an FBC.
- There are various funding options and grants available to local authorities and the scheme provides some commercial and revenue opportunities that will require to be pursued. Whilst these require to be read in conjunction with the economic impact assessment information included in this OBC, the timing of funding applications and discussions may impact on timing.

Construction Constraints

- The Boardwalk, Beach Interface and Safer Swimming Zone close proximity to sea will require careful construction planning, with any main interface works to the beach/sea requiring to be completed out with the winter months period. The programme has assumed that some works will be completed out with the months of October to March of a given year. However, this is a constraint when considering the programme timeline.
- The Shoreline Regeneration intervention works require to be coordinated as part of the wider Beachfront masterplan taking into consideration key constraints relating to over saturation of construction activities, construction traffic and wider masterplan phasing.
- The Beach Village timeline has been coordinated to consider the need for the new Accommodation Road construction to be completed which will form the platform for these works and road access to this area.

21. ICT Hardware, Software or Network infrastructure

List any new ICT systems or changes likely as a result of the project. If there are no ICT changes, then record as 'none'.

Description of change to Hardware, Software or Network Infrastructure	Approval Required?	Date Approval Received
None		

22. Change Controls Issued by the Project

Date	Change Ref ID	Approval Route	Change Description
-	-	-	(None at present)

23. Support Services Consulted

The minimum **consultation period for Outline/Full Business Cases is 10 working days** unless the Programme Board Chair agrees there are exceptional circumstances that require a shorter turnaround time.

Note:

- It is mandatory for Capital projects to consult with the full list below.
- If any services are not consulted, this should be indicated in the Comments section, along with the reason why. All comments received should also be noted, or reasons given for discounting them.
- It is a legal requirement for the Council to carry out an [Equality and Human Rights Impact Assessment \(EHRIA\)](#) to evaluate the impact our decisions have on our customers.

Note: There is a copy and paste version of the consultation list below which you can use for circulating your Business Case – [Support Services Consulted Circulation List](#)

Service	Consultee	Comments	Date
Resources	Chief Officer, Finance jbelford@aberdeencity.gov.uk		
Resources	Chief Officer, Corporate Landlord stbooth@aberdeencity.gov.uk		
Governance	Chief Officer, Governance (tbc)		
Place	Chief Officer, Strategic Place Planning DDunne@aberdeencity.gov.uk		
Place	Chief Officer, City Growth		

Service	Consultee	Comments	Date
	rsweetnam@aberdeencity.gov.uk		
Operations	Chief Officer, Operations and Protective Services mareilly@aberdeencity.gov.uk		
Operations (Facilities)	Andy Campbell, Facilities Manager AnCampbell@aberdeencity.gov.uk		
PMO	PMO Programme Manager RMacTaggart@aberdeencity.gov.uk		
Finance	Scott Paterson, Finance Partner spaterson@aberdeencity.gov.uk		
Asset Management	Alastair Reid, Team Manager alareid@aberdeencity.gov.uk		
Legal (Property/ Planning & Environment)	Ross Campbell roscampbell@aberdeencity.gov.uk (For Capital Board consultations only)		
Legal (Property/ Planning & Environment)	Alan Thomson alathomson@aberdeencity.gov.uk (For Transportation Board consultations only)		
Legal (Commercial & Procurement)	Michele Pittendreigh, Team Leader MPittendreigh@aberdeencity.gov.uk		
Legal	Elena Plews EPlews@aberdeencity.gov.uk		
Legal	Fiona Closs FCloss@aberdeencity.gov.uk		
Procurement	Boguslawka Symonowicz BSymonowicz@aberdeencity.gov.uk		
ICT – Digital & Technology	Steve Robertson, Digital & Transformation Manager sterobertson@aberdeencity.gov.uk		
Design – Public Buildings	Neil Esslemont, Team Leader nesslemont@aberdeencity.gov.uk		
Grounds Maintenance	Steven Shaw, Environmental Manager stevens@aberdeencity.gov.uk		
Communications	tbc		
HR	Lindsay MacInnes, People & OD Manager lmacinnnes@aberdeencity.gov.uk		
Transportation Strategy and Programmes	Joanna Murray, Team Leader joannamurray@aberdeencity.gov.uk		
Place – TSAP	Nicola Laird, Senior Project Officer NLaird@aberdeencity.gov.uk		
Roads Management	Stuart Allan, Team Leader Technical StuAllan@aberdeencity.gov.uk Vycki Ritson, Team Leader Engineering vritson@aberdeencity.gov.uk		
Roads Projects	Alan McKay, Team Leader		

Service	Consultee	Comments	Date
	AlanMcKay@aberdeencity.gov.uk		
Emergency Planning Officer	Fiona Mann FioMann@aberdeencity.gov.uk		

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

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

24. Document Revision History

Version	Reason	By	Date
1.0	First draft OBC	Ross Keillor, HNSL	12/December/2023
2.0	Second draft OBC	Ross Keillor, HNSL	12/January/2024
3.0	Third draft OBC	Ross Keillor, HNSL	17/January/2024
4.0			
5.0			
6.0			
7.0			
8.0			
9.0			
10.0			

25. Decision by Capital Board

	Date
* Approved/Not Approved to:	

* Insert approval decision from Capital Board.

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February 2024



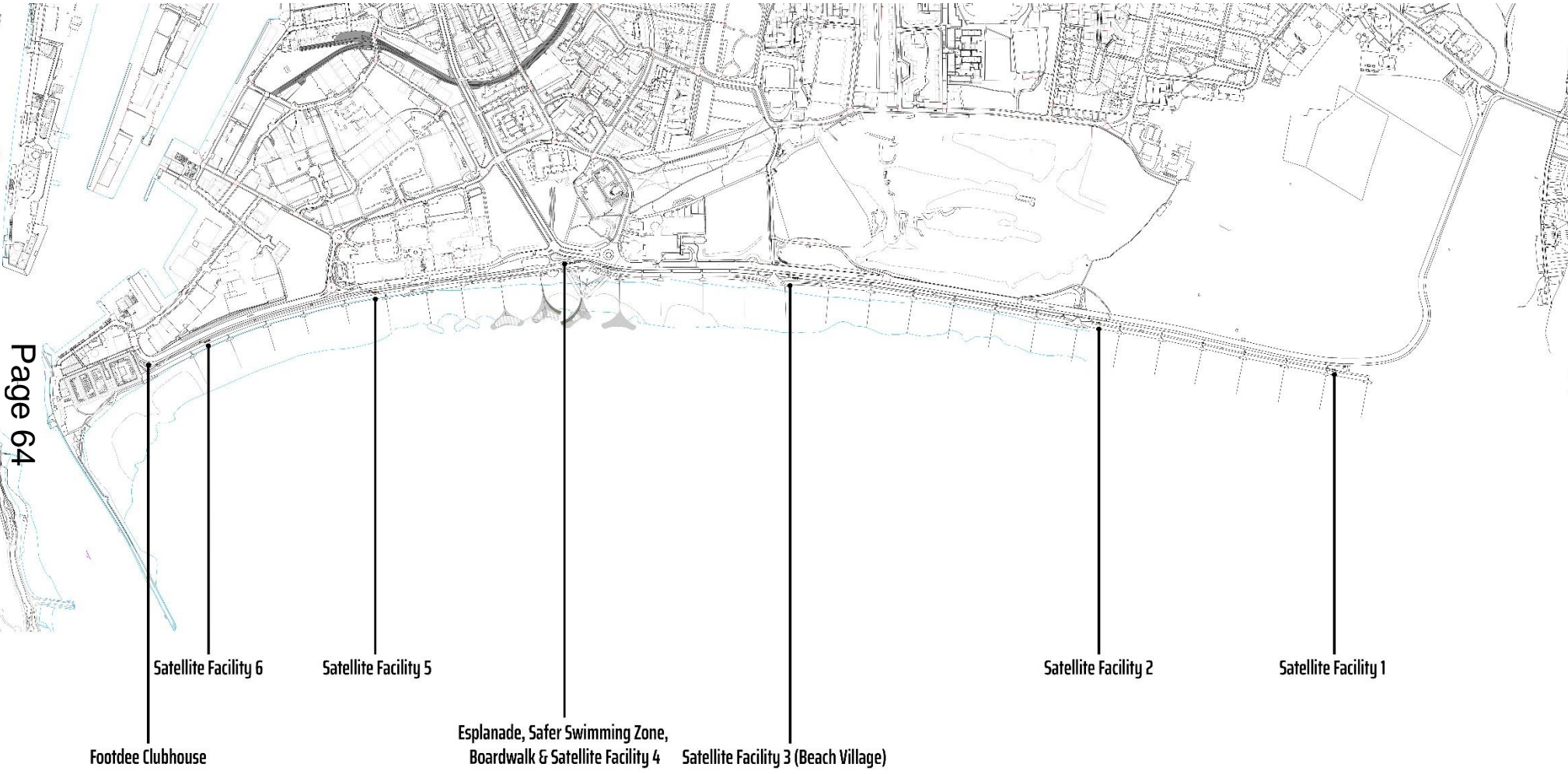
Shoreline Regeneration

Phase C Works – Appendix B Illustrations

Page 63

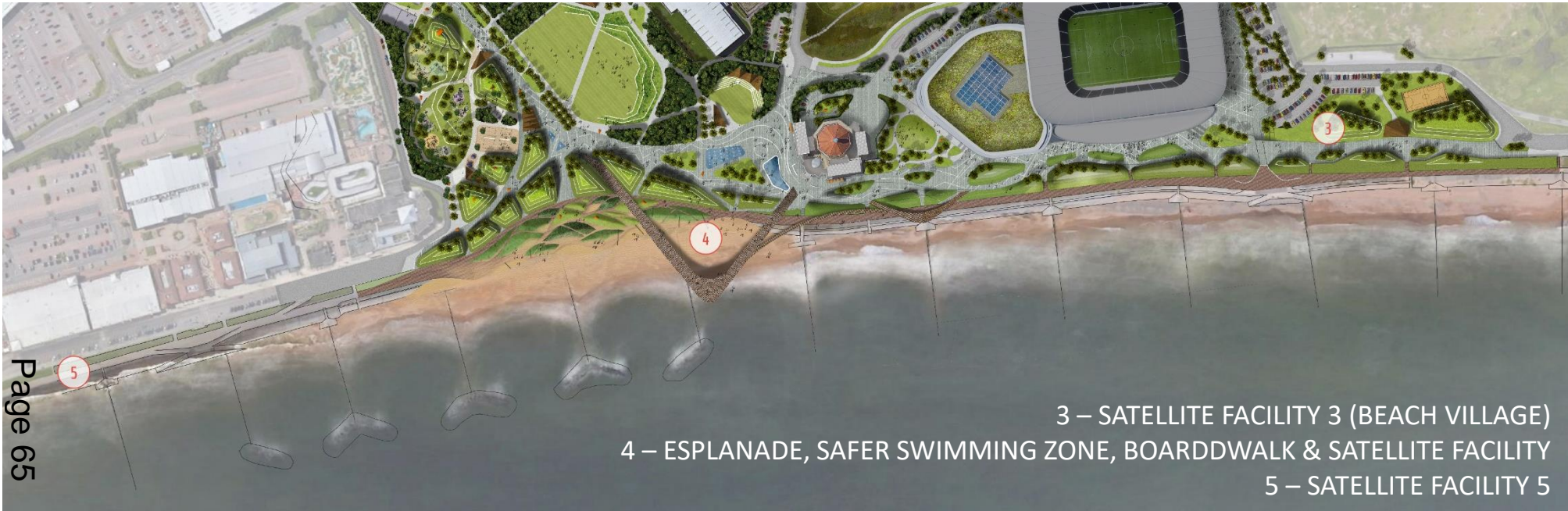


GENERATION
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OUR CITY OF OPPORTUNITY



Page 64

Fig 1 - Location Plan illustrating the 7-intervention location along the Beachfront



Page 65



Fig 2 - illustrating the 7-interventions integration into the wider Masterplan



Page 66

Fig 3i - illustrating Boardwalk (Option A), Beach Interface & Safer Swimming Zone



Page 67

Fig 3ii - illustrating Boardwalk (Option B), Beach Interface & Safer Swimming Zone



Page 68

Fig 4i - illustrating Esplanade, Boardwalk (Option A) & Beach Interface



Page 69

Fig 4ii - illustrating Esplanade, Boardwalk (Option B) & Beach Interface



Page 70

Fig 5i – illustrating the Safer Swimming Zone tying into the Shoreline & Boardwalk (Option A)



Page 71

Fig 5ii – illustrating the Safer Swimming Zone tying into the Shoreline & Boardwalk (Option B)

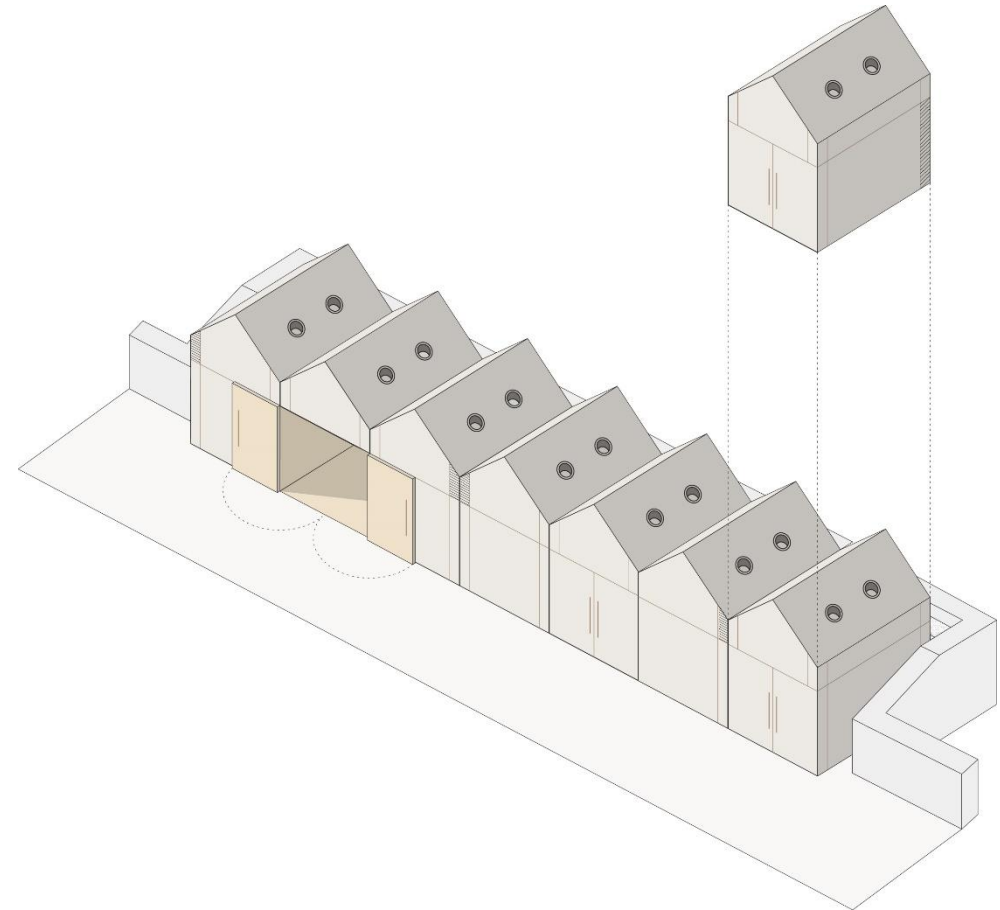
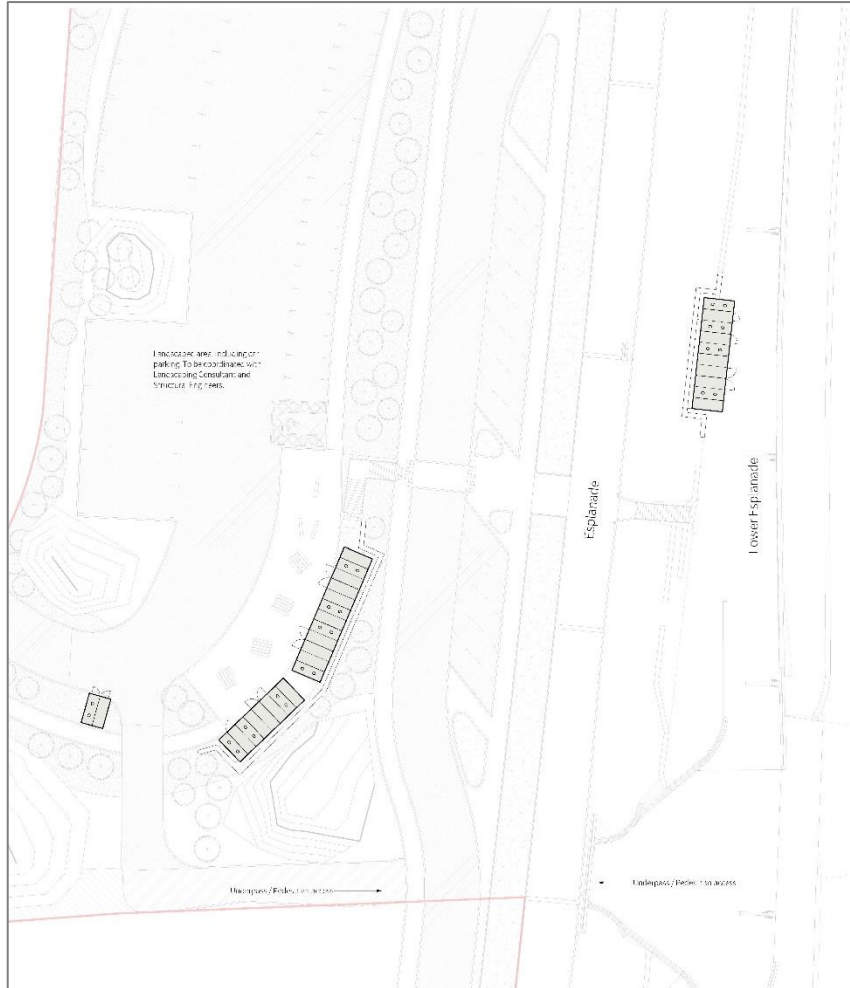


Fig 6 – illustrating the Beach Village & Typical Satellite Facilities

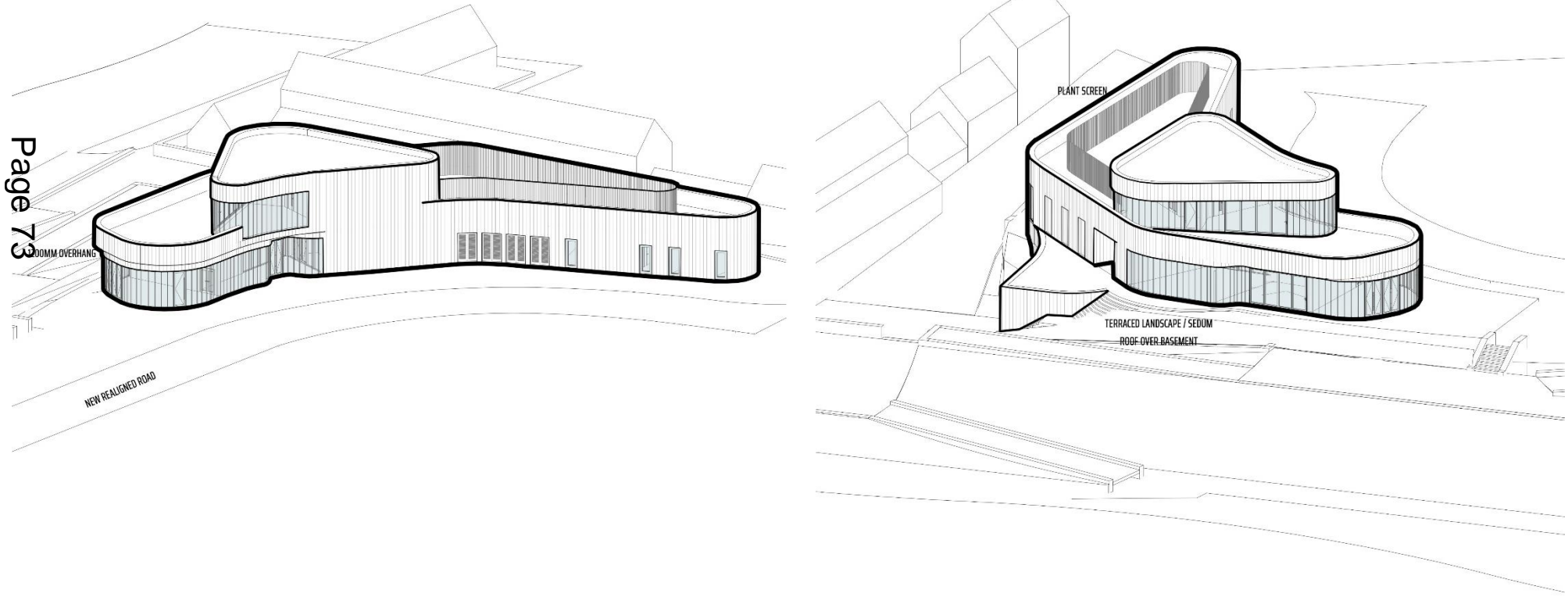


Fig 7 – illustrating the Community Clubhouse

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ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	7 February 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	City Centre Streetscape Update
REPORT NUMBER	RES/24/039
DIRECTOR	Steve Whyte
CHIEF OFFICER	-
REPORT AUTHOR	Sandy Beattie
TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

- 1.1 This report provides Members with progress updates on streetscape business case updates for Union Street East, Castlegate, Union Street West/West End, Market to Guild Street Phases 2 and 3, together with the cycle infrastructure options for Market to Guild Street Phase 1 and an overall programme update. The report also updates Members on work being undertaken to provide child-friendly information on the overarching City Centre and Beach Masterplan as part of a wider project to ensure children and young people are involved in discussions related to place and placemaking.

2 RECOMMENDATIONS

That Council:-

- 2.1 Agree Option 3 in the updated Streetscape Full Business Case (Appendix A and as illustrated in Appendix B);
- 2.2 Agree the Market to Guild Street Phase 1 preferred route identified in Appendix C;
- 2.3 Refer the projects highlighted in recommendation 2.1 and 2.2 to the capital planning and budget process for future years' delivery; and
- 2.4 Pending the outcome of the budget process, instruct the Chief Officer (Capital) to monitor projects through the capital planning process reporting progress to Finance and Resources Committee.
- 2.5 Instruct the Chief Officer - Strategic Place Planning to formally approach potential funding partners for future years' capital funding contributions toward delivery of all streetscape projects in relation to active travel.

- 2.6 Recognising that segregated cycle facilities are now planned along the length of Union Street, agree that proposals for a Queens Cross to City Centre cycle route be re-absorbed into the wider Westhill to Aberdeen Active Travel Route Outline Business Case (OBC), and instruct the Chief Officer – Strategic Place Planning to report the OBC to the Net Zero, Environment and Transport Committee later in 2024.
- 2.7 Note the animation work that has been undertaken to promote the themes within the overarching City Centre and Beach Masterplan, Local Development Plan and Net Zero Aberdeen strategies to children and young people (Appendix D), and thank the young people who have been involved in the project to date.

3 CITY CENTRE DEVELOPMENT PROGRAMME

- 3.1 At Full Council in December 2022, Council agreed (Ref <http://councilcommittees/documents/g8190/Decisions%2014th-Dec-2022%2010.30%20Council.pdf?T=2>) :

Streetscape Programme

- (i) to agree the Streetscape Full Business Case (Appendix B) and instruct the Director of Resources, following consultation with the Chief Officer - Commercial & Procurement and Chief Officer - Capital, to proceed with the negotiation and execution of contracts for delivery of the following programmes in the first instance and to report progress to the Finance and Resources Committee on a 6 monthly basis from the date of this report:
- a) Union Street Central
 - b) Market Streetscape Phase 1
 - c) Schoolhill/Upperkirkgate;
- (ii) to instruct the Director of Resources to progress with developing the remaining streetscape programmes, including options for the provision of physically segregated cycle tracks/lanes, and bring forward for Council consideration and approval an update to the Full Business Case in (i) above following conclusion of design, planning and consultation stages on the below programmes by December 2023:
- a) Union Street East and Castlegate and Justice Street
 - b) Union Street West and West End
 - c) Market Streetscape Phases 2 and 3
- Further design work to be funded from the City Centre and Beach Masterplan budget;
- (iii) to note the instruction from the October 2020 City Growth and Resources Committee that the Chief Officer - Strategic Place Planning develop the Outline Business Case for the A944/A9119 Multimodal Corridor Study Medium/High Delivery Package (which includes proposals for improved cycle infrastructure between Westhill and Aberdeen City Centre) and instruct the Chief Officer - Strategic Place Planning to report back the Outline Business Case for the A9119 cycle route (Carden Place (including Queens Cross Roundabout), Skene Street and Rosemount Viaduct), currently being progressed via the Bus Partnership Fund, by

December 2023, in order to provide an active travel link from the West End into the heart of the City Centre;

- 3.2 In addition, the Council's Urgent Business Committee in July 2023 approved the inclusion of a segregated cycle lane on Union Street Central to provide continuity with the emerging design layouts for Union Street East and West, both of which include a segregated cycle lane to the north side of the street. This approach to the street layout ensures consistency of conditions and detail, improving the legibility of the street.

The combination of instructions has necessitated further engagement and design work (previously reported to UBC in July), which has an effect on the overall programme. This is updated in the table at 3.10 below and remains indicative until commercial close determines the final delivery programme of each project.

Streetscape Business Case Update

- 3.4 Appendix A presents an update to the Full Business Case for the remainder of the streetscape programme. This details the Union Street East, Castlegate, Union Street West and West End public realm works. It should be noted that all project budgets are estimated at this stage and based on 2023 figures. These figures will therefore remain indicative until commercial close of each project. It is considered prudent, however, to refer the projects to the budget process for future years' capital expenditure should Council wish to proceed with the suggested delivery programme.
- 3.5 Given the likely necessary traffic management measures that will be required to support the construction of Union Street Central (and the new Aberdeen Market), it is considered prudent to ensure that projects are delivered in sequence to manage disruption during the construction period.
- 3.6 Appendix C summarises the options for cycle routes in the Market to Guild Street area, with a recommendation to incorporate the ability to cycle through the Merchant Quarter as part of Phase 1. This will be further explored through the RIBA Stage 4: Technical Design. A fully segregated bi-directional cycle route to be considered in later phases.
- 3.7 The timing of both Stage 4: Technical Design and subsequent construction is intended to coincide with the new Market construction programme, however, Scottish Water has advised that they require to upgrade their network in the area. As such it is prudent to ensure that programme is fully understood to avoid unnecessary disruption to any newly laid street surfaces.
- 3.8 Appendix C highlights the cycle lane options appraisal for Market to Guild Street as per instructions from Council in December 2022, and identifies a preferred route giving as direct access as possible for cyclists. Between the station and the Guild Street junction, cyclists will share the carriageway with traffic before joining a bi-directional cycle lane along Carmelite Street (S). From there a re-designated Carmelite St (N), 'Pedestrian and cycle zone (with local access). From Hadden Street to St Nicholas Lane, cyclists will be sharing the

carriageway with traffic in both directions. Through St Nicholas Lane and St Nicholas Square, cyclists will be in a 'Pedestrian and cycle zone' (as currently exists) before joining Union Street.

- 3.9 Appendix C also suggests that a full bi-directional and segregated cycle lane may be possible in future public realm design along Guild Street/Market Street. This will be explored through the design development of future Market to Guild Street phases pending the outcome of the capital planning and budget process.
- 3.10 Appendix B presents the design layout for streetscape to RIBA Stage 3: Detailed Design, demonstrating how a segregated cycle lane continues the principles agreed for Union Street Central and will be integrated along the whole length of Union Street, through the Castlegate and onwards to the beach area.
- 3.11 In addition, an indicative bus lane has been incorporated for potential future use in the Castlegate to further develop the public transport network between the city centre and the beach.
- 3.12 At this stage it is recommended that the streetscape programme be referred to the budget process to ensure a capital delivery programme can be developed to undertake the proposed works. As stated above, project budgets are indicative and are as accurate as can be at the time of this report. Construction inflation, materials and labour costs are all subject to change in future years and will have an impact on future project budgets.

A9119 Cycle Route

- 3.13 The Queens Cross to City Centre cycle route Outline Business Case (OBC) was requested by Council as a means of providing high quality cycle provision into the heart of the city centre. Since the December 2022 instruction to report the A9119 Cycle Route OBC to Full Council, the Council has agreed to the implementation of segregated cycle facilities on Union Street. Given that Union Street design work is progressing and will provide city centre cycle penetration, it is proposed to re-absorb the Queens Cross to City Centre cycle link back into the wider A944/A9119 Westhill to Aberdeen City Centre Active Travel OBC and for the Chief Officer – Strategic Place Planning to report outcomes to the Net Zero, Environment and Transport Committee later in 2024.

Child Friendly Placemaking

- 3.14 The Aberdeen City Centre and Beach Masterplan was agreed by Full Council in August 2022, with an annual update subsequently agreed in August 2023. The Masterplan is one of the City's key place-based strategies, alongside the Local Development Plan and the Net Zero Aberdeen Routemap. Following adoption of these strategies, work has been undertaken by Officers to ensure that children and young people are able to access and understand the key themes within the documents and be able to express their views, feelings and wishes on these. This is in line with Article 12 of the UN Convention on the

Rights of the Child, which also states that children should have their views considered and taken seriously on matters which affect them.

- 3.15 The initial output of this exercise is presented at Appendix D, which contains a number of comic book style animations which have been prepared based on storyboard drawings and sketches provided by young people over a series of workshop sessions during 2023. The comic books themselves have also been animated, with voice overs again provided by the young people involved in the project. Officers intend to launch the animations over the following weeks, alongside a guide for teachers and parents which will include links to how the work also helps to support elements of the Curriculum for Excellence.

4 FINANCIAL IMPLICATIONS

- 4.1 Estimated Project costs are summarised in Appendix A, Section 2 Executive Summary (page 7 in the Business Case) and will require to be factored into the future years capital planning budget. These costs are indicative current estimates which are likely to change if and when technical design proceeds pending the outcome of the budget and capital programming processes.
- 4.3 At this stage it would be prudent to investigate potential external funding sources to assist with both further technical design stages and construction delivery of the streetscape programme.

5 LEGAL IMPLICATIONS

- 5.1 As project proposals move through to RIBA Stage 4 Technical Design, they will be examined and managed within the professional scope of construction industry accepted standards, ensuring all due diligence exercises and pre-contract enquiries are complete and satisfactory.
- 5.2 Any work that is recommended to property not owned by the Council will require effective dialogue and the owner's consent before it can commence. Other local authority consents, such as planning permission and listed building consent, may also be required for works to buildings.
- 5.3 All changes to vehicular movement on the road network are subject to statutory processes.

6 ENVIRONMENTAL IMPLICATIONS

- 6.1 The City Centre and Beach Masterplan has been screened through the Strategic Environmental Assessment (SEA) process and the consultation authorities have confirmed that no Environmental Report specific to this overarching Masterplan is required. Individual plans, programmes and

strategies falling out of the Masterplan will be considered individually, as will any requirements for project-specific Habitat Regulations Appraisals (HRAs).

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to proceed with project impacts on wider city commitments and economic targets	Continue to work collaboratively to achieve masterplan delivery and wider advantages.	M	Yes
Financial	Removal of reduction in anticipated funding streams	Continual engagement and monitor of ongoing funding applications	M	Yes
Financial	Inaccurate/ uncharted underground service and utility survey information leads to increased costs.	Ensure thorough & adequate surveys undertaken prior and during the development phase. Service detection, trial pits, historical review / detailed desk top review underway. Ensure project contingencies are sufficient to cover possible unexpected costs.	H	Yes
Financial	Budget Pressures due to current market volatility.	Robust budgets established based on market intelligence. Independent budget reviews	M	Yes

		with PMO and supply chain are regularly held. Appropriate inflation allowances made in cost plans.		
Financial	General lack of material and resource availability	Early identification of material types and advanced discussions with supply chain on availability.	M	Yes
Operational	Potential impact on existing services associated with any change in levels or disturbance during construction.	Ensure thorough & adequate surveys undertaken prior and during the development phase. Service detection, trial pits, historical review / detailed desk top review underway	M	Yes
Operational	Project scope changes	Seek preferred option agreement with ACC at appropriate stage and progress agreed design to avoid abortive work.	M	Yes
Operational	Insufficient ACC resource	Resource review ongoing and investigating augmenting support through the Hub North Scotland Project Management Office	H	Yes
Operational	Interfaces with existing buildings/ retaining walls/	Investigate, assess, design. Ongoing throughout the	M	Yes

	highways/shared boundaries/other	demolition process.		
Operational	Delay or failure to secure Market Operator	Marketing operator has been identified. Heads of Terms still to be agreed.	H	Yes
Reputational	Created / perceived congestion on surrounding networks due to construction and phasing of works	Review phasing and impact on road networks in the interim phases. Use advance publicity to advise public on works.	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan. 1. – Continue to maximise community benefit from major developments.
<u>Aberdeen City Local Outcome Improvement Plan</u>	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026.
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026. Supports Outcome 11 – <i>Healthy life expectancy is five years longer by 2026</i> , in that the proposed improvements should encourage more walking, wheeling and cycling. Increasing physical activity is linked with increasing life expectancy.
Prosperous Place Stretch Outcomes	Supports Outcomes 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> , and 14 - <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i> , in that the proposal should encourage a shift from motorised to active and sustainable forms of transport. Supports Outcome 14 <i>Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing</i>

	climate Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026.
Regional and City Strategies	<p>The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan.</p> <p>The report supports the National, Regional and Local Transport Strategies, particularly the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and the 4 pillars identified in the recent Regional Transport Strategy, Nestrans 2040: Equality, Climate, Prosperity and Wellbeing.</p> <p>It also supports the Aberdeen Active Travel Plan and Sustainable Urban Mobility Plan, both of which seek to improve conditions for people walking and cycling in Aberdeen, particularly to, from and within the City Centre, through the provision of more and safer infrastructure.</p> <p>Measures to reduce unnecessary vehicle traffic in the City Centre will support the Air Quality Action Plan, Climate Change Plan, Net Zero Action Plan and Low Emission Zone by contributing to emissions reduction.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	The IIA for the City Centre Masterplan has been updated to reflect this report. At this stage there are no material changes from previous assessments.
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage
Other	N/A

10. BACKGROUND PAPERS

- 10.1 City Centre Update report to Council December 2022 (RES/22/290)
<http://councilcommittees/documents/g8190/Public%20reports%20pack%2014th-Dec-2022%2010.30%20Council.pdf?T=10>

City Centre 6 monthly update report to Urgent Business Committee (referred to by Finance and Resources Committee) July 2023 (RES/23/209)
<http://councilcommittees/documents/g8989/Public%20reports%20pack%2007th-Jul-2023%2015.30%20Urgent%20Business%20Committee.pdf?T=10>

11. APPENDICES

Appendix A: DRAFT Streetscape Business Case Update Nov 23

Appendix B: Streetscape Key Considerations

Appendix C: Market St to Guild St Cycle Lane Options Appraisal Summary

Appendix D: Child Friendly Placemaking Animations

12. REPORT AUTHOR CONTACT DETAILS

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Business Case Update



Project Name	Aberdeen City Centre Streetscape Project		
Author	Sandy Beattie	Date	January 2024
Sponsoring Cluster	Resources	Version	2

Contents

(Press F9 function key to update table of contents after completion of Business Case – [guidance here](#))

1.	Introduction and Project Overview	2
2.	Executive Summary	4
3.	Strategic Fit.....	8
4.	Business Aims, Needs & Constraints	9
5.	Objectives	11
6.	Scope	12
6.1	Out of Scope	20
7.	Options Appraisal	20
7.1	Option 1 – Do Nothing.....	20
7.2	Option 2 – Do Minimum	21
7.3	Option 3 – Streetscaping Improvements.....	21
7.4	Scoring of Options Against Objectives	26
7.5	Recommendation.....	27
8.	Benefits	27
8.1	Customer Benefits	28
8.2	Staff Benefits.....	29
8.3	Resources Benefits (Financial).....	29
9.	Costs	30
9.1	Project Capital Expenditure & Income.....	30
9.2	Project Revenue Expenditure & Income	31
9.3	Post- Project Capital Expenditure & Income	31
9.4	Post- Project Revenue Expenditure & Income.....	32
10.	Key Risks.....	33
11.	Procurement Approach	34
12.	Time	35
12.1	Time Constraints & Aspirations	35
12.2	Key Milestones	35
13.	Governance	35
14.	Resources	36
15.	Environmental Management.....	36
16.	Preserving Our Heritage	37
17.	Stakeholders	37
18.	Assumptions	39
19.	Dependencies	40
20.	Constraints.....	41
21.	ICT Hardware, Software or Network infrastructure	41
22.	Change Controls Issued by the Project	41
	Appendix A: Future Design Considerations	42
	Appendix B: Present Value Calculations	44

1. Introduction and Project Overview

Briefly describe the basic project concept. Describe the current business situation as it relates to the problem or opportunity that gave rise to the idea, including any other drivers such as regulatory or legal compliance requirements

If taking no action may have a negative effect on the organisation, then also describe what will happen if the project is **not** undertaken.

This paper sets out a Business Case Update to support a series of streetscape improvements across Aberdeen City Centre. They will complement and be delivered in sequence with other public realm projects previously reported and the construction of Aberdeen Market. This report includes full funding costs (as of December 2023) to implement construction work on the following projects:

- **Union Street East and Castlegate:** public realm and streetscape improvements to Union Street and Castlegate from Market Street to Castle Street. Includes a two-lane carriageway, a segregated bi-directional cycle lane, footpath widening, street furniture, public art, incidental play, improved lighting, enhanced street greening and traffic management measures.
- **Union Street West and West End:** public realm and streetscape improvements to the section of Union Street between its junction with Alford Place & Holburn Street to its junction with Bridge Street & Union Terrace. Including a two-lane carriageway with one lane routing either direction, a segregated bi-directional cycle lane and extended pavement zones and bus shelters, improved public transport interchanges, urban greenery, and potential street-trading space.
- **Market Streetscapes Phases 2 and 3:** public realm and streetscape improvements including additional streetscaping areas instructed by full Council in February 2022 designed to RIBA stage 3. Market streetscaping phase 2 and 3 works include Correction Wynd, St Nicholas Street, St Nicholas Lane, Netherkirkgate, Carmelite Lane and The Green.

This report is complementary to the Streetscaping FBC previously submitted (December 2022) that focused on the following Streetscaping improvements:

- **Union Street Central:** public realm, streetscaping improvements and traffic control measures on the section of Union Street between Union Terrace and Market Street
- **Market to Guild Street Phase 1:** public realm and streetscaping improvements to the area immediately surrounding the new Market Building, including East Green, and Hadden Street, Carmelite Street and across Guild Street to provide improved pedestrian connection between the Rail and Bus Stations and the city centre.
- **Upperkirkgate and Schoolhill:** extension of footways and streetscaping improvements to enhance the setting and improve public realm.

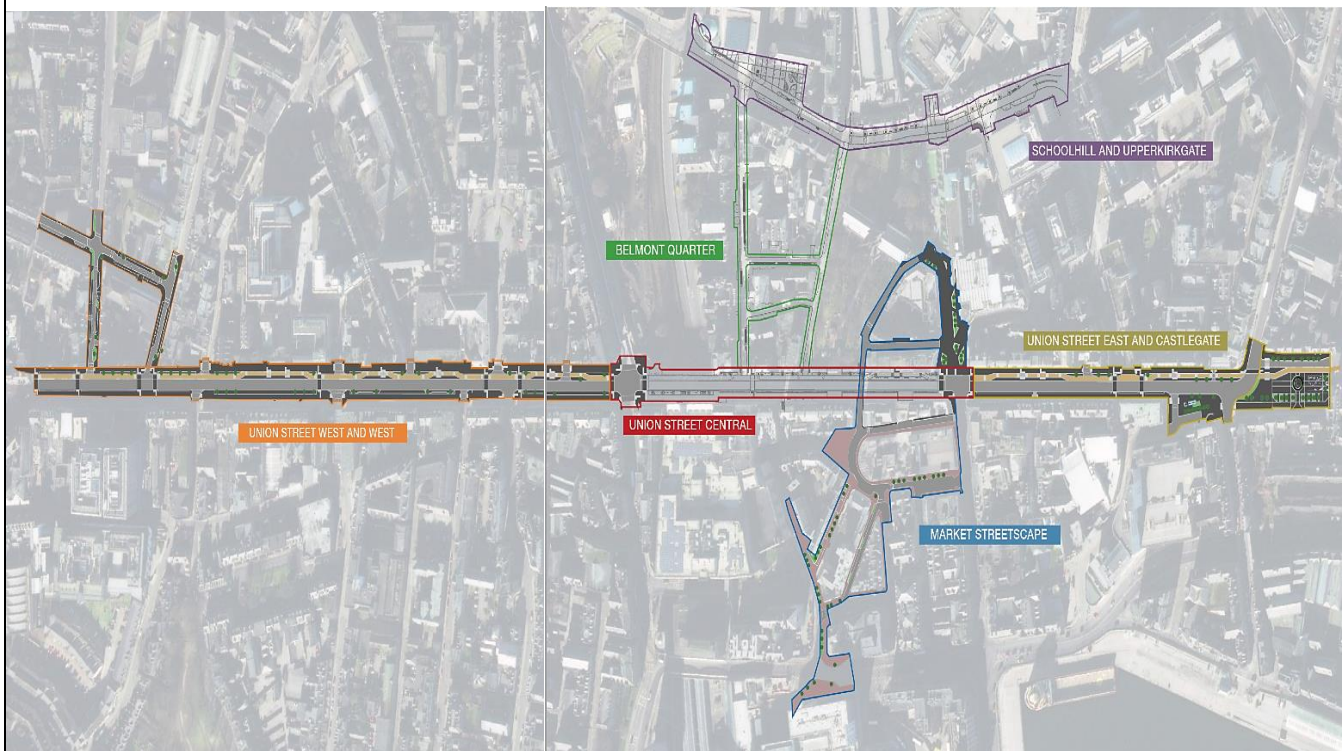


Figure 1: Streetscape Improvements

These proposals will help develop a city centre which is:

- **Accessible and inclusive:** ensuring it is designed to support users of all abilities.
- **More pedestrian and cyclist friendly:** by reducing general vehicular traffic levels to create additional cycling and walking space and a network of streets that are designed around the needs of all users.
- **More sustainable:** it will improve air quality through the inclusion of urban greenery in the designs and support the promotion of a modal shift from vehicular to active travel.
- **More attractive:** it will help the city to achieve its goal of changing people’s perception of the city, and establishing a reputation as a distinctive, modern and exciting city to live in and to visit.
- **Healthier:** through the encouragement of cycling and walking, users will become more active and physical wellbeing will benefit as a result. Improvements in air quality from reduced use of vehicles will also have a consequent positive effect on people’s health.

The proposals will also address many of the challenges affecting the city centre, including:

- declining footfall and high vacancy rates in city centre retail properties. Savills Property Market Report describes the structural oversupply of the retail market in Aberdeen. In March 2023, the Council’s vacancy rate BID survey reported that 19% of all ground floor properties in the BID area were vacant. There was considerable variation with around a quarter of such properties being vacant on Upperkirkgate; over 35% in Schoolhill, and 23% of properties in Union Street. Investment in the public realm, alongside the development of other city centre projects like Aberdeen Market, will improve the permeability and attraction of the city centre, increase footfall and reduce shop vacancy as a result. A similar development in Altrincham, for example,

has seen a decrease in shop vacancy rates of over 22% in seven years following £15 million of investment into the public realm and a new market¹.

- narrow streets, with limited pedestrian space
- the Market to Guild Street public realm project also addresses poor first impressions of the city, particularly for visitors arriving via the train and bus stations

2. Executive Summary

Provide a clear, concise summary of the key features of the business case, briefly describing what the project will deliver, any key decisions associated with it, the expected costs and the funding position (showing any budgets already identified/ expected and the ask of Capital). Include an outline of the benefits, and any dis-benefits, what risks and assumptions are associated with the project, and summarise planned or agreed dates and time constraints. Indicate who is the project sponsor and how the project will be owned and governed and what form the project board will take.

Purpose

Several projects have been delivered to regenerate and revitalise the city centre, including Aberdeen Art Gallery, Marischal Square, Provost Skene's House refurbishment and Union Terrace Gardens. There are several further projects in development, including the new Aberdeen Market; the redevelopment of Queen Street, the Mini Masterplan for George Street and various projects at Aberdeen Beach. The Aberdeen City Centre and Beach Masterplan details ambitious change proposals for Aberdeen and was approved in August 2022 and updated in August 2023.

All these projects have the potential to attract footfall to the city centre; to increase visitor dwell times; and to shape people's perceptions of the city as a positive place to live, work, visit and invest.

The purpose of investment in the public realm is to optimise the collective impact of these interventions on visitor perceptions of the city, by delivering a series of streetscaping improvements that will:

- **Provide a positive first impression of the city:** particularly for visitors arriving by train and bus, who need to pass through the Merchant's Quarter en route to the City Centre.
- **Maximise the impact of the Aberdeen Market project:** by improving the immediate surrounding streetscape.
- **Create a 'golden thread':** develop an attractive route with clear way-finding that will connect the investments in Union Terrace Gardens, Belmont Street Quarter, Aberdeen Market, Marischal Square, Queen Street and the Beachfront.
- **Improve the Cultural Quarter:** including the streetscape immediately surrounding Aberdeen Art Gallery, the Kirk of St Nicholas and Provost Skene's House.
- **Create a coherent, legible and consistent streetscape** with use of high quality locally sourced (wherever possible) natural materials.

¹ The Pedestrian Pound 2018 – The business case for better streets and places. Available online at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

- **Complement and increase the impact of streetscaping improvements** at Union Street Central, Market to Guild Street Phase 1, and Upper Kirkgate and Schoolhill.

Three short term investments were considered and approved through a previous FBC and included streetscaping improvements to the following: the section of Union Street Central between Union Terrace and Market Street with construction expected to begin in Q1 2024 for 17 months. Improvements to the streets immediately surrounding the new Market Building and linking to the train and bus stations are expected to commence in Q1 2025 for 6 months. Streetscaping work at Upperkirkgate and Schoolhill is currently on hold pending completion of Union Street Central.

The investments this report focuses on include Union Street East and Castlegate, Union Street West and West End, and Phases two and three of the Market Streetscape public realm improvements. Construction for Union Street East & Castlegate is anticipated to begin in October 2026 and finish in January 2028. Works at Union Street West & West End are expected to begin from February 2028 to November 2029. Market Streetscape Phases 2 and 3 construction is expected to commence in November 2029 and finish in July 2030. All the above will be subject to future budget approvals, potential grant assistance and completion of existing capital projects in the city centre.

Strategic Fit

The project will contribute to the Prosperous Economy and Prosperous Place objectives of the LOIP, and to the Changing Perceptions, Growing the City Centre Employment Base, A Metropolitan Outlook, A Living City for Everyone, Technologically Advanced and Environmentally Responsible, and Culturally Distinctive objectives of the City Centre and Beach Masterplan.

Project Objectives

The proposals form an important early phase of the wider Aberdeen City Centre and Beach Masterplan developments, and will contribute significantly to a number of objectives of that plan:

Objective	Success criteria	CCBMP Measurement
City centre population growth	More people live, work, and use city centre facilities	3,000 extra people living in the city centre by 2040
Increased Gross Value Added	Still having the highest GVA per head in Scotland	£s per annum
Reduction in crime (actual)	Offences and crime figures in a downward trend in the city centre	30% fewer young people (12 to 17) charged with an offence and a crime by 2026 2% fewer people re-convicted within one year by 2026 1 point increase (4.31 -> 5.31) (/7) in the mean score for people who "Feel safe in the city centre throughout the day and night" by 2026
Increased footfall in the city centre	More locals, visitors and tourists visiting Aberdeen throughout the year	10% increase in daily average footfall in the City Centre by 2026
Reduced Office/Retail vacancy rates in the city centre	Less empty office/retail space in the city centre	2 percentage point (13.99% -> 11.99%) decrease in the office vacancy rate and 1 percentage point (6.39% -> 5.39%) decrease in the retail vacancy rate in the city centre by 2026

Increased ease of walking and cycling around Aberdeen	More active travel across all demographics	30% (1,244 -> 1,617) increase in average daily cycling in the city centre by 2026.
Reduction in car journeys in city centre	Fewer cars in the city centre	20% reduction in average daily traffic flow by 2026
Reduction in CO2/NO2 emissions	Ongoing reductions in CO2/NO2 emissions in the city centre	By at least 61% by 2026 and Net Zero Carbon by 2045 Reduce NO2 to <35ug/m3 annual mean in the city centre by 2026.
Increased educational attainment, skills, and lifelong learning	Improved education outcomes	To match or be under Scotland's density of skills gaps in each occupation groupings (High Skilled, Middle Skilled, Service and Labour Intensive) by 2026

This business case recommends that Option 3 of improved City Centre Streetscaping should be carried forward as the preferred option.

Economic Impact Approach

Given the array of city centre proposals currently across Aberdeen and the risk of double counting benefits of the individual interventions, the economic impact appraisal has been modelled across the whole city centre. This business case update sits as part of the city centre masterplan investments and the benefit figures reported therefore relate to the full package of investment:

- Union Street Central Public Realm
- West End
- Aberdeen Market
- George Street
- Aberdeen Market to Guild Street Public Realm
- Queen Street
- Belmont Quarter
- Union Street East
- Schoolhill + Upperkirkgate
- Castlegate
- Union Street West

Project Benefits

An increase of 30% in footfall and retail sales has been assumed, based largely on the experience of a similar redevelopment in Sheffield². There are examples of similar developments across Scotland, however, there is no supporting empirical evidence of the impacts of the projects. However, the redevelopment in Sheffield does have publicly available data and surrounded 3 ambitious public realm improvement projects. Given the similarities between the Heart of the City project in Sheffield and the streetscaping proposals in this project, this development was deemed an appropriate benchmark of which to base the economic assessment.

² The Pedestrian Pound 2018, The Business Case for Better Street and Places, Page 33. Available online at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

The streetscaping project in Sheffield reported a 35% uplift to footfall and retail sales, but this uplift has been reduced for the purposes of this assessment due to different location characteristics in Aberdeen relative to Sheffield. This prudent assumption is based on the larger untapped market available to Sheffield from the surrounding cities.

The contribution to retail and food & drink GVA, construction spend impacts and active travel impacts are expected to result in £ (PV³) in benefits over a 30-year appraisal period.

Wider non-monetisable benefits include improvements to air quality, public health and wellbeing.

Project Costs

Project construction costs have been prepared by cost management consultants and are in the order of **£98.248M as at December 2023**. This is inclusive of inflation, and Optimism Bias. However, VAT is excluded. Capital costs can be broken down as follows:

Union Street East	£19,929,416
Castlegate	£13,387,422
Union Street West	£41,209,086
West End	£12,146,370
Market Streetscape Phase 2	£7,411,587
Market Streetscape Phase 3	£3,164,693
Estimated staffing costs to support delivery	£1,000,000
	£98,248,574.00
Revenue costs	£3,000,000 (estimated over 30 years)

Given the above approach to model the economic impacts across the whole city centre, it is prudent to assess these benefits against the corresponding city centre wide costs to generate an appropriate BCR. Project costs have been combined with the costs across all city centre masterplan projects to model the overall impact of the full package of investments.

Project Delivery

The project will be procured through the Hub model as this will accelerate the procurement process and help to secure best value by providing access to Hub North Scotland Limited's supply chain network and project management resources.

Risks and Assumptions

Key risks facing the project include a general lack of material and resource availability and costs/inflation escalating over and above available funding. A full breakdown of risks is provided in Section 10. The economic modelling was informed using various industry standard sources/tools including Scottish Annual Business Statistics, Office for National Statistics and the Department for Transport's Active Mode Appraisal Toolkit (AMAT).

Aberdeen City Council is the sponsoring organisation for this project. Aberdeen City Council will deliver the projects through their delivery partner Hub North. The project team will report

³ PV: Present Value concept explained in Appendix B

to the ACC/Hub North programme board, which will meet monthly to provide governance and oversee each of the projects.

3. Strategic Fit

This section will consider how the project fits with the list of projects identified in the Local Outcome Improvement Plan). Firstly, state if the project is identified within the LOIP. If it is not, how does it work with the Council's strategic objectives such as:

- Prosperous Economy
- Prosperous People (Children & Young People)
- Prosperous People (Adults)
- Prosperous Place

The project supports each of the following City Centre and Beach Masterplan objectives:

- **Economy:** To increase footfall and dwell time in the city centre and routes to/from it, supporting vibrancy and economic recovery for all. The project improvements to public realm will attract visitors and enable businesses to maintain and grow their employment base.
- **Inclusion:** Creating inclusive and accessible spaces for all. The project aims to deliver transformative regeneration that benefits users with disabilities or impairments.
- **Net zero:** Prioritising people and active travel and future proofing our city for our young people. Using local and indigenous materials where possible and introducing urban greenery. The project seeks to facilitate a modal shift away from vehicle use in the city centre through the encouragement of walking and cycling.
- **Quality:** Ensuring designs reflect our world class aspirations whilst respecting Aberdeen's characteristics. The project directly addresses this objective through city centre improvements to street furniture and the overall aesthetic of the city centre.

The project will improve accessibility and support the Council's commitment to **accessibility and inclusive design** by providing spaces that all visitors and residents can use safely, with dignity, comfort, convenience and confidence.

The designs will allow all users to make effective, independent choices about how they use the building/space without experiencing undue effort or separation. The design will recognise and address the barriers experienced by people with learning difficulties, people who are deaf, deafened and hard-of-hearing and people who are blind or partially sighted or are neurodivergent. The Council will develop operational policy mechanisms and active management plans to ensure that these accessibility improvements do not diminish over time.

The project will be based around inclusive design principles to ensure it reflects the different faiths, disabilities, genders & hidden conditions, and addresses important issues that affect a neurodiverse population. Inclusive Design is a critical component of delivering inclusive, user-centred environments that cater for the needs of all. This will be embedded into all aspects of the design including, for example, lighting and security.

The Council has appointed an accessibility consultant for the proposed programme who have produced a placemaking framework which is rooted in these disciplines but provides assessment and outputs that are aligned to key outcomes, including wellbeing, inclusivity and

safety. The Council will use this framework to assess both existing environments and proposed schemes to ensure that interventions are appropriately targeted and provide solutions that mean the right outcomes for all users, aiming to create an exemplar city centre for accessibility.

Although not explicitly mentioned in the LOIP, the project will contribute to the **Prosperous Economy** and **Prosperous Place** objectives of the LOIP by driving an increase in visitor footfall and visitor dwell times in Aberdeen City Centre and helping the city to redefine itself as a modern dynamic city and as an attractive place to live, work, visit and invest.

Finally, the project aligns to the six place-based principles in the Aberdeen Local Development Plan, creating a city centre that is distinctive, welcoming, safe & pleasant; easy to get to & move around in; adaptable and resource efficient.

4. Business Aims, Needs & Constraints

Provide an overview of the sponsoring organisation and explain how the project supports the existing policies and strategies, and how it will assist in achieving the business goals, aims and business plans of the organisation. Include any relevant information about the current business situation, such as the organisational structures, business model, buildings, processes, teams and technology currently in place.

Aberdeen City Council is the sponsoring organisation for this project. The project's contribution to the Council's aims and objectives are set out in Section 3, and details of the current business situation are set out below.

The project supports the following existing policies and strategies:

- City Centre and Beach Masterplan 2022 (updated 2023)– the vision for the masterplan is “to create a world class city centre and beach that respects and enhances Aberdeen’s unique qualities and characteristics and puts people at its heart”.
- Aberdeen Local Development Plan 2023 (ALDP) seeks to “make Aberdeen more attractive, prosperous, and sustainable European city region and an excellent place to live, visit and do business. We will be recognised for:
 - our enterprise and inventiveness, particularly in the knowledge economy and in high value markets;
 - the unique qualities of our environment; and
 - our high quality of life”
- Regional Transport Strategy – the vision is to “provide a safer, cleaner, more inclusive, accessible and resilient transport system in the North East, which protects the natural and built environment and contributes to healthier, more prosperous and fairer communities.”
- LOIP - the vision set out in the LOIP is that Aberdeen will be ‘a place where all people can prosper’ by 2026. By this we mean that we want everyone in the city to have the same opportunities, regardless of their background or circumstances.

Other policies and strategies that the project supports includes: Strategic Development Plan (SDP), Economic Policy Statement, Local Development Plan 2020, City Living Report 2017 (and its 2022 update).

Describe the purpose of the project, why it is needed, establishing a compelling case for change based on business needs, e.g. demand for services, deficiencies in existing provision etc. Where are we now and where do we need to get to.

The project will provide improved access to and improve the quality of the visitor experience across Union Street, Castlegate, West End and surrounding Aberdeen Market and Aberdeen Beach, improve visitor's impressions of these sites, and of the city centre more generally, thus optimising the level of benefit derived from these recent and planned future investments.

At present, there is an evidenced structural over-supply of retail in Aberdeen City Centre. The streetscape programme will deliver a transformative regeneration of public realm works across Aberdeen City Centre. This includes the rejuvenation of over 65,000m² of public realm, split across key public realm 'streetscape intervention' areas within the historic core of Aberdeen. The project will also help deliver a modal shift away from car use in the city centre and improve air quality.

It will help revitalise the city centre following the adverse impacts of the Covid-19 pandemic on demand for city centre housing, office and retail space; bringing in additional footfall which will support the success of the wider city centre and beach masterplan interventions. The streetscape intervention proposals seek to promote a cleaner and greener city centre – a place where people naturally inhabit to shop, walk, wheel and, most importantly, to dwell.

Identify any constraints, e.g. timing issues, legal requirements, professional standards, planning constraints. What assumptions have been made, and any linkages and interdependencies with other programmes and projects should be explained, especially where the proposed project is intended to contribute to shared outcomes across multiple Clusters.

The project focuses on a set of Aberdeen City Centre streets, some of which have limited physical space for pedestrians (including those with visual and/or mobility impairments), street furniture and cycling whilst continuing to allow vehicular access and turning space for emergency vehicles, deliveries and refuse collections.

The area contains a small number of residential properties. Any development will need to be sensitive to residential amenity including noise, vehicular access and parking.

The streets form part of the City Centre Conservation Area and contain several important listed buildings. Therefore, any proposed changes must ensure the character and appearance of the city centre is preserved and enhanced.

The streetscape programme fits into the city centre element of the wider City Centre and Beach Masterplan and whilst all the works are split into projects - city centre including Union Street and the West End, Aberdeen Market, Queen Street, George Street, the beach area – there are interdependencies of many of the work packages which will require them to be sequenced together.

The project will need to be delivered in a way that addresses adverse impacts on traffic movements, and consideration needs to be given to its impact on access to private car parks and accessible parking spaces.

The project will need to be delivered in a way that does not interfere with wayleaves, rights of way and manages services below ground, utilities and drainage.

State what impact the project will have on business as usual, e.g. temporarily reduce capacity or divert resources.

The project will lead to temporary disruption during the construction process. It will have implications for traffic movement generally. It may lead to further restrictions around periods of access for delivery vehicles, some changes to business & resident parking and temporary relocation of blue badge parking where appropriate. It may require some bus stops and taxi ranks to be temporarily re-located. The CCMP Traffic Management Plan sets out mitigation measures to address the traffic implications of the project and the wider City Centre and Beach Masterplan. Through traffic model testing, a package of measures was identified to support the delivery of the City Centre and Beach Masterplan and minimise the impacts to bus journey times and reliability. Measures are detailed in full in a city centre Traffic Management Plan. It is recommended that Union Street Central is completed and reviewed prior to construction starting on Union Street East and West.

State future design considerations that require further explanation, design developments and engagement during the next stage of the project.

The key considerations are summarised in Appendix A. The table sets out all future design considerations required, however there are several of these which have a fundamental importance in the continued design development of the areas.

5. Objectives

List the project's objectives. Make these tangible and clear as they will influence which option is recommended and will be used to monitor project progress and success.

The proposals form an important early phase of the wider Aberdeen City Centre and Beach Masterplan developments will deliver the following objectives and the Council's ambitions for the project:

Objective	SMART performance measure
Improve accessibility	- 14 additional accessible parking bays. c. 25,000 sqm of dedicated pedestrian space with no obstacles, changes in level etc.
Improve walkability and cyclability of project area	- 20% increase in footfall - 30% increase in average daily cycling by 2026
Improve quality of streetscape	- C. 150 new seating opportunities within the public realm proposals - c. 200 new trees and c. 1600m2 of new planting
Reduction in CO2 emissions and air pollution ⁴	- 80% reduction in vehicle movements
Attract visitors to Aberdeen	- Increase in footfall counts of 1.66m at city centre access points
Create jobs	- 223 construction jobs - 428 permanent jobs across city centre
Materials sourced from the local area	- All materials to be sourced locally where possible

6. Scope

What will the project produce? What are its outputs?

Consider what business services, processes, people and environments will be delivered, affected or changed by the project.






Also define the work the project will carry out to make the transition from the project to 'business as usual' – the handover period.

State the project success criteria.

The project will include the design and installation of streetscaping improvements on Union Street East & Castlegate, Union Street West & West End and Market Streetscape Phases 2 & 3.

The following visuals use the key below:

⁴ Requires data on number of vehicle journeys prevented. Then multiply by 0.0014 to get the total tonnes of CO2e impact. This is based on the carbon footprint of a 5-mile journey in a standard petrol car (source: <https://calculator.carbonfootprint.com/calculator.aspx>)

-  Project boundary
-  Footway
-  Carriageway
-  Pedestrian crossing/ raised table
-  Segregated bi-directional cycleway

Union Street East and Castlegate: Union Street East will include a two-lane carriageway with one lane routing either direction, a segregated bi-directional cycle lane and further footpath widening, street furniture, improved lighting and enhanced street greening. There will also be the addition of plaza and spill out space for businesses. Castlegate will include a bi-directional cycle way to tie through Castlegate to Union Street and out to the beach. There is also plaza space with street greening and a play area proposed.

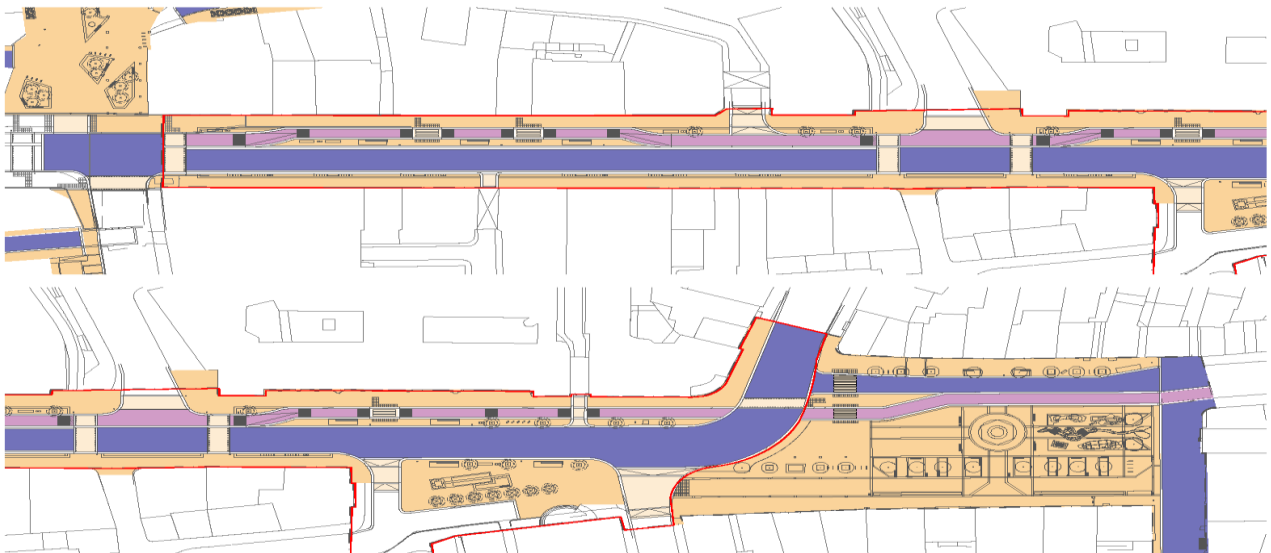


Figure 2: Union Street East Streetscape General Arrangement Plan

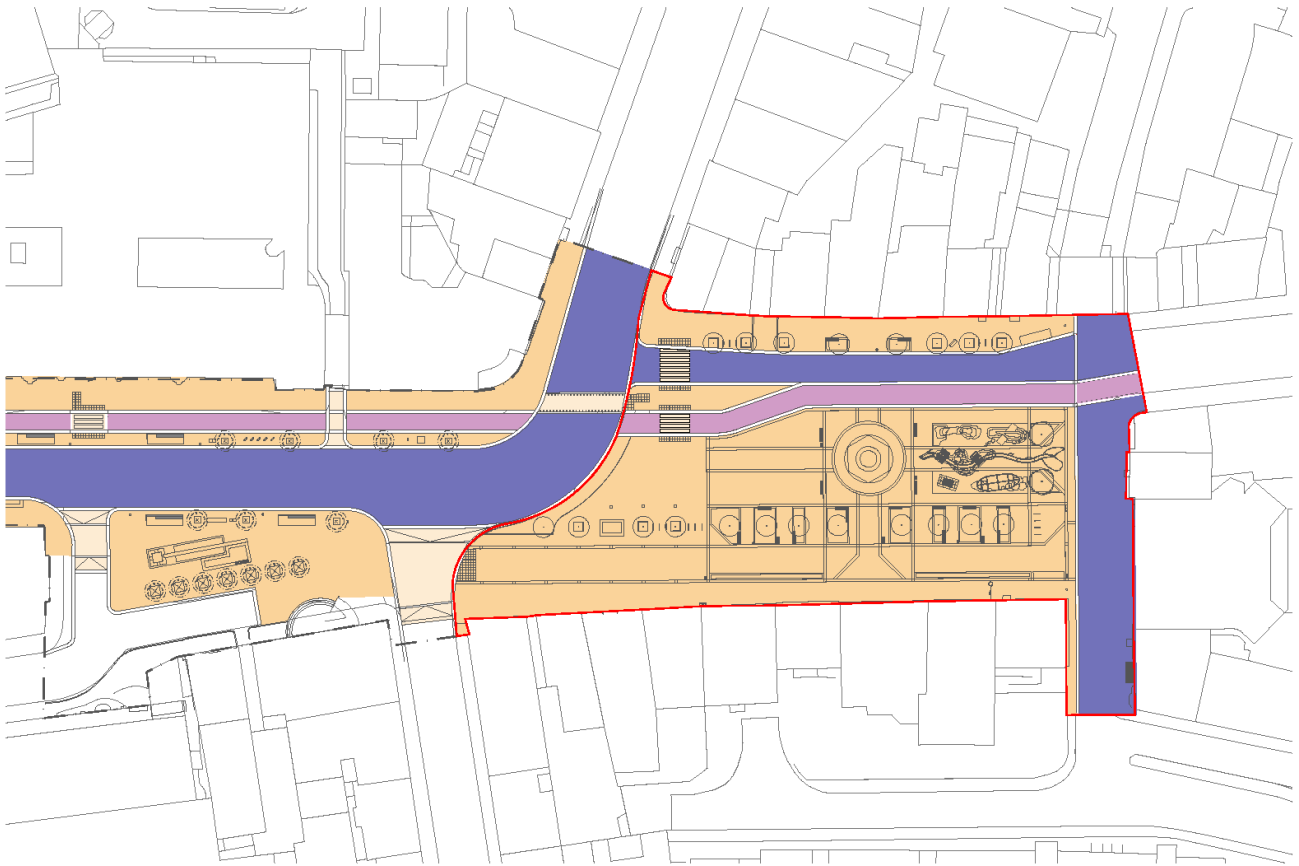


Figure 3: Castlegate General Arrangement

Union Street West and West End: Union Street West End will include a two-lane carriageway with one lane routing either direction, a segregated bi-directional cycle lane and extended pavement zones and bus shelters. These improvements are from Union Street running between its junction with Alford Place & Holburn Street to its junction with Bridge Street and Union Terrace, including increased space for pedestrians and cyclists, improved public transport interchanges, urban greenery, and potential street-trading space. Similarly, West End improvements include a rationalised carriageway and junctions providing enhanced crossing points and space for pedestrians, as well as parkettes/public realm seating and rain gardens to aid drainage.



Figure 4: Union Street West Streetscape General Arrangement Plan

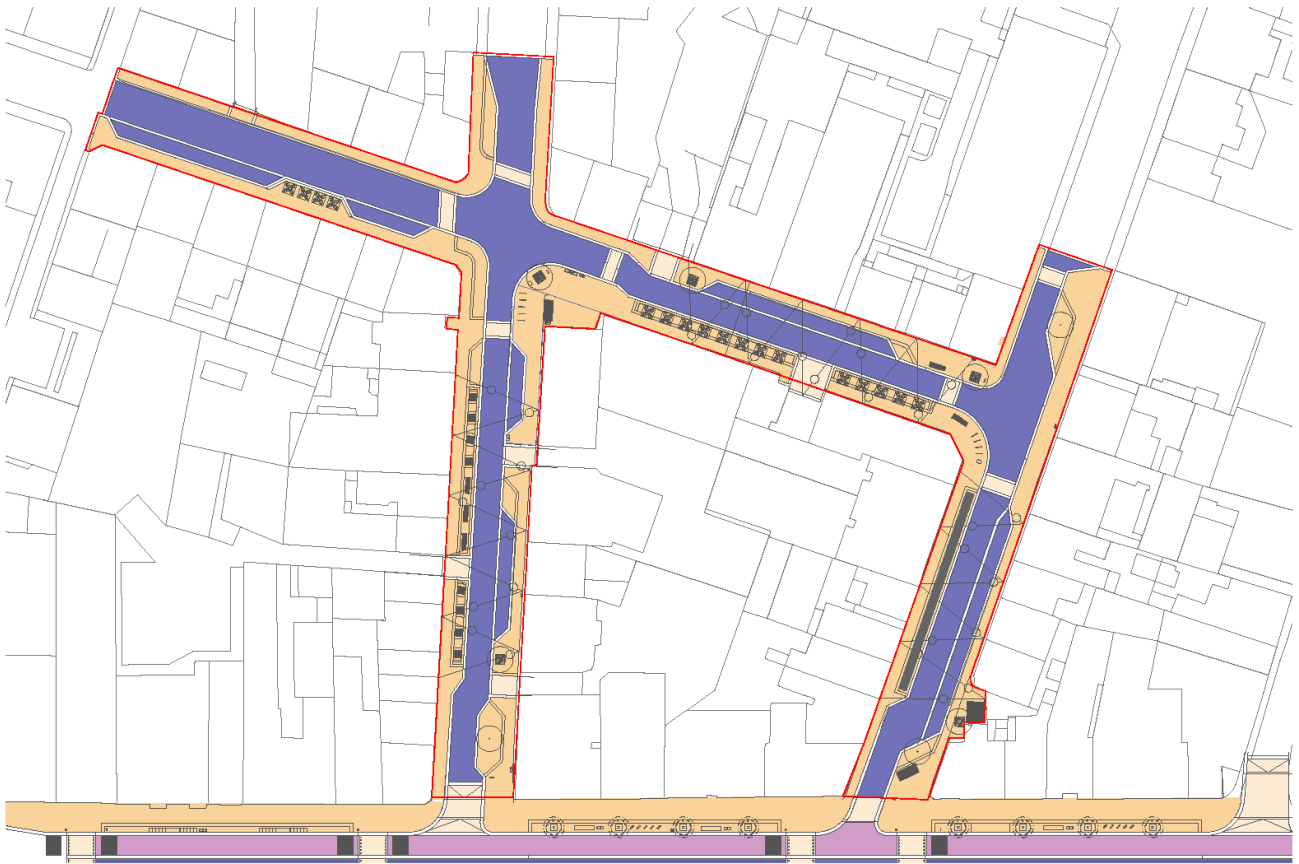


Figure 5: West End General Arrangement Plan

Merchant Quarter Cycle Lane:

A series of proposed route options were assessed to create a cycle route through the Merchant Quarter in Aberdeen, running specifically from the railway station to Union Street, Union Street being the town centre and the main arterial route from which other destinations can be reached. 3 options were assessed by LDA, a route via Carmelite Lane, Stirling Street and via Carmelite Street (N).

The preferred option selected was via Carmelite Street. This offers a more direct route, utilises traffic calmed lane with low traffic and speeds and requires fewer junctions.

The proposal is that between Union Square and the Guild Street junction, cyclists will share the carriageway with traffic before joining a bi-directional cycle lane along Carmelite Street (S). On the way to Union Street, cyclists will be segregated along Carmelite Street (N). However, on the way to the station, cyclists will share with the carriageway with traffic. From Hadden Street to St Nicholas Lane, cyclists will be sharing the carriageway with traffic in both directions. Through St Nicholas Lane and St Nicholas Square, cyclists will be in a 'share with care' zone before joining the signalised junction on Union Street.

Market Streetscape Phase 2 and 3: Phase 2 will include additional streetscaping areas instructed by full Council at February 2022 committee to RIBA stage 3. Phase 3 will be considered as part of the long term streetscape vision, currently outwith scope.

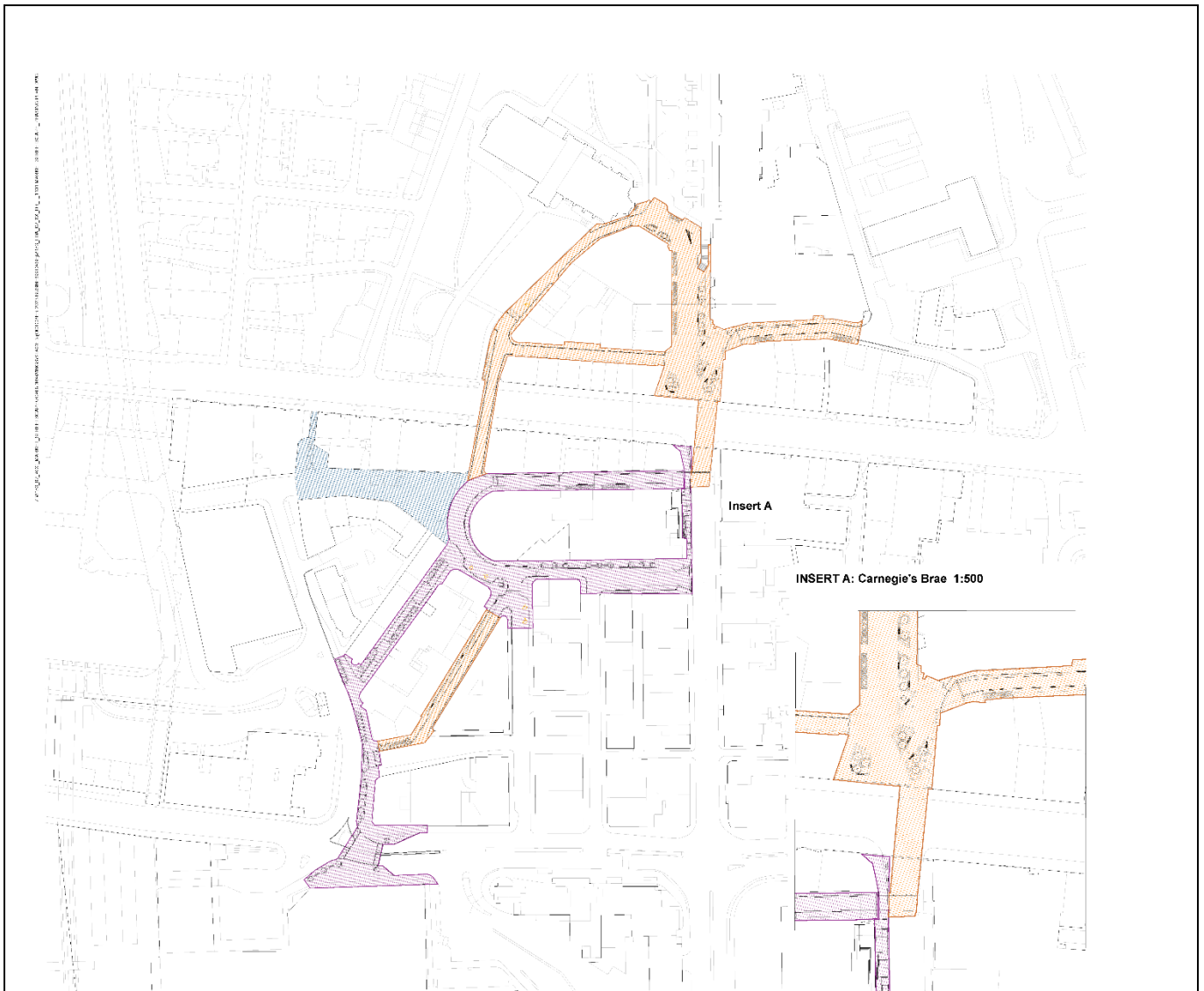


Figure 6 Market Streetscape Phasing Plan - Phase 1 in purple, Phase 2 in amber and Phase in blue

Market streetscaping phase 2 and 3 works includes the following:

- **Carnegie's Brae**

Resurfacing of Carnegie's Brae to create more accessible route. Arch stonework and access doors to be cleaned and made good. Columns to be painted and the installation of an immersive lighting feature proposed.

- **St Nicholas Street**

Regeneration of pedestrianised St Nicholas Street square with resurfacing and introduction of new planters, street furniture and seating elements. Retains service vehicle access during restricted hours. Railing along path from St Nicholas Street to Netherkirkgate to be painted and cleaned. Building facade treatment and feature lighting also proposed.

- **Correction Wynd**

Creation of raised table with new surface to improve pedestrian accessibility and priority under bridge.

- **St Nicholas Lane**

Resurfacing of section of street to provide smooth surface for cycling, walking and wheeling

- **Carmelite Lane**

Retention of 8 car parking spaces and introduction of new planters. Proposed catenary lighting and signage.

- **Trinity Street**

Resurfacing of north pavement which is currently in poor condition. Introduction of new street trees. Raised table crossing at junction with Wapping Street.

- **The Green**

The area around The Green was identified by the December 2022 Committee (Item 9.11, ii, c) as Phase 3 of the Market Streetscape project, and proposals were sought to take this area to Stage 3. Rationalisation of carriageway to allow for pavement widening. Introduction of new raised table crossing from Market to Carmelite Street. Integration of 2 accessible parking spaces adjacent to the Market. Resurfacing of section of carriageway to create smooth surface for cycling. Engagement with local business is key to bringing forward improvement works and maintenance thereafter.

- **Stirling Street**

Introduction of 2 accessible parking spaces to north of Stirling Street.

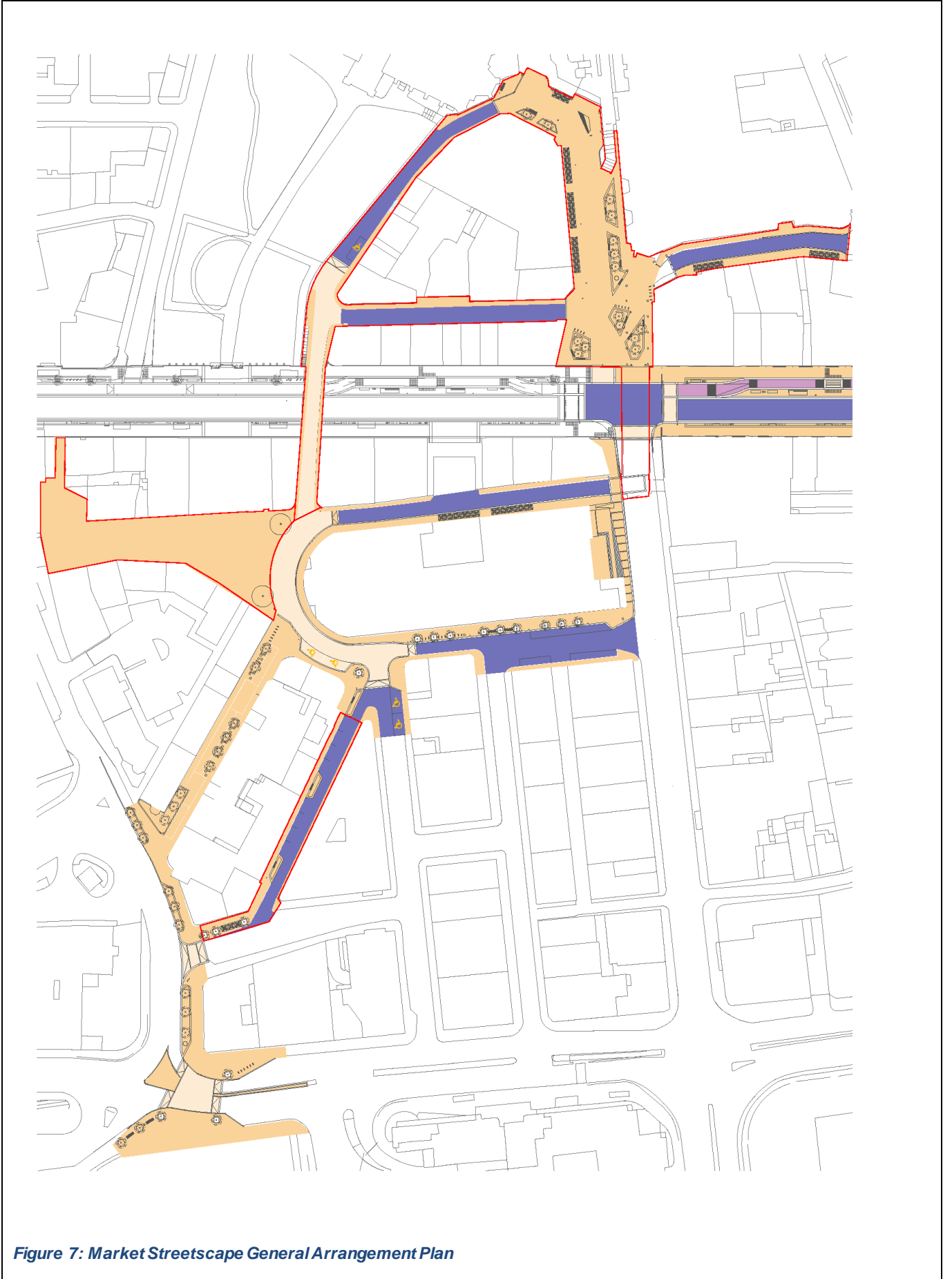


Figure 7: Market Streetscape General Arrangement Plan

6.1 Out of Scope

List any notable exclusions, those areas that may be viewed as associated with the project or the affected business area, but which are excluded from the scope of the project.

The construction of the Market Building, the Queen Street redevelopment, George Street Mini Masterplan, the Aberdeen Beach redevelopments and the Justice Street roundabout are all out of scope and are brought forward through separate Business Cases.

7. Options Appraisal

7.1 Option 1 – Do Nothing

Description	Do nothing
Expected Costs	£0 additional capital cost. Road maintenance costs will continue to be covered through existing budget.
Expected Benefits	Range of disbenefits including continued urban decline and growing vacancy rates and reputational damage.
Risks Specific to this Option	<p>Deterioration of existing road surfaces; liability for slips, trips or falls; lack of accessible spaces; other city centre masterplan interventions, in particular the Aberdeen Market, Belmont Street Quarter, Queen Street, George Street and Aberdeen Beach could fail to achieve desired outcomes including meeting Low Emission Zone targets.</p> <p>Without appropriate intervention, Aberdeen will experience continued decline in city centre activity. There will be the risk of more retail units becoming vacant, fewer people, especially of a working age, willing to live in and around the city centre and an overall decline in business activity in Aberdeen.</p>
Advantages & Disadvantages	<p>Advantage - There is significant cost avoidance.</p> <p>Disadvantage – Missed opportunity to support the achievement of the City Centre and Beach Masterplan objectives (city centre vacancy rates currently stand at over 35% in Schoolhill, and 23% of properties in Union Street ⁵, and will rise further under this option). Challenges around limited pedestrian/cycle space; and poor lighting, wayfinding and accessibility will not be addressed. Nothing done to address the need to reduce vehicles in the city centre. Risk of continued decline and loss of businesses resulting in Aberdeen falling behind the modern standard of other city centres.</p>
Viability	No new actions required, so viable.
Other Points	This options also goes against current design industry good practice for city centre design. No new actions are required as there are no delivery timeline, constraints or dependencies for this option.

⁵ Provided by ACC Business Improvement District Survey as of March 2023

7.2 Option 2 – Do Minimum	
Description	Do Minimum. Aesthetic improvements including street furniture and enhanced lighting
Expected Costs	Capital cost: £10m (estimated) Maintenance cost: £300k. Pro rata based on proportion of Option 3 maintenance costs out of the total costing (3%)
Expected Benefits	Improvement in street furniture and lighting will provide aesthetic benefits.
Risks Specific to this Option	Public perception that little has changed
Advantages & Disadvantages	<p>Advantages</p> <p>Reduced capital cost. Improvement in street furniture and lighting to improve aesthetics of city centre.</p> <p>Disadvantages</p> <p>Missed opportunity to support the achievement of the City Centre and Beach Masterplan objectives of creating accessible exceptional public realm space and attracting business and anchoring growth in Aberdeen. Challenges around limited pavement/cycle space and wayfinding will not be addressed.</p>
Viability	Low scale intervention so strong viability.
Other Points	Reputational damage to ACC

7.3 Option 3 – Streetscaping Improvements	
Description	Streetscaping improvements as detailed in section 6.
Expected Costs	<p>Total project capital cost of £97.2m based on current designs. The total future costs for all phases is currently estimated at £3m over a 30-year appraisal period but could vary significantly depending upon choice of paving materials. A holding assumption of £50k in annual road maintenance costs has been assumed once construction is complete. ACC environmental services team has also advised that refuse collection and green maintenance costs will be a further annual cost of £81,500. A £50,000 equipment allowance has been added to cover the cost of a cherry picker for changes to lighting fixtures, as these are now set from the road.</p> <p>However, given the array of city centre proposals currently across Aberdeen and the risk of double counting benefits of the individual interventions, the economic impact appraisal has been modelled across the whole city centre. This business case update sits as part of the city centre masterplan investments and the benefit figures reported therefore relate to the full package of investment.</p> <p>Capital costs from previous ACC city centre business case submissions have been included as part of this approach. A 10% contingency has</p>

	<p>been included for future capital works and a further 5% contingency for operational, maintenance and repair costs has also been included.</p>
<p>Expected Benefits</p>	<p>As above, the economic impact appraisal has been modelled across the whole city centre.</p> <p>Total expected benefits across all city centre projects, including previous streetscaping project on Union Street Central, Market Streetscape Phase 1, Upperkirkgate and Schoolhill are in the order of £476.6m. This estimate is based on:</p> <p>Active travel benefits</p> <p>The Department for Transport's Active Mode Appraisal Toolkit (AMAT) was used to calculate active travel benefits. ACC provided baseline footfall counter data on pedestrians for several city centre locations. Annual counts were extracted from the following 4 locations to provide a proxy for the pedestrians entering the city centre from the North, South, East and West respectively: Belmont Street, Guild Street, Castlegate and Union Street West End. The summation of these footfall counts, 22,700 per day, was used as the baseline for the active travel benefits. A 20% uplift to these trips was assumed in line with the SMART performance measures outlined in Section 5.</p> <p>A similar approach was adopted for the cycle movements across the city centre. ACC provided weekly averages for daily cycling levels for 4 key entry points in or close to the intervention zone. Only half of the total daily cyclist counts, 121 cyclists, was assumed in this case to account for cyclists entering and leaving the city centre in one journey. As above, a 20% uplift of cycling levels was assumed in alignment with the project's SMART objectives. This is because the roads will be safer and more attractive for cyclists. It was also assumed that 30% of an average cycling trip will use the intervention.</p> <p>These values were the input data for AMAT and provided £18.8m in PVb.</p> <p>Construction spend</p> <ul style="list-style-type: none"> - Total spend: £201.7m - Turnover to GVA ratio for Aberdeen construction sector of 0.44 applied to capital spend - Deadweight: 0% (no spending would happen on site in the counterfactual scenario) - Displacement: 20% (project will lead to some displaced construction activity elsewhere) - Leakage: 10% (some of the construction providers will be non-local) - Multiplier: Scottish Government input output tables provides a Scotland wide multiplier of 1.87 for the construction sector. It has

been assumed that 50% of these indirect and induced benefits will be retained locally.

Net discounted economic impact of the construction spend is in the order of **£84.1m**.

Footfall impact of retail GVA

- Full time equivalent employment: figures from the Business Register and Employment Survey indicate that, in 2021, there were 2,805 people employed full time and 4,385 people employed part time in the retail and food & beverage sectors in the city centre area, equivalent to a full time equivalent (FTE) employment of 4,998.
- GVA: this FTE employment contributes an estimated £145 million GVA to the national economy, based on GVA per head data from the 2021 ONS Annual Business Survey.
- We have assumed a 30% uplift in footfall and retail sales under this option. This is once again broadly based on the increase in footfall and sales experienced by the streetscaping project in Sheffield.

Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £565 million. However, to convert this GVA value to a net GVA value, several additionality assumptions were applied:

	Value	Rationale
Deadweight	0%	In the absence of this intervention, it is unlikely that any development will come forward on the site in a similar timescale.
Displacement	54%	In the absence of this intervention, it is likely that a significant contribution would still be made to retail and food & drink. For example, a common contribution to food & drink industry would be someone in the city centre for work wanting to buy lunch will still do so regardless of a streetscaping intervention. Centre for Cities ⁶ High Street Recovery Tracker reports 46% of city centre spend comes from outside the city and suburbs.
Leakage	0%	No leakage adjustment was applied as all contributions are expected to be retained within Aberdeen City Centre.
Multiplier	1.23	GVA Type II multiplier for retail of 1.45 was applied to account for indirect and induced benefits retained across Scotland. Only 50% of the national multiplier was applied based on the assumption that only a quarter of the indirect and induced benefits would be retained locally.

⁶ Centre for Cities High Street Recovery Tracker March 2022. Available online at: <https://www.centreforcities.org/data/high-streets-recovery-tracker/>

	<p>Including these assumptions results in an estimated £373.7m economic impact of the Streetscaping contribution to retail and food & drink in Aberdeen City Centre.</p> <p>Total Economic benefits of Option 3 are provided in the table below. Estimated Gross Direct Economic Impact of Option 3</p> <table border="1" data-bbox="411 443 1414 725"> <thead> <tr> <th data-bbox="411 443 1185 488">Area of impact</th> <th data-bbox="1185 443 1414 488">Value of impact</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="411 488 1414 533">Figures included in the economic impact calculation (£m)</td> </tr> <tr> <td data-bbox="411 533 1185 584">Active travel benefit⁷</td> <td data-bbox="1185 533 1414 584">18.8</td> </tr> <tr> <td data-bbox="411 584 1185 629">Contribution to retail & food & drink GVA</td> <td data-bbox="1185 584 1414 629">373.7</td> </tr> <tr> <td data-bbox="411 629 1185 674">Construction spend</td> <td data-bbox="1185 629 1414 674">84.1</td> </tr> <tr> <td data-bbox="411 674 1185 725">Total economic impact</td> <td data-bbox="1185 674 1414 725">476.6</td> </tr> </tbody> </table> <p>Based on the above analysis, the derived BCR is 1.68. This demonstrates the economic viability of the option.</p>	Area of impact	Value of impact	Figures included in the economic impact calculation (£m)		Active travel benefit ⁷	18.8	Contribution to retail & food & drink GVA	373.7	Construction spend	84.1	Total economic impact	476.6
Area of impact	Value of impact												
Figures included in the economic impact calculation (£m)													
Active travel benefit ⁷	18.8												
Contribution to retail & food & drink GVA	373.7												
Construction spend	84.1												
Total economic impact	476.6												
<p>Risks Specific to this Option</p>	<p>Design – potential impact on existing utility services associated with disturbance during construction.</p> <p>Quality risks - including insufficient ACC resource to deliver the project Management issues including short-term disruption to businesses and displacement of traffic flows.</p> <p>Construction Inflation – Impacting on total project development costs.</p> <p>Stone for surfacing – supplier capacity</p>												
<p>Advantages & Disadvantages</p>	<p>Advantages</p> <p>Improved accessibility and increased cycling and walking (AMAT statistics). There will be reduced vehicle usage and consequently improved air quality. Improvements in lighting and wayfinding will also be realised. This option also supports wider City Centre and Beach Masterplan in driving business growth and attracting visitors.</p> <p>Disadvantages</p> <p>Significant capital costs hinder the affordability of the option. There is also potential for short-term disruption both to local residents and to road users.</p>												
<p>Viability</p>	<p>Concept designs and detailed independent costings have been undertaken for Union Street East and Castlegate, Union Street West and West End and for Market Streetscapes Phases 2 and 3.</p> <p>RIBA 3 designs and independent high-level costings have been prepared for all other project elements. No land consolidation challenges so option is considered viable at this stage.</p>												
<p>Other Points</p>	<p>Assumptions:</p>												

⁷ Includes impacts on reducing congestion, reducing infrastructure maintenance costs, reducing accidents, improving local air quality, reducing noise and greenhouse gas emissions, improved health, reduced absenteeism and improved journey ambience, adjusted to account for adverse impact on Government fuel duty receipts.

The economic modelling assumptions are detailed in full in Section 18. The assessment was informed using various industry standard sources/tools including Scottish Annual Business Statistics and the Department for Transport's Active Mode Appraisal Toolkit (AMAT).

Constraints of Option 3 include:

- Traffic regulation orders and road planning consents:
- Material availability:
- sufficient manpower in terms of deliverability:
- consideration of utilities and basements:
- corresponding Market Building development
- maintained service, emergency and delivery vehicle access:
- Business continuity & resident access

The success of the project is also dependent on the standards of construction, and on the selection of a design that makes ongoing maintenance of the project as cost effective as possible. This will be dependent on the following:

- Consistent paving of concrete slabs (to help minimise inventory costs)
- Consistent use of materials across city centre projects.
- Consideration for underground utility networks that may be disrupted or impaired during construction
- Selection of materials/appliances that can be readily replaced in subsequent years. For example, street lighting that doesn't use specific and hard to source lightbulbs

7.4 Scoring of Options Against Objectives

Use the table below to score options against the objectives in order to create a shortlist of options to be considered.

Objectives	Options Scoring Against Objectives		
	1	2	3
Improve walkability and cyclability of project area	0	2	3
Improve quality of streetscape	0	1	3
Reduction in CO2 emissions and air pollution	0	0	3
Attract visitors to Aberdeen	0	1	3
Affordability	3	3	1
Vehicle displacement effects and traffic disruption	3	3	0
Create jobs	0	1	3
Alignment with partnership agreement	0	1	3
Total	6	12	19
Ranking	3	2	1

Scoring

Fully Delivers = 3

Mostly Delivers = 2

Delivers to a Limited Extent = 1

Does not Deliver = 0

Will have a negative impact on objective = -1

7.5 Recommendation

Using evidence based on the options appraisal and the objectives scoring, clearly articulate the recommended option, showing the best fit against the project's stated objectives, and balancing cost, benefits and risk. Note, if an option fails to deliver any essential objective then it must be discounted as unsuitable. The recommendation should not be made on objectives scoring alone but the table can be used to eliminate those options that score poorly as a first stage, with the second stage being a more detailed analysis of the remaining options. Bear in mind:

- Investment Appraisal
- Assumptions
- Constraints
- Dependencies

Based on the above scoring criteria and analysis, the recommendation is that Option 3 represents the preferred option. This option is anticipated to perform best in improving the overall quality of streetscape in Aberdeen through increasing cycling and walking opportunities, subsequent reductions in carbon emissions and attracting visitors to the city in a manner that minimises disruption to local residents and businesses. Although it scores relatively poorly under affordability, Option 3 seeks to efficiently address the key objectives of the City Centre and Beach Masterplan.

Option 3 is also the most likely to address the equality of access needs of all users including users with disabilities and those reliant on public transport. It is also the option most likely to carry public support.

8. Benefits

In the tables below, identify the key benefits the project will deliver.

All benefits need to be measurable, realistic and have a baseline or comparable starting point. These benefits will be monitored during and after the project close to gauge project success and value for money. If a benefit is more subjective, then that should be supported by, for example, staff or customer surveys taken **before and after** the project.

Give an idea of the total financial benefits, if these exist.

List any dis-benefits where appropriate, e.g. the loss of a disposal receipt where it is proposed to utilise a surplus building instead of selling it.

8.1 Customer Benefits						
Benefit	Measures	Source	Baseline	Expected Benefit	Expected Date	Measure Frequency
Increase of 30% in footfall and retail sales, benchmarked to a similar streetscaping project in Sheffield ⁸ . This was determined the best comparative study given similarities in the projects' scope. For example, it also focused on various public realm improvements.	Active travel	Count	To be benchmarked during detailed design stage	£18.8m	30-year appraisal period	Discounted PV economic impact
	GVA contribution to retail, food and drink	Count	To be benchmarked during detailed design stage	£373.7m	30-year appraisal period	Discounted PV economic impact
	GVA of construction spend	Stantec economic model	To be benchmarked during detailed design stage	£84.1m	30-year appraisal period	Discounted PV economic impact
Better place to live, work and invest.	Non-monetisable					
Improvements in air quality following reduction in car use in city centre	Not monetised					
Improvements in physical health and wellbeing	Not monetised					
Improvements in disabled access to the city centre	Not monetised					
Placemaking impacts and improved perception of Aberdeen	Not monetised					

⁸ The Pedestrian Pound 2018, The Business Case for Better Street and Places, Page 33. Available online at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

8.2 Staff Benefits						
Benefit	Measures	Source	Baseline	Expected Benefit	Expected Date	Measure Frequency
Improvements to quality of surrounding streetscape for Council staff working in Aberdeen City Centre.	Non-monetisable					

8.3 Resources Benefits (Financial)								
Benefit	Measures	Narrative	Source	Capital or Revenue?	Baseline (£'000)	Saving (£'000)	Expected Date	Measure Frequency
Increase in business rate receipts	Not monetised	Reported regeneration outcomes for Sheffield's Heart of the City project included an increase of £1.60 to £2.40 / sq ft rental value following the public realm improvements. Business rate receipts in Aberdeen City are therefore likely to increase as rateable values of properties increase.	The Pedestrian Pound 2018					
Increase in city centre commercial occupancy	Not monetised	Investment into public realm has been widely associated with reducing commercial, particularly retail, vacancy rates. Better and more aesthetic streets increases an area's footfall and therefore also the potential for retail and city centre businesses to thrive. In Altrincham, Greater Manchester, £15 million of investment in the public realm, a new market and increasing food and drink premises has been credited with reducing shop vacancy rates from over 30% in 2010.						

Decrease in EPR (empty property relief)	Not monetised	As above, lower commercial property vacancy rates expected across the city centre which will reduce EPR.						
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9. Costs

Use the tables below to provide cost information. Costs must include capital investment and where relevant any ongoing revenue costs incurred by the project or as a result of the project.

The source/basis of any estimates should be clearly identified.

Refer to the Government Green Book and the Supplementary Guidance on Optimism Bias for information on determining costs. Outline any assumptions in estimating costs in Section 17, **and** confirm in the Checklist that you have followed this guidance.

[Green Book Supplementary Guidance Optimism Bias](#)

[The Green Book 2022 \(HM Treasury Guidance\)](#)

To improve the design development process for capital projects there is a need to consider full life cycle costs, including maintenance. Therefore, costs should be considered at least over a 5-year period. It is an estimate of the resources and capabilities (people, physical resources, and funding) needed to deliver the project and sustain the benefits. The estimates need to cover both the direct project costs and the ongoing (business as usual) costs for the lifetime over which the benefits are to be considered.

Include information on where the budget will come from.

Full costs breakdown to be included.

Any impact on business as usual or service delivery.

9.1 Project Capital Expenditure & Income

TO BE CONFIRMED PENDING CAPITAL PLANNING AND BUDGET PROCESS

(£'000)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	30-year Total
Staffing Resources												
Land Acquisitions												
New Vehicles, Plant or Equipment												
Construction Costs												
Capital Receipts and Grants												
Sub-Total												

9.2 Project Revenue Expenditure & Income

TO BE CONFIRMED PENDING CAPITAL PLANNING AND BUDGET PROCESS

(£'000)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	30-year Total
Staffing Resources												
Non-Staffing Resources												
Revenue Receipts and Grants												
Sub-Total												

No revenue costs or income anticipated during the construction stage

9.3 Post- Project Capital Expenditure & Income

(£'000)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	30-year Total
Staffing Resources												
Land Acquisitions												

New Vehicles, Plant or Equipment												
Construction Costs												
Capital Receipts and Grants												
Sub-Total												

No post-project capital expenditure or income anticipated

9.4 Post- Project Revenue Expenditure & Income												
(£'000)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	30-year Total
Staffing Resources												
Non-Staffing Resources⁹												
Revenue Receipts and Grants												
Sub-Total												

⁹ Based on annual maintenance cost estimates from ACC environmental services teams – annual total of £81.5k once fully operational in 2033

Awaiting further information from ACC road maintenance team – holding assumption of £50k annual costs applied once fully operational

10. Key Risks	
Description	Mitigation
<p>Fully explain any significant risks to the project that you are aware of, especially those which could affect the decision on whether and in what form the project goes ahead.</p> <p>Append your full Risk Log if available.</p>	<p>Details of any mitigating action already taken or suggested.</p>
<p>General lack of material and resource availability causing programme slippage</p>	<p>Early identification of material types and source to guarantee supplies. Engagement with local stone provider and investment required.</p>
<p>Loss of funding engagement with partner organisations & stakeholders consequences - Some elements of match funding may not be deliverable (Sustrans, UK Government LUF)</p>	<p>Ensure on-going funding engagement with key stakeholders. Develop and programme a funding tracker. Linking to engagement plan.</p>
<p>Lack of public, key community groups and stakeholders responding through consultation Consequences - Diminished support and/or opposition from community & users</p>	<p>Ensure on-going engagement with the public, community groups, and stakeholders as an integral part of project delivery. Robust engagement plan required, key engagement with milestones Streets-UK appointed in Feb 2022 to manage and coordinate across all projects.</p>
<p>Project costs/inflation escalating over and above available funding. Consequences - Financial risk to the Local Authority with the possibility of an undeliverable project</p>	<p>Have regular budget reviews at client and design team level, ensure clear briefs are issued to the project team and ensure a robust project management structure is in place. Currie & Brown have made allowances for inflation within the capital cost development, including the use of BCIS all-in tender price indices and in-house outlook projections. It should be noted that the time period to delivery presents a risk in itself as design standards, regulations and trends may change in that period.</p>
<p>Rationalisation of buried Utilities</p>	<p>ACC Urban Realm manual refers to potential for underground utility & services covers (e.g. valve chambers, fire hydrants, draw-pits, etc) to be realigned to improve aesthetics of new surfacing works. If required, then knock-on impact on services installations could be significant in terms of disruption and costs. ACC confirmed there is a desire to align existing service chambers / draw pits etc. in</p>

	the footpath although appreciated this may not be possible in all cases due to cost.
Unforeseen buried services and structures	Risk transfer through surveys to identify buried services and structures
11. Procurement Approach	
<p>If this project will involve the procurement of products or services, describe the approach that will be taken based upon the recommended option.</p> <p>The Design Teams must conduct a check on the Health & Safety track record on tender documentation and submission prior to award and confirm this has been done.</p>	
<p>The project is to be delivered by hub North Scotland who are a strategic development partner for the planning, procurement and delivery of community-based infrastructure projects across the north of Scotland. Hub North Scotland comprises 16 public sector organisations, the Scottish Futures Trust and private sector partners in a joint venture company known as a hubCo with the purpose of working collaboratively to deliver inspiring projects for communities and best value for participants. Aberdeen City Council are one of these public sector organisations and have been part of the hub initiative since 2011.</p> <p>The key purpose of the hub initiative is to establish a long-term partnering relationship between hubCo and Aberdeen City Council and to procure the provision of appropriate infrastructure and related services involved in providing Community Services with the aim of: a) improving the efficiency of delivery of community-based facilities; b) delivering economies of scale through shared facilities; c) making the best use of public resources; and d) providing continuous improvement in both cost and quality in public procurement.</p> <p>Hub North Scotland's dedicated supply chain members are working collaboratively with Aberdeen City Council to develop, design and deliver all projects within the ACC City Vision programme. All procurement is carried out in strict compliance with Hub North Scotland's Project Delivery Method Statement with a completely open book approach to project costs which is continually benchmarked and reviewed to maximise efficiency, accountability and demonstrate continuously improving value for money. The Hub North Scotland supply chain is structured to include both local and national partners maximising economies of scale whilst providing opportunities to local companies. Project development plans have specific focus on community and stakeholder engagement to maximise outcomes for end users.</p>	

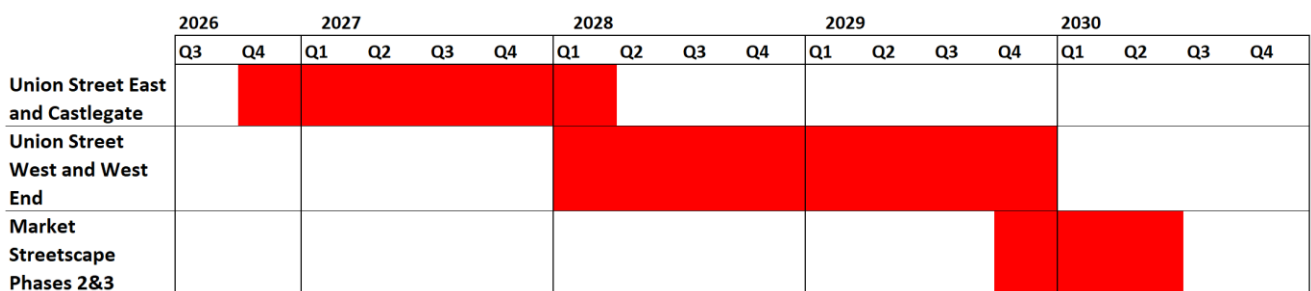
12. Time

12.1 Time Constraints & Aspirations

Detail any planned or agreed dates, any time constraints on the project or the affected business areas and any other known timescales.

Construction completion of Union Street Central is a known constraint. In order to ensure city centre access can be managed it is recommended that the programme of works commence once that project is complete. A breakdown of the construction timescales of each project element is provided below. All timescales are dependent on utilities, material availability and supply chain generally:

Master Schedule Construction



**Figure 8: Master Schedule
(INDICATIVE ONLY: TO BE CONFIRMED PENDING CAPITAL PLANNING AND BUDGET PROCESS)**

12.2 Key Milestones

Description	Target Date
Union Street East and Castlegate	TBC
Union Street West and West End	TBC
Market Streetscape Phases 2 & 3	TBC

13. Governance

Include any plans around the ownership and governance of the project and identify the people in the key project roles in the table below.

Role	Name	Service
SRO	Chief Officer- Capital	SRO
Programme Manager	Hub North Scotland	Programme Management
Project Manager	Hub North Scotland	Project Management

Lead Contractor	Galliford Try Infrastructure	Lead Contractor
Lead Designer and Landscape Architect	Fairhurst/LDA	Lead Designer and Landscape Architect
Cost Consultant	Currie and Brown	Cost Consultant
Principal Designer	Currie and Brown	Principal Designer

14. Resources			
List the staff resources and expertise required to implement the project. Ensure support services are included, such as Project Management, Legal, Procurement and Communications.			
TO BE CONFIRMED PENDING CAPITAL PLANNING AND BUDGET PROCESS			
Task	Responsible Service/Team	Start Date	End Date
Traffic Regulation Order	Road Safety and Traffic Management	Q3 2025	Q3 2029
Road Construction Consent/Section 56	Roads Technical	Q3 2025	Q3 2029
Legal and Comms	Legal & Communications	Q3 2025	Q3 2029

15. Environmental Management
Fully explain any impacts the project will have on the environment (this could include, eg, carbon dioxide emissions, waste, water, natural environment, air quality and adaptation). Include both positive and negative effects and how these will be managed. Include details on how this has been assessed, giving an idea of the cost implication if this exists.
The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 put in place a target for net zero greenhouse emissions by 2045 in Scotland, accelerating new and updated associated policy interventions. In response, the city-wide climate journey is progressing. Following production of a Net Zero Vision for Aberdeen (2020), the Net Zero Aberdeen Routemap was produced collaboratively and approved in February 2022, setting the pathway for a net zero city by 2045. The project will do everything possible to align with existing and emerging climate and resource efficiency commitments and targets.
The project will minimise the embedded carbon of construction through maximising the use of locally sourced materials. The latest ACC Procurement Paper details intentions to use local material.
The project will also contribute to a reduction in CO2 and particle emissions by reducing vehicular movements through Aberdeen City Centre. Planters will absorb carbon and improve quality of local environment. Air quality in the city centre will also improve because of reduced traffic in the city centre.

Furthermore, no impact on waste collection or treatment of surface water is anticipated from the project.

	Yes	No
Is a Buildings Checklist being completed for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If No, what is the reason for this?

Projects do not involve the construction of a new building

16. Preserving Our Heritage

Describe fully any impacts the project will have on the heritage of the city or more widely in the region or nationally. This could include but is not exclusive to the following examples:

- Specific historical items of interest;
- Features of significant local or regional importance/interest;
- Granite elements of existing structures.

Include both positive and negative effects and how these will be managed.

Include details on how this has been assessed, giving an idea of the cost implication if this exists.

This project will provide significant improvements to the city centre streetscape of Aberdeen and consequently its cultural heritage. Encouragement of increased walking and cycling will reduce traffic and congestion in the city centre and elevate the attractiveness of regionally significant sites like Union Street. Construction materials will also align with the granite elements already present across the city centre.

17. Stakeholders

List the key interested individuals, teams, groups or parties that may be affected by the project or have an interest in it, including those external to the organisation. Show what their interest would be and their level of responsibility. Also note any plans for how they will be engaged including the use of any existing communication channels, forums or mechanisms already in place.

In the event the Business Case projects a total capital expenditure of more than £10 Million, stakeholders should include “ACC Bond Investors” who may require to be communicated with through the London Stock Exchange.

Bus Operators

The provisions detailed within this proposal have a direct impact on the modes of transport in Aberdeen city centre due to the changes to the street geometry. In order to provide a suitable level of public transport provision to meet the expectations of the future network demand, engagement with bus operators forms a critical aspect of the process. The main feedback from operators is detailed below:

Operators have reservations with the proposed layout and have stipulated a minimum level of design to facilitate an operational bus network.

It has been possible to address some of the operator feedback in principle, through considerations such as:

- Daytime loading provisions at locations adjacent to USE & USW corridors
 - Potential 7am-7pm alternative loading locations (exact timing to be considered)
 - Loading potentially allowed on USE and USW at remaining times
- Union Street West:
 - Consideration of road widening to 9m at key, focused bus stop locations
 - Eastbound and westbound bus stops grouped (Hubs) and offset from opposing direction
- Union Street East:
 - Only 2 operating lanes are available between Market Street and Broad Street, due to a slight narrowing of the corridor at this location
 - 3 bus stops proposed on north kerb (G1-G3) – for longer distance Stagecoach services, with a potential for a drop-off only on the southern kerb
 - Bus Hub proposed at east end of Union Street / Castle Street to primarily accommodate First Bus services – road widening and potential layby options
 - Option for additional stops at the southern end of King Street (south of West North Street) to accommodate displacement of bus stops around the Adelphi

Overall, both bus operators are supportive of the principals of the proposed revision but a number of outstanding concerns remain that will need to be addressed at the next stage of the design process.

Furthermore, the project will impact on business owners in the intervention area, who may be inconvenienced by traffic disruption in the short term but who also stand to benefit from the increase in footfall that the interventions will support. It will also impact on residents within the area, who will experience similar disruption and potential loss of parking amenity but will stand to benefit most from the improved placemaking and reduction in particle emissions.

A community engagement programme involving local residents and business will be developed and maintained throughout the project delivery stages to help understand these concerns mitigate the adverse issues experienced by these groups.

The project will also impact upon vehicular users visiting the city centre, and on bus service provision across the city centre. The Council has modelled the transport implications of these, and the other City Centre Masterplan proposals.

Internally, the project will also impact on the Council's road maintenance and environmental services teams budgets.

The road maintenance team advise that the development should use the same streetscaping materials, especially those for footways, as those used in other parts of Aberdeen City Centre to avoid unnecessary inventory storage costs. Additional road management may also be required through road narrowing processes. They also advise that access should be maintained for service vehicles and gritters, including sufficient space to exit the vehicles. Lighting installations should be accessible from the road for maintenance purposes and should use fittings that are easily replaceable. Planting that is resilient to spray from gritters should be used in planters and hanging baskets. Utilities providers should be given advanced notice of planned road works during the installation process so that they can co-ordinate any planned asset repairs or replacements to coincide with this.

The environmental services team advise that the maintenance costs associated with the planters and hanging baskets can be minimised by exploring opportunities for commercial sponsorship of green spaces, or through the usage of Aberdeen Inspired funding.

Disability Equity Partnership, taxi operators, business owners

Stakeholder engagement has and will continue with DEP, ACTUP and Aberdeen Inspired.

18. Assumptions

Document the high-level assumptions that have been made during the development of the Business Case and any other unanswered questions that may be significant. Refer to the Supplementary Guidance on Optimism Bias and detail the assumptions you have made in constructing the costs and business case.

[Green Book Supplementary Guidance Optimism Bias](#)

An Optimism Bias of 39% is assumed, the Green Book Upper bound for standard civil engineering projects with a 5% reduction. This is justified as some design work has been undertaken on most city centre masterplan project elements, but further designs required.

HM Treasury Green Book standard discount rate of 3.5% has been used to discount costs and benefits over a 30-year appraisal period to derive appropriate BCRs.

Benefit modelling assumptions:

Construction spend

- Turnover to GVA ratio (for construction sector) from the Scottish Annual Business Statistics of 0.44 was applied to capital spend
- Deadweight: 0% (no spending would happen on site in the counterfactual scenario)
- Displacement: 20% (project will lead to some displaced construction activity elsewhere)
- Leakage: 10% (some of the construction providers will be non-local)

- Multiplier: Scottish Government input output tables provides a Scotland wide multiplier of 1.87 for the construction sector. It has been assumed that 50% of these indirect and induced benefits will be retained locally.

Active travel benefits

Baseline footfall was provided by the Council, specifically how many people currently visit Aberdeen City Centre, and these streets in particular, broken down by number of pedestrians and number of cyclists. DfT's AMAT tool was then used to calculate the active travel benefits of the project.

Footfall impact of retail GVA

- Full time equivalent employment was sourced from the Business Register and Employment Survey.
- GVA per head estimates were based on Office for National Statistics, Annual Business Survey (Compiled by Scottish Government) in Aberdeen City.
- We have assumed an 30% uplift in footfall and retail sales under this option. This is benchmarked against the increase in footfall and sales experienced based on a similar streetscaping project in Sheffield.

19. Dependencies

Document any projects, initiatives, policies, key decisions or other activities outside the control of the project that need to be considered or which may present a risk to the project's success, or on which this project depends.

External factors that may present a risk to the viability of the project include the development the bus priority measures, and the completion of ongoing construction on other city centre and beachfront interventions.

The success of the project is also dependent on the standards of construction, and on the selection of a design that makes ongoing maintenance of the project as cost effective as possible. This will be dependent on the following:

- Consistent paving of slabs (to help minimise inventory costs)
- Consistent use of materials across city centre projects.
- Consideration for underground utility networks that may be disrupted or impaired during construction.
- Selection of materials/appliances that can be readily replaced in subsequent years. For example, street lighting that doesn't use specific and hard to source lightbulbs.

Sufficient maintenance budget allowances to accommodate the above will also be crucial to the project's success, and estimates of appropriate budgetary allocations have been included within this business case.

20. Constraints

Document any known pressures, limits or restrictions associated with the project.

The following issues could create constraints for the implementation of the project:

- **Traffic regulation orders and road planning consents:** all appropriate consents must be in place before construction work can commence.
- **Material availability:** road surfacing materials and lighting materials must be obtained for use in the project construction phase. The Council should also ensure that these materials can continue to be sourced into the future as and when replacement work is required. The materials used should be consistent where possible with those used elsewhere in the city centre to limit future inventory costs.
- **Workforce:** The Council and its contractor will need to ensure that sufficient workforce is available to deliver the project within the planned timescales
- **Utilities and basements:** many of the streets in the intervention area have gas, electricity, water and wastewater infrastructure buried beneath them. Union Street has an additional issue of basements of some buildings extending underneath the street. These issues must be fully understood before excavation can begin.
- **Service, emergency and delivery vehicle access:** Access for service vehicles (including refuse collection) and for emergency and delivery vehicles will need to be maintained at all times.
- **Accessible parking:** alternative and accessible parking provision will need to be arranged for blue badge holders in the project area.
- **Business continuity & resident access:** access will need to be maintained for local residents and for local businesses and their customers.

21. ICT Hardware, Software or Network infrastructure

List any new ICT systems or changes likely as a result of the project. If there are no ICT changes, then record as 'none'.

Description of change to Hardware, Software or Network Infrastructure	Approval Required?	Date Approval Received
None		

22. Change Controls Issued by the Project

Date	Change Ref ID	Approval Route	Change Description

Appendix A: Future Design Considerations					
	Union Street West	West End	Union Street East	Castlegate	Market Streetscape
Engagement	Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.	Continue to undertake engagement with stakeholders.	Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.	Continue engagement with bus operators and undertake engagement with stakeholders.	Continue to undertake engagement with stakeholders. Particularly around Phase 3.
Placemaking	Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.	-	Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.	Further design development to ensure synthesis between public transport route and wider pedestrian square, as well as servicing requirements.	Further exploration is required into the level of intervention to Phase 3 of the market streetscape.
Carriageway	Consider implications of carriageway width and decide whether to retain consistent 7.3m wide carriageway or implement localised widening to 9m.	-	Consider implications of carriageway width and widening of carriageway after Plainstones.	-	-
Cycling		-			Explore further the potential for segregated cycling on Guild St and Market St and decide whether to implement cycle infrastructure in Phase 1. Consideration of the detail design of Guild Street to

					accommodate all modes of transport.
Public Transport	Consider implications of current bus stop locations and explore potential need for bus hubs and other bus stop measures. Also consider the implications of ART..	-	Consider implications of current bus stop locations and explore potential need for bus hubs and other bus stop measures. Also consider the implications of ART.	Explore implications and confirm decision to make public transport link one-way eastbound.	-
Operations	Explore options for further traffic restrictions to aid bus operations. E.g. minimising general traffic movements.	Confirm decision to allow left out for taxis from Chapel St to Union St West, right out only for general traffic.	Explore options for further traffic restrictions to aid bus operations. E.g. minimising general traffic movements.	Explore implications and confirm decision to make public transport link one-way eastbound and consider bus stop location.	Analyse and explore operational changes that may be required to Phase 1 if cycling infrastructure is introduced.
Servicing	Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for daytime servicing.	-	Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for daytime servicing.	Develop detail for service route around Castlegate that would work with exit on to Marischal St.	-
Junctions	Consider options and develop detail for junction design at future stages.	-	Consider options and develop detail for junction design at future stages.	Develop detail for Union Street East -	
Castlegate junction	Develop detail of how the Guild St junction will work for pedestrians and cyclists if cycle options appraisal is implemented				

Appendix B: Present Value Calculations

Explanations of Present Value (PV) principals and calculations used within economic impact modelling

HM Treasury's Green Book provides technical guidance to project appraisal. Embedded within this guidance, is the process of converting costs and benefits into Present Value results in order to compare the two. It is based on the economic concept of social time preference, that individuals prefer to have things now and will demand a discount if a payment is delayed. The Green Book recommends that costs and benefits be discounted at a real rate of 3.5% per year.

PV is a concept used to compare costs and benefits that arise at different points in time. It involves converting future costs and benefits into a value in today's money, also known as a 'present value' calculation. This allows for a more accurate comparison and assessment of the value for money of different options.

For illustration purposes, the PV calculations for the retail and food & drink spend is provided below. The annual GVA benefits are multiplied by the discount index. The standard discount rate of 3.5% is used as the annual percentage reduction in the discount index each year of the appraisal period.

		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
A	Discount Rate, %	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
B = (Previous year discount index / 1+A)	Discount Index	1.00	0.97	0.93	0.90	0.87	0.84	0.81	0.79
C	Annual GVA £m	£0.00	£0.00	£0.00	£0.00	£0.00	£14.49	£14.49	£28.98
B * C	PV GVA £m	£0.00	£0.00	£0.00	£0.00	£0.00	£12.20	£11.79	£22.78



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Page 129



Business case update - Future design considerations

Aberdeen City Centre Streetscape Projects

Union Street West & West End, Union Street East & Castlegate, Market Streetscape Phase 2 & 3
8153-LDA-XX-XX-RP-L-2001

December 2023

Contents

1.0 Introduction	4
1.1 Introduction and context	6
1.2 Overall plan	8
2.0 Key considerations	12
2.1 Engagement	14
2.2 Placemaking	16
2.3 Carriageway	18
2.4 Cycling	20
2.5 Public transport	21
2.6 Operations	23
2.7 Servicing	28
2.8 Junctions	32
3.0 Summary and table of considerations	34
4.0 Appendices	38
4.1 Appendix A - Reference Documents	40
4.2 Appendix B - General Arrangement Drawings	42

1.0 Introduction

1.1 Introduction and context

This purpose of this document is to sit alongside the business case and to support the general arrangement drawings by setting out key design considerations and caveats that require further exploration during future stages of the project.

There are three project areas included in this Business Case:

- Union Street West and West End
- Union Street East and Castlegate
- Market Streetscape

A plan showing the extents of each of these projects can be found in section 1.3.

Each project area has been reconsidered with a view to the inclusion of segregated cycle routes, as per Full Council instruction in December 2022, whilst continuing to improve the public realm for pedestrians.

The Full Council instruction in December 2022 set out;

“To instruct the Director of Resources to progress with developing the remaining streetscape programmes, including options for the provision of physically segregated cycle tracks/lanes, and bring forward for Council consideration and approval an update to the Full Business Case in (i) above following conclusion of design, planning and consultation stages on the below programmes by December 2023:

- a) Union Street East and Castlegate and Justice Street
- b) Union Street West and West End
- c) Market Streetscape Phases 2 and 3.”

Following this instruction, a brief was developed by ACC and issued to the design team to explore the inclusion of cycle provision in each of the areas outlined. This study was to broadly follow the STAG (Scottish Transport Appraisal Guidance) processes in accordance with transportation best practice and take cognizance of the recommendations as set out in Cycling by Design (2021), Transport Scotland's cycle design guidance where possible.

Union Street Central and UpperKirkgate and Schoolhill were not included within this study as the detailed design for these areas has been approved by Full Council and work is progressing towards delivery.

The options appraisal exercise was undertaken to determine the most appropriate strategy for introducing segregated cycling on Union Street and the Market Streetscape. Engagement was undertaken with stakeholders and Aberdeen City Council throughout the process.

The outcome of the options appraisal for Union Street East and West stimulated discussion around Union Street Central and the possibility to introduce a consistent approach to segregated cycling throughout the full length of Union Street. This led to an options appraisal being undertaken on Union Street Central and subsequently being reported in June 2023, where the introduction of segregated cycling was approved at Full Council.

The design changes associated with the outcome of the Union Street West and East options appraisal bring a consistent approach to segregated cycling along the full length of Union Street.

The key changes for each area from layouts submitted in December 2022 are:

Union Street West

Reduction of carriageway width to 7.3m and removal of the bus lay-bys. Introduction of a 3m wide segregated two-way cycle track to the north side of the street with the incorporation of bus stop bypasses, where the cycle track goes behind a bus boarding area. Extended pavement zones, street furniture and greening incorporated throughout where possible.

West End

In the previous layout, it was recommended that the taxi rank on Chapel St was combined with the night time taxi rank on Union Street West to become a full time taxi rank. With the removal of lay-bys on Union Street West, this is no longer possible, therefore the day time taxi rank on Chapel St has been reinstated and layout revised to accommodate this.

Union Street East

Reduction of carriageway width to 7.3m and removal of the bus lay-bys. Introduction of a 3m wide segregated two-way cycle track to the north side of the street with the incorporation of bus stop bypasses, where the cycle track goes behind a bus boarding area. Extended pavement zones, street furniture and greening incorporated throughout where possible.

Castlegate

Significant amendments have been undertaken to the proposal encompassing the castlegate. A single (eastbound) bus lane has been included, following instruction from Full Council. The two-way cycle track continues from Union Street

and connects to Justice Street through the space. These routes are included to the north of Castlegate and the public realm layout has been updated to accommodate this.

Market Streetscape

Market Streetscape takes in areas surrounding the proposed new market building, as well as routes through the Merchant Quarter. Since the previous submission, consideration has been given to facilitating cycling through the Merchant Quarter.

Market Streetscape is split into three phases (see drawing number 8153-LDA-02-XX-DR-L-1101). Phase 1 was approved and instructed by Full Council in December 2022.

The instruction for this piece of work considered only Phase 2 and Phase 3, therefore, this Business Case output makes no changes to Phase 1.

Fundamental considerations

Due to project constraints, this document sets out a number of key considerations which require further design development, coordination and engagement during future stages of the project. A number of these will be fundamental to the future success of the proposals and are outlined below.

- The width of the carriageway on Union Street.
- Vehicular movements including general traffic and buses on Union Street.
- Servicing arrangements for Union Street.
- The tie in at the Union Street / Alford Place / Holburn Street traffic signal junction.

- Kerb alignments to respect Swept Path Analysis, and to ensure that footway widths remain suitable.
- The implications for existing uses on side streets, if these are to be used for servicing. Also swept paths on some, to ensure that service bays, and their locations, are suitable.
- Road levels and drainage requirements.
- The alignment of the proposed Toucan Crossing into Castlegate.
- The form of the new junction into Castlegate.

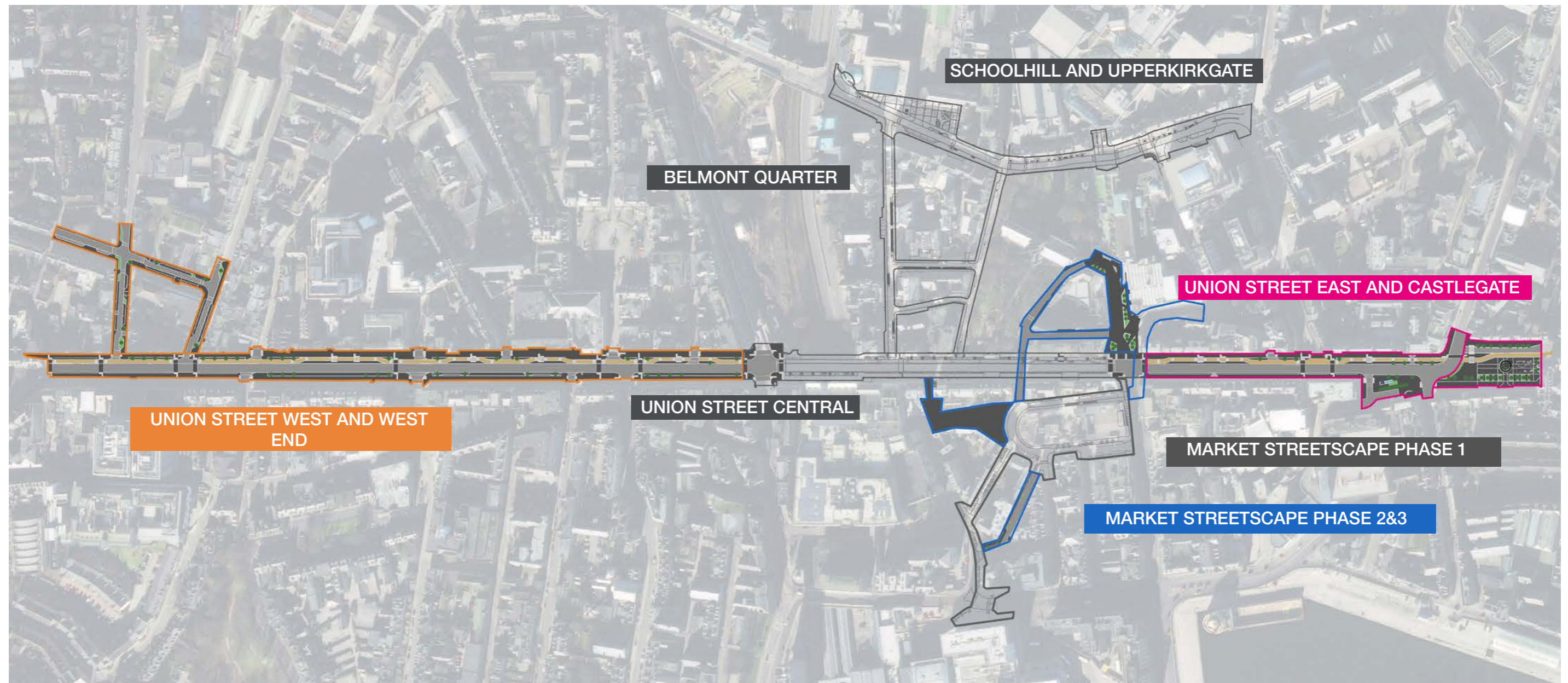
Further detail for these is set out throughout the document.

Further engagement with bus operators and other stakeholder groups will also be required throughout future stages of the projects.



Indicative visualisation of Union Street Central, showing the consistent approach to the street layout throughout the length of Union Street.

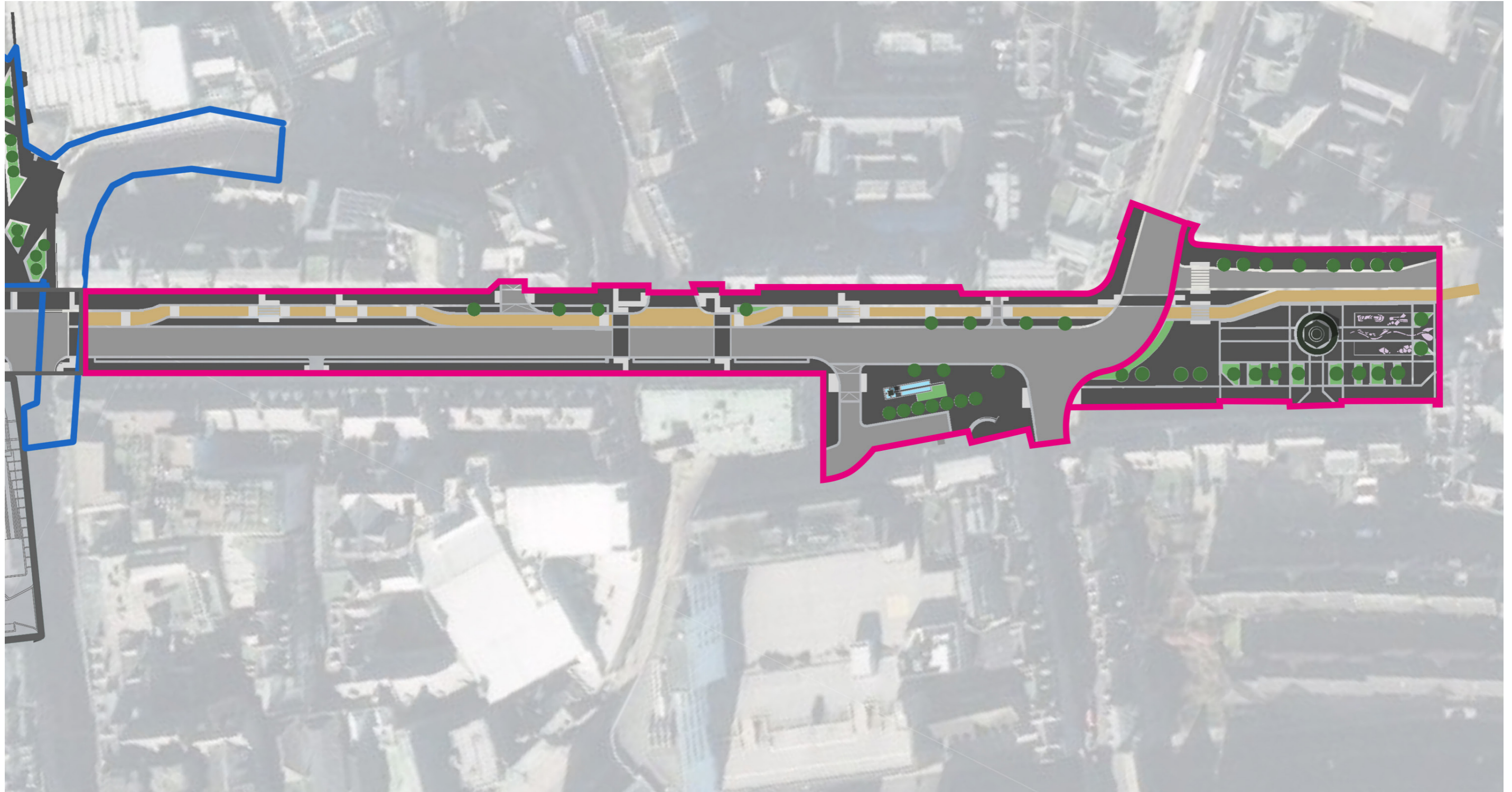
1.2 Overall plan



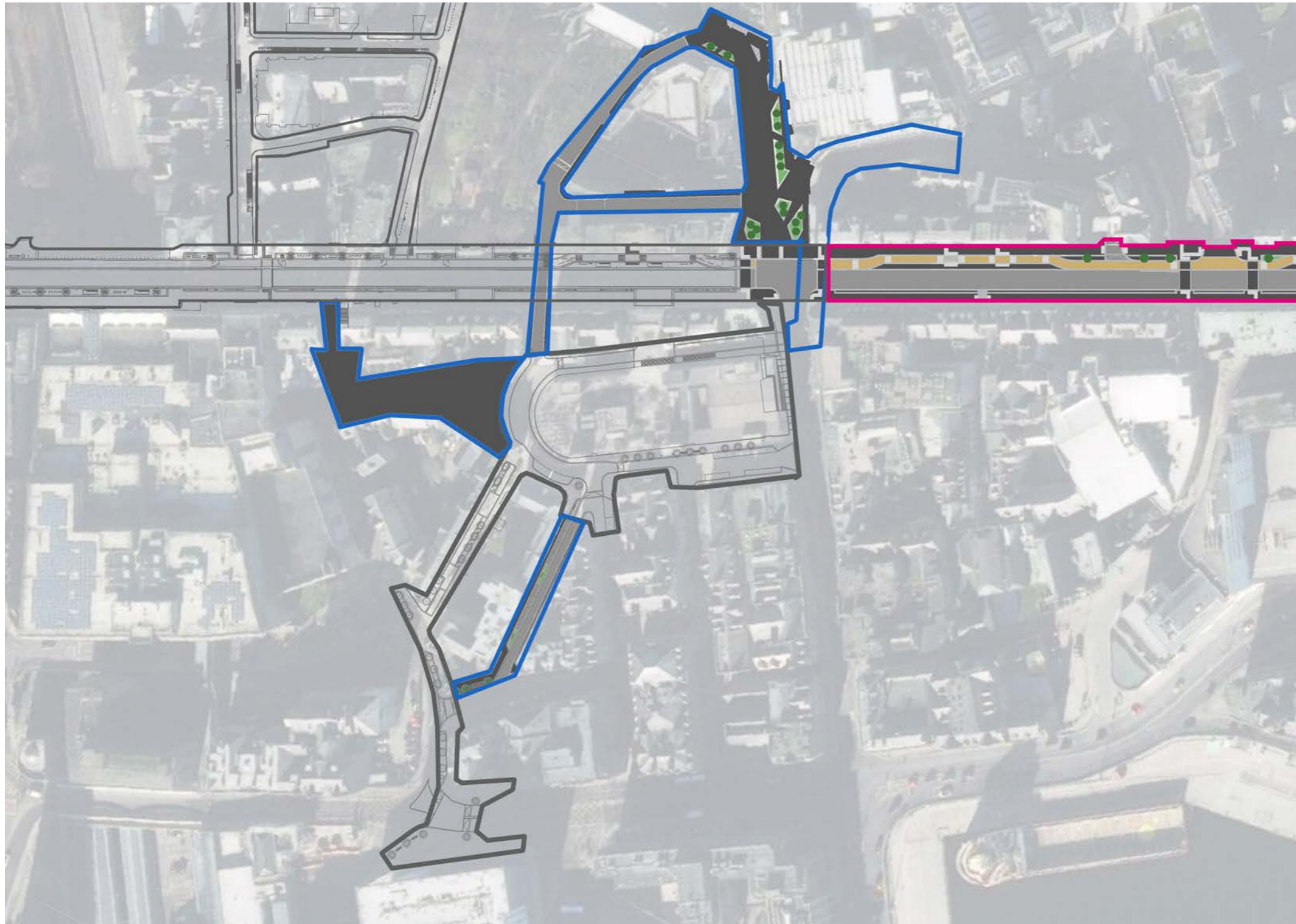
Union Street West & West End



Union Street East and Castlegate



Market Streetscape Phase 2 & 3



The adjacent plan shows the boundary phases 1, 2 & 3 of the Market Streetscape. This business case only considers phase 2 & 3 as phase 1 has been previously agreed at Full Council and is shown for context only.

For a more detailed phasing plan, please refer to drawing 8153-LDA-02-XX-DR-L-1101 in appendix B.

- Phase 1
- Phase 2 & 3

2.0

Key considerations

2.1 Engagement

Engagement with stakeholders has been undertaken throughout this process. Following the December committee instruction, the design team were briefed by ACC to carry out an options appraisal to explore options to introduce segregated cycling on Union Street and the Market Streetscape. Stakeholders were involved in the options appraisal process at all stages.

On-boarding 1-1's

1-1's with individual stakeholder groups was undertaken to introduce the idea of change and the introduction of cycle infrastructure. These sessions provided the opportunity for stakeholders to voice any initial queries and ideas. Generally, there was a consensus among groups that they understood ACC's ambition to include segregated cycle tracks and the challenges faced by this due to the constraints of the street. There was an understanding that to achieve this, there would have to be compromise to develop a scheme which best worked for everyone.

Combined stakeholder and ACC officer engagement session

Feedback from stockholders 1-1 on-boarding sessions was used to develop a long list of options for the introduction of segregated cycling on Union Street. Variables included whether the cycle track was two-way or one-way, which side of the road it was on, and how it interacted with bus stops.

A feasibility appraisal was undertaken on the long list of options and a number of options were

discounted. A further number of options were also discounted through this process based on feedback from the on-boarding 1-1's.

A combined session was held between ACC officers and stakeholders to go through the full long-list of options and discuss the removed options and conclude on a preferred option to progress with. This provided the opportunity for ACC officers to answer technical questions raised by stakeholders. From this session, a preferred option emerged which was favoured by the majority of stakeholder groups. This was for the introduction of a two-way cycle track on the north side of the road with bus stop bypasses.

Bus bypass mock up

Following concerns raised by the Disability Equity Partnership (DEP) around the safety of bus stop bypasses, a full scale mock up was constructed in Marischal College to allow stakeholder groups to understand how the layout worked and to ease any concerns.

At this point, focus was on Union Street Central, however this was still relevant to both Union Street East and West due to their proposed consistent approach. DEP and cycling groups attended an interactive session with ACC officers and several elected members, at which, a number of scenarios were acted out. This also provided opportunity for the design team to develop with DEP, a number of alterations and additions to the design which would improve perceived safety and usability of the layout.

Market Streetscape Phase 3

Due to project constraints, engagement has not been undertaken on Phase 3 of the market streetscape and will need to be considered during future stages of the project.

Castlegate

Engagement has been undertaken with bus operators on the public transport link through Castlegate. Ongoing engagement should continue in future phases of the project.



Bus operator engagement

Both operators support the broad objectives of the city centre masterplan and its associated projects and they recognise the Council's wish to explore options for enhanced cycling facilities in the city centre. Operators reflect positively on the ETRO2 bus gates, noting that they have already experienced journey time reductions in the city centre, aiding journey time reliability and therefore delivering a better service to passengers. Operators anticipate that the ETRO2 bus gates and other bus-friendly measures such as those proposed on key arterial corridors by Bus Partnership Fund studies will allow them to lower journey times, carry more passengers and ultimately offer lower fares.

As the indicative layouts developed, the bus operators indicated that they had concerns about the operational viability of the proposals, as presented in the indicative scheme. Operator concerns included:

- A lack of resilience. A two-lane carriageway offers no contingency for buses, other than in instances where overtaking opportunities were provided. Any stopped vehicle (such as a delivery van, refuse truck etc. would slow the pace of buses on the corridor, increasing journey time.
- Issues around the placement of bus stops. In instances where buses were serving stops located directly opposite one another, the progression of all following traffic (in both directions) would be slowed or stopped, with no passing opportunities.
- Issues around the number of bus stops.

Operators have previously provided details of the number of stops needed to serve present-day service patterns (i.e. the number of bus services and their frequency). As the number of stops is reduced, the number of passengers and buses using remaining stops is increased – this will increase stop dwell time and reduce throughput.

- The lack of available alternatives. Union Street is at the heart of the city and regional bus network and there are few available alternative routes through the city centre. Other routes which might be available carry general traffic and do not afford buses the same 'straight line' priority that Union Street offers. Alternative routes would be more convoluted and hence less attractive to passengers.
- Servicing: Operators recognise the requirement for businesses and other properties to be serviced, but they have clear concerns that incorporation of such activity in the context of a two-lane road layout would materially impact bus services.
- Presence of general traffic: General traffic is not permitted in Central Union Street and levels in the Eastern section are sufficiently low so as not to present operational issues to bus services. Notwithstanding this, levels of general traffic in Union Street West remain sufficiently high so as to present issues for bus reliability, particularly in the context of a two-lane section of road, where there are no bus stop lay-bys or passing places.

The Design Team has therefore established that a series of alterations will likely be necessary to the indicative design such that an appropriate

level of bus provision can be guaranteed and sustained. This would ensure that buses can continue to serve Union Street in a way that is efficient for operators and attractive to their passengers now and in the future, noting the local and national aspirations for a growth in public transport ridership.

These considerations which are discussed in full in the supporting SYSTRA note: Union Street Bus Operator Consultations 2023 (Ref: GB01T23D25/DN2/061023) are summarised as follows:

- To incorporate resilience within the revised streetscape and ensure the continued efficiency of bus movements along Union Street, localised carriageway widening or passing opportunities are likely to be required.
- To ensure effective bus stop operations, it is necessary to reflect on the different role of stops throughout the corridor. This is related to the point above. (For example, First experiences high demand associated with student travel at key (mainly westbound) nodes, Stagecoach has specific requirements in relation to long distance services at Adelphi).
- Operators were clear that a strategy was required to manage or displace potentially harmful delivery and servicing activity, from the corridor.
- Operators were keen to see a reduction in levels of general traffic movements within Union Street corridor (particularly in the western section) and they stated that traffic displaced from the corridor should not then

present operational issues for buses on the periphery of the corridor.

- Both operators referred to Aberdeen Rapid Transit and its potential future role on the corridor.

Interventions that would aid in achieving this are set out in this document. Due to project constraints, these have not been fully assessed and refined and therefore require detailed consideration during the next stage of the project. They have also not been subject to engagement with other stakeholder groups, this

Key future consideration:

Union Street West: Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.

West End: Continue to undertake engagement with stakeholders.

Union Street East: Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.

Castlegate: Continue engagement with bus operators and undertake engagement with stakeholders.

Market Streetscape: Continue to undertake engagement with stakeholders. Particularly around Phase 3.

2.2 Placemaking

Union Street East and Union Street West

Along the Union Street corridor, all footways are proposed to be wider than currently. The inclusion of segregated cycle infrastructure as well as widened footways is facilitated by road carriageway narrowing, from three or four lanes to two lanes: one running in each direction. The reduction in carriageway widths allows for both pedestrians and cyclists to be prioritised.

Where footway widening permits, 'dwell zones' are incorporated along the length of the corridor. These allow for street greening, places to sit and the inclusion of public art, contributing to interest and encouraging use of Union Street as a destination rather than simply a through route.

The adjacent diagrams show the zoning of the street, highlighting space for pedestrians on the footway and in the extended pavement areas.

Castlegate

The introduction of a one way public transport route through the Castlegate impacts pedestrian space, however this is balanced out with the benefit of the new route for creating a gateway to the beach and facilitating the continuation of the segregated cycle track. The concept for the space remains the same, placing importance on existing heritage features, space to sit and congregate and play.

Market Streetscape

The Green and Back Wynd Steps constitute Phase 3 of the Market Streetscape project. It was considered that The Green is a special and characterful area. As part of these works, a high level conditions survey and recommendations report has been developed. Further exploration is required into the level of intervention to Phase 3 of the Market Streetscape

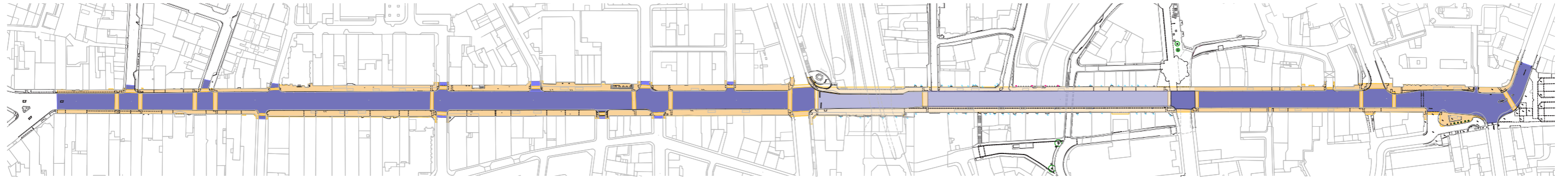
Key future consideration:

Union Street West: Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.

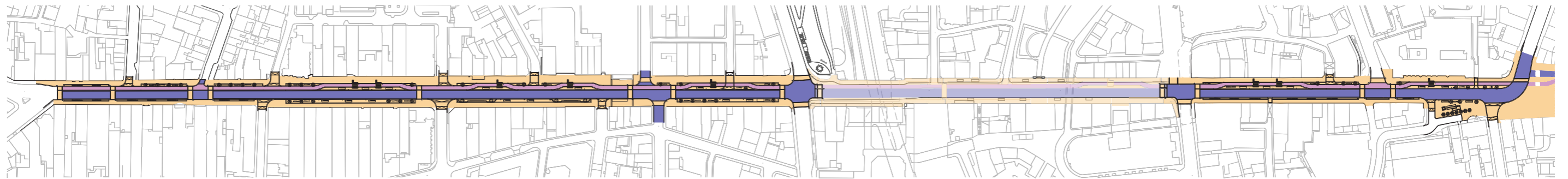
Union Street East: Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.

Castlegate: Further design development to ensure synthesis between public transport route and wider pedestrian square, as well as servicing requirements.

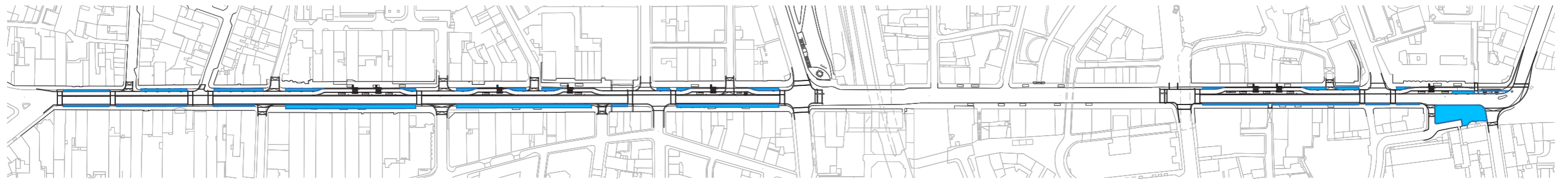
Market Streetscape: Further exploration is required into the level of intervention to Phase 3 of the market streetscape.





Union Street East and Union Street West - Existing conditions zoning diagram



Union Street East and Union Street West - Current proposal zoning diagram



Union Street East and Union Street West - Dwell zone locations

-  Pedestrian footway
-  Two-way cycle track

2.3 Carriageway

Union Street West

The proposal drawings show a consistent carriageway width along Union Street West and East of 7.3m, this width comprised of one 3.65m wide lane each way.

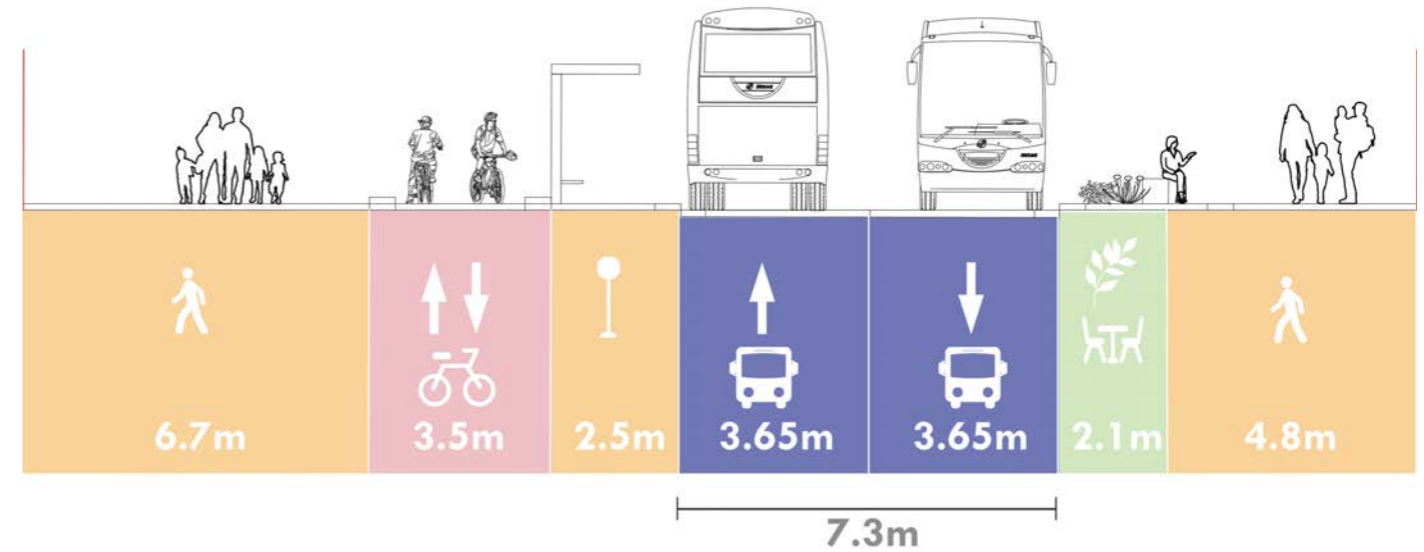
Bus operators have raised concerns around the resilience of the indicative proposals. They noted that a two-lane carriageway offers no contingency for buses, other than in instances where overtaking opportunities were provided. Any stopped vehicle (such as a delivery van, refuse truck etc. could lead to bus congestion on the corridor, increasing journey time. To appropriately mitigate, localised widening of the carriageway on Union Street West to 9m will be required.

The adjacent diagrams show potential locations for this. It would allow for overtaking manoeuvres, should buses be stopped at bus stops. It is likely that this will be required on Union Street West to maintain a reliability of service for the bus network.

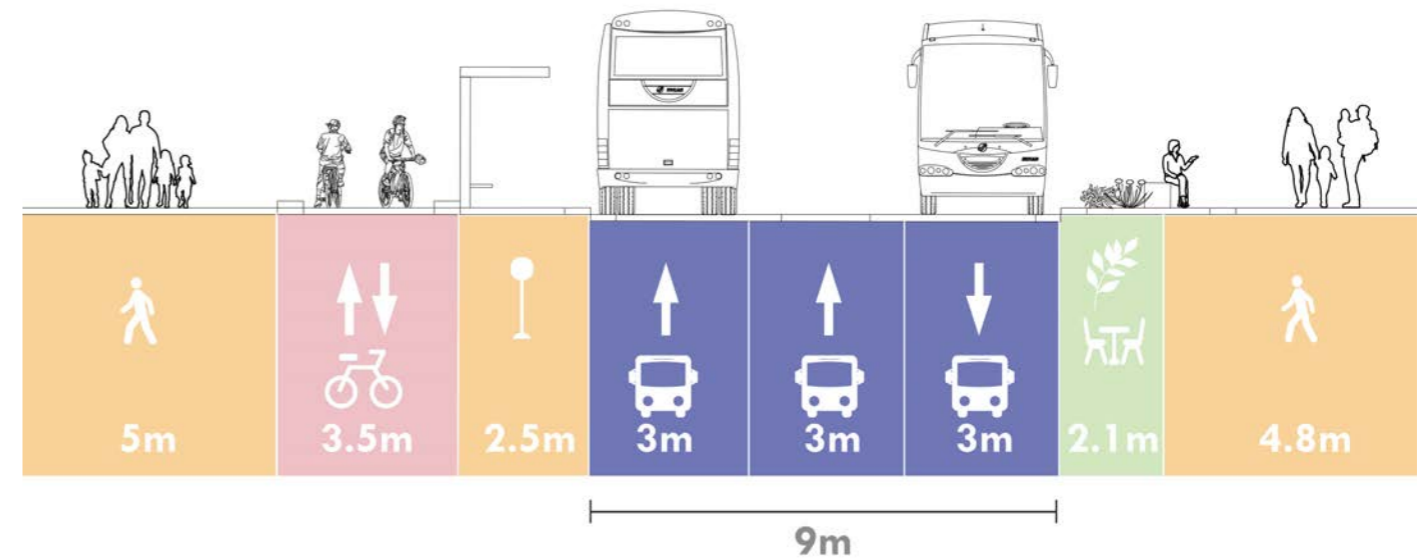
High level pros and cons for this option are set out below, however this would need further consideration and engagement with stakeholders at later stages of the project to ensure concise and considered design development.

Union Street East

There is limited opportunity to widen the footways on Union Street East between Market Street and Broad St, however there is space to widen the carriageway at Plainstanes to between 9 and 11 metres to accommodate the high volume of buses and the tracking of vehicles through the new junction from Union Street East to Castlegate. This has been incorporated within the indicative layouts.



Option 1 - Typical section of Union Street layout with 7.3m



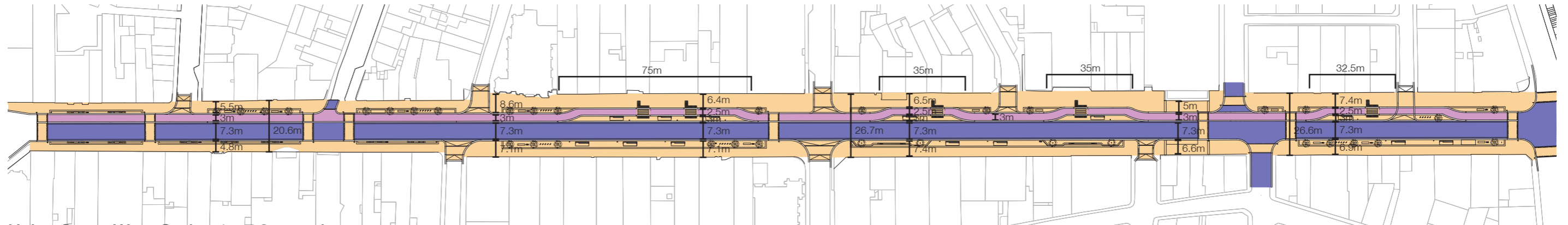
B - Increase of carriageway to 9m on Union Street

- Pedestrian footway
- Two-way cycle track
- Carriageway
- Dwell zone

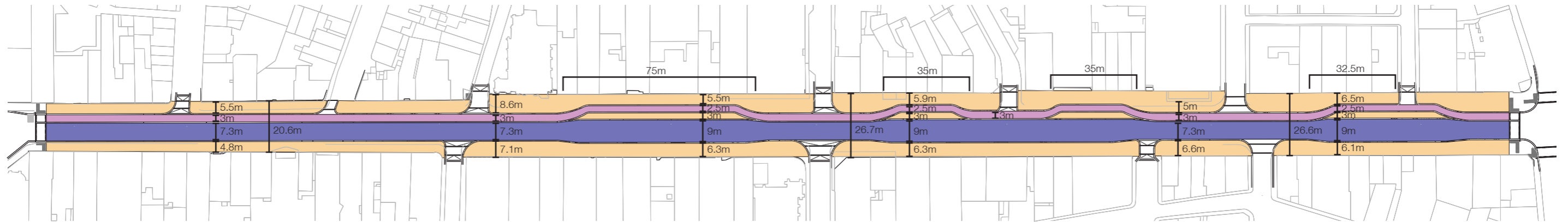
Key future consideration:

Union Street West: Consider implications of carriageway width and decide whether to retain consistent 7.3m wide carriageway or implement localised widening to 9m.

Union Street East: Consider implications of carriageway width and widening of carriageway after Plainstanes.



Union Street West Option 1 - 7.3m carriageway



Union Street West Option 2 - Localised 9m carriageway widening potential locations

Option 1 - Consistent 7.3m Carriageway

Pros

- Legibility
- Maximises footway width
- Maximises dwell zone provision and opportunity for street furniture and greening

Cons

- Potential traffic congestion due to lack of overtaking opportunity
- Potential to slow down traffic, including buses, due to lack of overtaking opportunity
- Potential to impact reliability of the bus network.

Option 2 - 9m localised widening

Pros

- Retains reliability of the bus network
- Lower impact on bus journey times

Cons

- Reduces space for pedestrians
- Compromises street symmetry
- Greater crossing distances for pedestrians
- Reduced legibility of road priorities, who has use of the additional road width

2.4 Cycling

Market Streetscape

An assessment of the feasibility of the inclusion and implications of segregated cycling infrastructure through the Merchant Quarter was initially undertaken by ACC, with a view to determining the possibility of a route from the railway station to Union Street. This was followed by a holistic study of potential infrastructure through the area, seen in 8153-LDA-02-XX-RP-L-2001, May 2023. Following coordination with Fairhurst and ACC a summary document was produced, 8153-LDA-02-XX-RP-L-2002, the main findings of which were:

- It is not possible to implement a fully segregated cycle route from the railway station to Union Street utilising streets through the Merchant Quarter.
- Should a fully segregated route from the station to Union Street be desired, the preferred route should be Guild Street to Market Street. This route could also tie into the Shiprow route. This route is not currently within the scope of the City Vision projects.
- Although not fully segregated, a cycle

route from the station to Union Street via the Merchant Quarter would be desirable for those more comfortable cycling on quieter streets, and that provision of such infrastructure that is required to facilitate this should be considered, although this would necessitate a revision to the currently approved Phase 1 and currently proposed Phase 2 proposals.

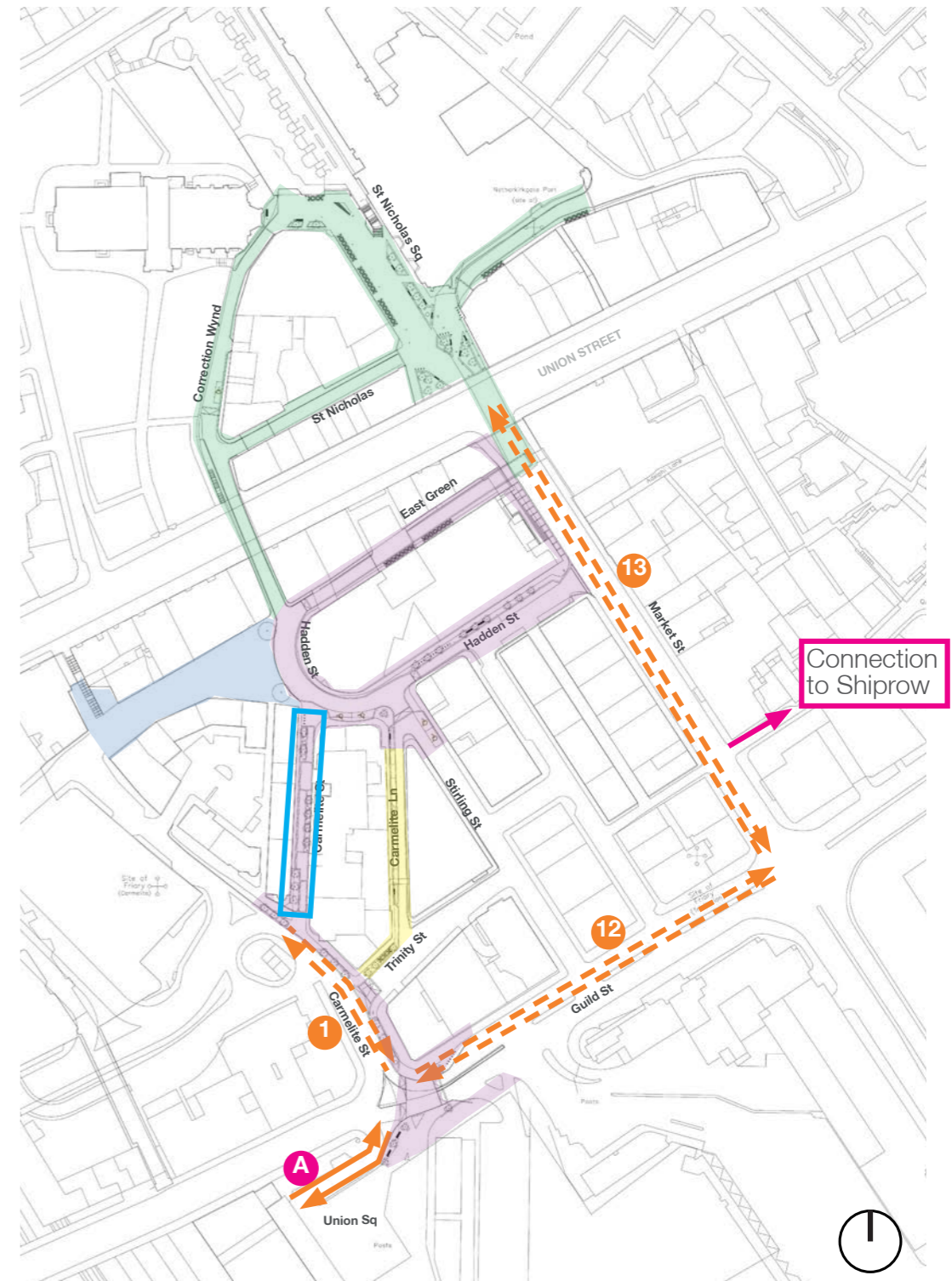
- The Guild Street junction will require to be reconsidered should any of these cycling proposals be brought forward.

There is also a parallel requirement for a bus hub at Guild St due to the reduced No. stops on USC. The Guild St East corridor will therefore require detailed design consideration to accommodate all the required modes (pedestrians, cyclists, buses) as well as the impact through a major transport junction (Guild St / Market St / Virginia St).



Key future consideration:

Market Streetscape: Explore further the potential for segregated cycling on Guild St and Market St and decide whether to implement cycle infrastructure in Phase 1. Consideration of the detail design of Guild Street to accommodate all modes of transport.



2.5 Public transport

Castlegate

Following instruction from Full Council, a new public transport link is proposed to run through Castlegate. This can be seen on the current indicative layout drawings. In its current form this is a single lane, single direction (eastbound) route, connecting Union Street/King Street to Justice Street, with buses proposed to run through here towards the beach.

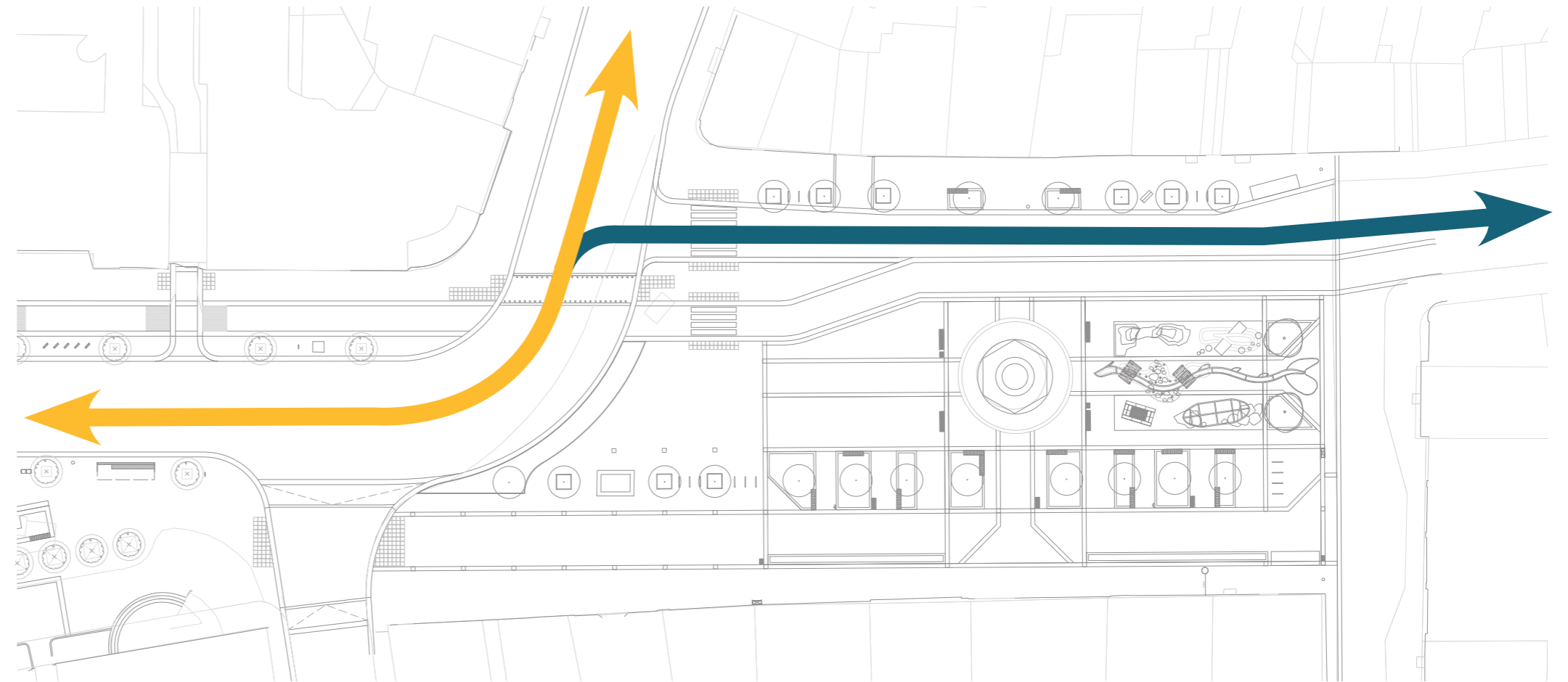
An options appraisal was undertaken by SYSTRA exploring possible layouts and operations for this bus link. Engagement was undertaken with bus operators, both of whom are supportive of the development of this link.

SYSTRA's initial feasibility study pointed towards an operator preference for a two-way link, however it recognised that should a two-way link prove impractical, then the objective would be to cater for eastbound movements, towards the beach-front. This was then strengthened through additional feedback provided by Stagecoach, relating to the potential to extend and divert services to the beach and therefore requiring a higher frequency use of the Castlegate.

Following outcomes of technical audit, issues arose which leads justification to sift out a two-way link at this point and only consider a one-way eastbound scenario. See 'Castlegate Public Transport & Active Travel Link' (Ref: GB01T23D72/CAS2/131023), for option studies.

Key future consideration:

Castlegate: Explore implications and confirm decision to make public transport link one-way eastbound.



Castlegate public transport link

- Two way bus movement
- One way bus movement

Union Street East and Union Street West

Union Street is a key movement corridor which sits at the heart of the city and regional bus network. Buses support the travel needs of those who visit the city centre area for work, leisure, education and healthcare purposes from within that city-wide and regional catchment.

The bus using population is composed of users of all age groups and abilities. While the city has aspirations to grow rates of pedestrian and cycle activity, these modes are not a realistic opportunity for a significant portion of the population, most notably including:

- Users who are represented by the Equalities Act, including those who are elderly and infirm, those with disabilities etc.
- Users travelling over distances which cannot realistically be covered on foot or by bike.

As the Council moves to reduce the number of car trips which are made within the city centre area, it is necessary to plan for and enable mode shift, with more users choosing to walk, cycle or take the bus. This is exemplified by ongoing corridor studies related to Aberdeen Rapid Transit, where the Council recognises the significant role buses will have in facilitating future mode shift, particularly for trips over distances which may otherwise generate car trips.

Mindful of the aspiration to increase footfall in the city centre, it is therefore vital that buses can continue to serve the needs of their passengers and the businesses and facilities to which they travel.

Bus operator feedback

As mentioned previously, development of the indicative layout has been informed through dialogue with First Aberdeen and Stagecoach Bluebird.

Bus operators raised concerns around the location and number of bus stops throughout the Union Street corridor, particularly in instances where buses were serving stops located directly opposite one another, the progression of all following traffic (in both directions) would be slowed or stopped, with no passing opportunities.

They also had issues around the number of bus stops. Operators have previously provided details of the number of stops needed to serve present-day service patterns (i.e. the number of bus services and their frequency). As the number of stops is reduced in the indicative plans, the number of passengers and buses using remaining stops is increased – this will increase stop dwell time.

Key operator concerns are backed up by technical traffic modelling exercises which are detailed in the supporting SYSTRA technical report: Union Street East & West Corridor – Traffic Modelling (Ref: GB01T23D25/TM1/131023).

Suggested alterations for consideration

The design team has therefore established that a series of alterations for future consideration which will likely be necessary to the indicative design such that a minimum level of bus provision can be guaranteed and sustained. This would ensure that buses can continue to

serve Union Street in a way that is efficient for operators and attractive to their passengers now and in the future, noting the local and national aspirations for a growth in public transport users. The adjacent diagrams show the current indicative bus stop layout and a potential option which takes into account the alterations discussed by the design team. Pros and cons of each are set out below them.

Option 2 incorporates:

Union Street West

- Eastbound and westbound bus stops grouped (Hubs) and offset from those in the opposing direction

Union Street East

- Three bus stops proposed on north kerb (G1-G3) for longer-distance Stagecoach services, with a potential for a drop-off only stop on the southern kerb (no passengers travel from here to the bus station, where most Stagecoach services terminate).
- A Bus Hub is proposed at the east end of Union Street / Castle Street, primarily to accommodate First services – this will require road widening and potential lay-by options.

There is an option to incorporate additional bus stops in the southern portion of King Street (south of West North Street) to accommodate stops which would be displaced from the Adelphi.

The detail of bus stop locations will be developed during technical design stage of the project.

Aberdeen Rapid Transit (ART)

ACC and Nestrans are currently progressing proposals to deliver Aberdeen Rapid Transit (ART).

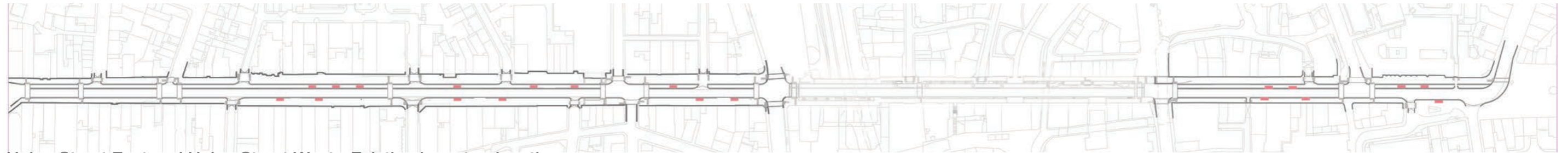
While studies related to ART are ongoing, with no final agreement yet reached as to its route through the city centre, it remains a possibility that the route could incorporate Union Street.

If it is ultimately decided that ART will incorporate Union Street, the indicative cycle scheme proposals will need to be revisited to ensure the necessary infrastructure requirements and performance objectives of that project can be catered for.

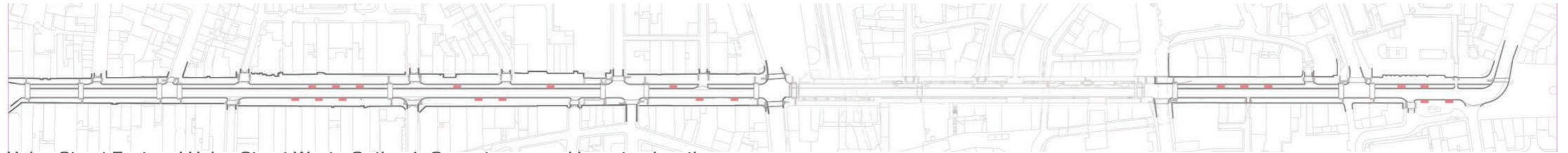
While the Design Team has liaised with bus operators and ACC's Public Transport officer, it is suggested that engagement with Nestrans is also necessary as part of subsequent stages of the Union Street streetscape proposals. This will ensure a clear understanding of the position related to ART, and any potential implications it may have on the segregated cycle scheme.

Key future consideration:

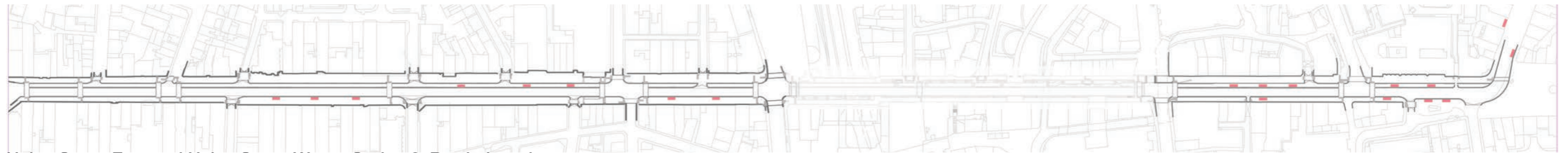
Union Street East and West: Consider implications of current bus stop locations and explore potential need for bus hubs and other bus stop measures. Also consider the implications of ART.



Union Street East and Union Street West - Existing bus stop locations



Union Street East and Union Street West - Option 1: Current proposed bus stop locations



Union Street East and Union Street West - Option 2: Bus hub option

Option 1 - Current bus stop locations

Pros

- Similar to existing bus stop locations so easily navigated by pedestrians
- Provides space for more than one bus at each stop
- Potentially future proofed for longer buses as part of ART

Cons

- Bus stops opposite one another means no opportunity to overtake
- Less efficient for buses and passengers
- Reduced number of bus stops potentially requiring rationalisation of services

Option 2 - Bus hubs

Pros

- Provides identifiable location for boarding and alighting buses on Union Street
- Bus stops not opposite one another could lead to less congestion
- Could lead to improved efficiency of the bus network

Cons

- Passengers would need to get used to new locations
- Longer distances between bus stops
- Localised congestion at bus hubs possible
- Reduced number of bus stops potentially requiring rationalisation of services

2.6 Operations

The updated Roads Hierarchy adopted by the Council in 2019 included a de-classification of the Union Street corridor to help dissuade drivers from utilising the city centre as a through traffic route. Routing along or across the Union Street corridor should therefore only be a requirement for those taking local access. From a general traffic perspective, the city centre area is envisioned as a destination not a through route. With this in mind, the operation of the local routes around the Union Street corridor requires to be carefully considered in the context of enhanced priority for pedestrians, cyclists, and buses through the corridor. The following comments and associated figures provide additional detail around the potential wider operation of the Union Street East and West areas. These considerations are conceptual at present and will require further assessment of their respective functions as the proposals move towards detailed design.

Union Street West

In order to restrict general traffic routing unnecessarily around the western Union Street corridor, it is proposed to restrict traffic movements at the minor junctions to a left-in / left-out configuration (See diagram on following pages). Not only does this restrict cross-city centre movements but it also simplifies the junction operation and removes delay to public transport, both from signal junction delays, and from right turning vehicles waiting on the Union Street corridor. Critically, it also reduces the number of conflict points for vehicles that require to cross over the segregated cycle track, thus improving operational road safety.

There are notable exceptions to this rule, including:

- Chapel Street, whereby the potentially higher traffic volume is encouraged away from the Union Street corridor via a southbound right turn only rather than a left turn through the Union Street and Union Terrace corridors. This junction therefore requires signalisation to allow for the right turn exit from Chapel Street. A left turn from this junction should be retained for taxis only, given the taxi rank located on Chapel Street.
- In addition, it is suggested that traffic signals are retained at the South Silver Street and Crown Street offset crossroads, enabling safe controlled movement at this location. A right turn from Crown Street would potentially also be required to cater for the No. 17 bus service.

It is not proposed to completely restrict general traffic from Union Street West as local access is still required. However, the proposed junction restrictions noted above, together with raised footway proposals across the junctions will ensure that general traffic volumes are kept to a minimum. The reduction in through routing has already been addressed to an extent by the banning of the right turn from Union Terrace to Rosemount Viaduct.

Access to properties to the north of Union Street West would therefore be taken primarily from Skene Street, which is the local distributor route in this area. Access to the properties to the south of Union Street West is proposed primarily from Holburn Street, and Willowbank Road/ Springbank Terrace via College Street.

West End

The West End will continue to operate as a one-way system, with vehicles travelling north on Rose Street, east on Thistle Street and exiting back on to Union Street by travelling south on Chapel Street. The key change to operations is the reduction from two lanes of traffic to one, this allows more space to be given to pedestrians while retaining some parking and service space. The taxi rank on Chapel Street had been combined with the night time taxi rank on Union Street West in previous proposals, due to the updated configuration of Union Street West, this is no longer possible and therefore the day time taxi rank on Chapel Street has been reinstated. This has an impact on the proposed configuration of the Chapel Street/Union Street junction. This was originally proposed to be right out only, however taxis are likely to need to turn left out of Chapel Street to travel up Union Street, it is therefore proposed for consideration, a left out for all traffic except taxis, who can turn left or right. Further information on junctions in section 2.8.

Union Street East

With the inclusion of the bus gates on Central Union Street and the north end of Market Street, there is no opportunity for through routing general traffic along Union Street East. Other than buses, cycles, taxis, and service vehicles, only general traffic routing to local destinations will require to utilise the east end of Union Street (access to Queen Street, the Adelphi etc.). The anticipated low traffic volumes exiting St. Catherine's Wynd, Castle Street, and The Adelphi will primarily require to route back to

King Street to exit the locality (unless exempt from the bus gates). It is proposed that the Broad Street / Union Street junction remains signalised, to facilitate all traffic movements at the junction, particularly for bus routing.

Marischal Street operation is still under review, noting that in its current configuration the route invites rat-running movements for traffic avoiding Market Street. It may also be affected by the junction proposals for Castlegate.

Castlegate

Castlegate is currently considered as a pedestrianised area, with access within restricted hours for servicing only. A two-way cycle track is proposed, tying the proposed Union Street route to the beachfront. Following instruction, the proposals now incorporate a single lane, one-way (eastbound) bus route, which can also be utilised by service vehicles, within restricted hours, as well as for local access required to parking at Brebner's Court. This formalises the previously informal service route along the north side of Castlegate.

Market Streetscape

The area comprising the Market Streetscape generally consists of slow moving traffic, generally local and often seeking parking. Much of the area's streets are one way.

The operation of the streets within the Market Streetscape area has not changed since the previous December 2022 Business Case. However, following instruction to review

the potential for inclusion of cycle routes, consideration may be made on whether to revisit the Stage 3 plan for Phase 1 to implement the necessary infrastructure to allow cycling. This may also require that the operational plan changes Carmelite Street (N) to a pedestrian and cycle zone, with local access to car parking only for traffic.

Supporting traffic modelling

Traffic modelling of the layout considerations for Union Street East and West was undertaken using the Aberdeen City Centre Paramics Model (2019) under an appropriate future year network scenario which includes the proposed configuration of Central Union Street. The model was utilised to assess the potential impact on bus network journey times and reliability through the corridor. Several scenarios were tested with variations on Union Street for the permitted delivery and servicing period; removal of all servicing provisions; management of general traffic; and finally the impact of the resilience measures detailed in this document.

The modelling detail is provided in the supporting SYSTRA technical report: Union Street East & West corridor – Traffic Modelling (Ref: GB01T23D25/TM1/131023). The key outcomes from the model testing suggests the following:

- There is a direct correlation between the servicing / loading activity period and increases in the spread of bus journey times (i.e. bus reliability). Changing the loading period within the daytime hours only moves the conflict issue to other times in the day.

- A high spread of journey times directly impacts bus reliability and hence, the attractiveness of buses to passengers
- Removing the conflict between buses and service vehicles makes a considerable improvement to bus reliability. This could be achieved through alternative daytime service locations away from the Union Street corridor, as proposed in this report
- The model suggests that the removal of general traffic from the Union Street East and West corridor has little impact on the overall operation of the bus network. The modelling is underpinned by assumptions around the less attractive nature of the proposed streetscape interventions for general traffic (via raised footways, road surfacing materials, no directional signage to Union Street etc.) , which in itself, reduces the volume of general traffic routing along and across the corridor. The traffic levels routing across and through Union Street is further reduced by the restricted left-in, left-out operation proposed at many of the minor junction onto Union Street
- A test which includes the general concepts of the contingency measures to improve network resilience has also been undertaken. This test assumed carriageway widening at potential bus hub locations and assumed all daytime loading (7am-7pm) would be undertaken at alternative dwelling locations, adjacent to Union Street East and West. The model suggests that the mitigation measures cater for the needs of buses more effectively when compared to the initial streetscape proposal, with lower average bus journey

times and improved journey time reliability. The model therefore demonstrates a technical justification for the measures which seek to ensure the minimum operational requirements which emerged from operator consultations.

Diagrams on the following pages highlight the high level proposed movements for Union Street East and Union Street West, incorporating the movements outlined in this section for consideration.

Key future consideration:

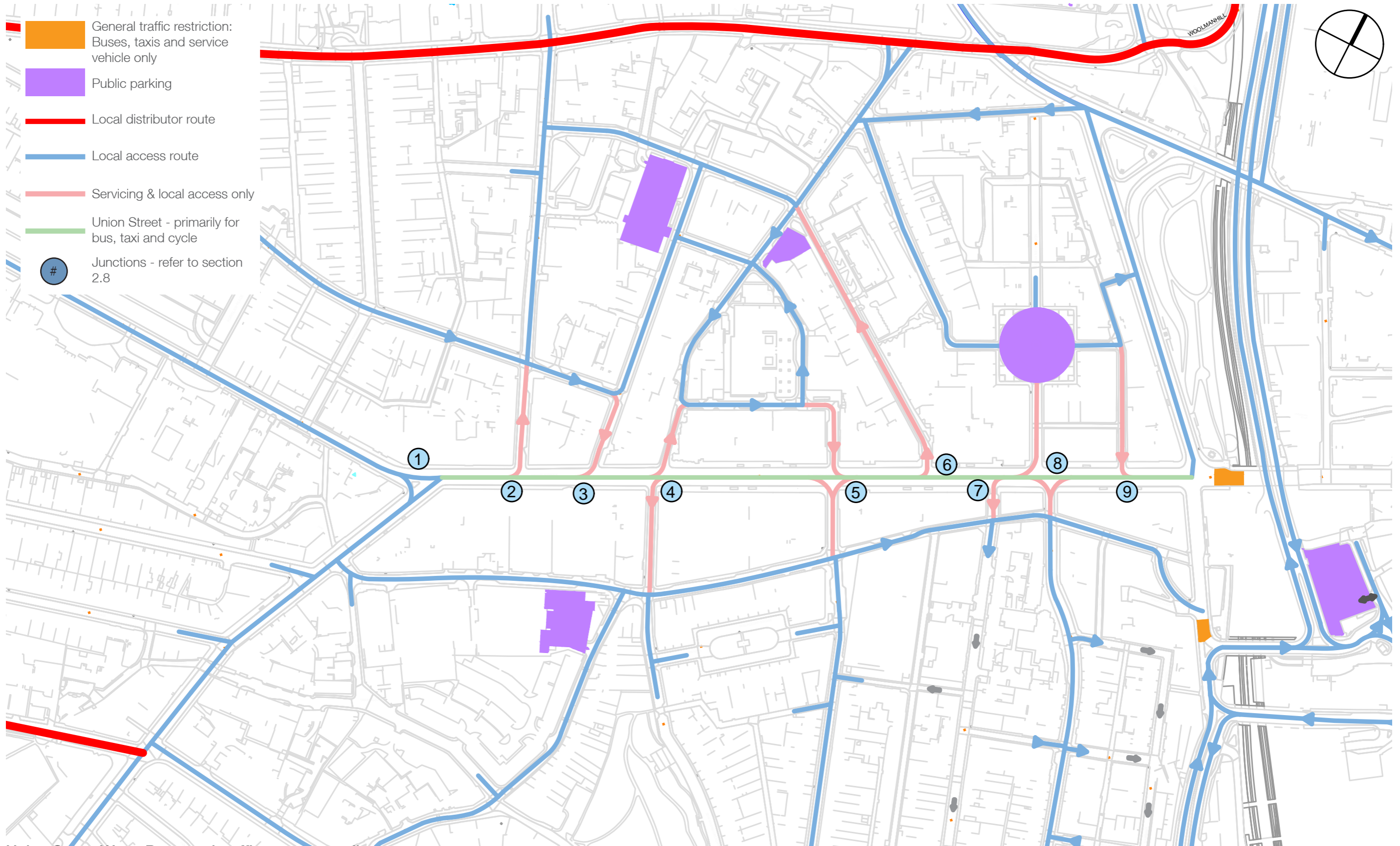
Union Street West: Explore options for further traffic management to aid bus operations. E.g. minimising general traffic movements.

West End: Confirm decision to allow left out for taxis from Chapel St to Union St West, right out only for general traffic.

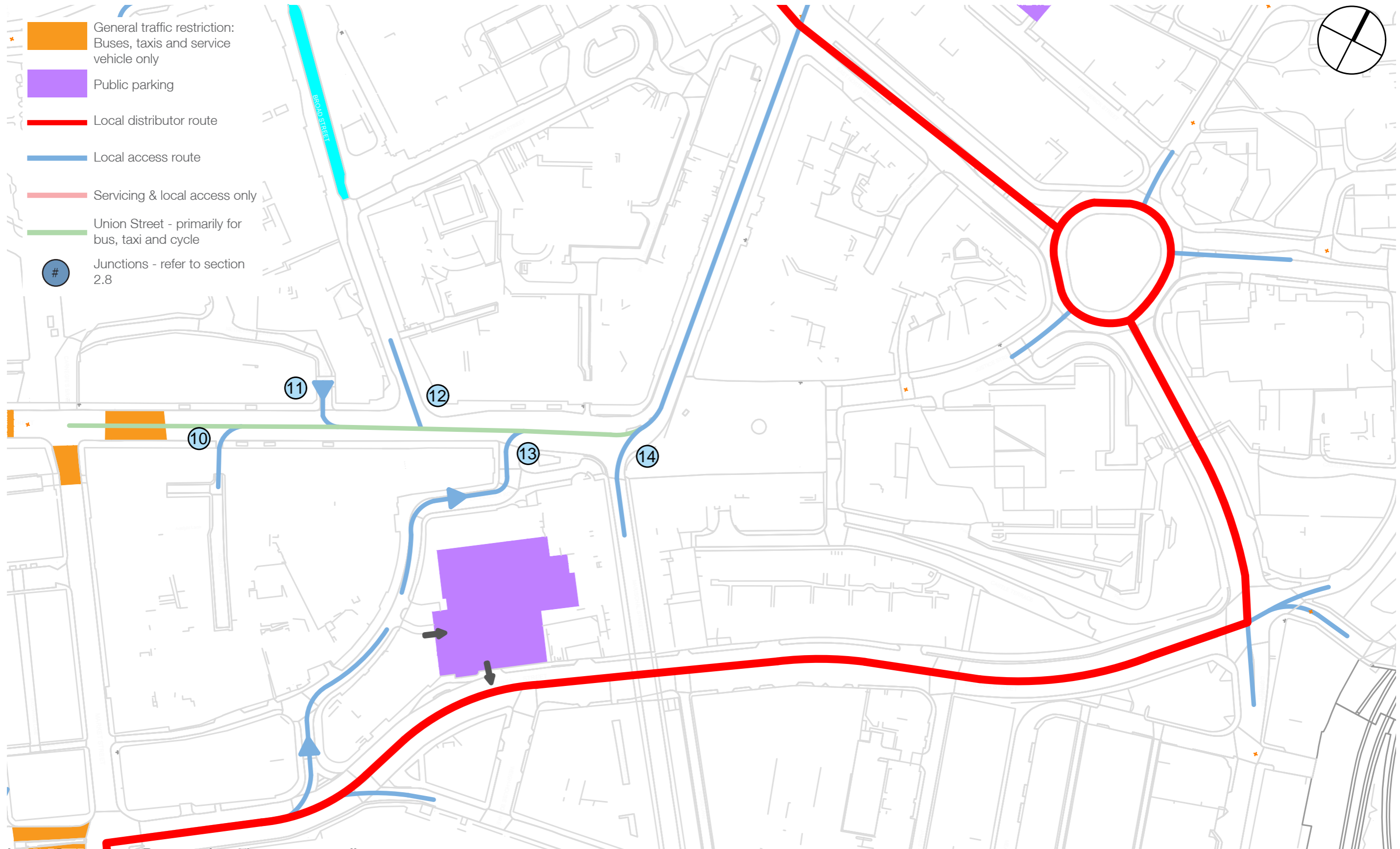
Union Street East: Explore options for further traffic management to aid bus operations. E.g. minimising general traffic movements.

Castlegate: Explore implications and confirm decision to make public transport link one-way eastbound and consider bus stop location.

Market Streetscape: Analyse and explore operational changes that may be required to Phase 1 if cycling infrastructure is introduced.



Union Street West: Proposed traffic movement diagram



Union Street East: Proposed traffic movement diagram

2.7 Servicing

Union Street East and Union Street West

A key implication of the cycle track proposals is that only a single lane of traffic movements will be provided in each direction on Union Street. This, in turn, reduces the available space to cater for general traffic, delivery and servicing activity and local bus service operations. In a scenario where no contingency is provided for these various operational requirements, those activities then potentially compete for the limited space available, leading to a reduction in the capacity and efficiency of the link.

Current servicing provisions

Currently, the service periods through the Union Street corridor are designed to fall out-with the peak public transport periods (typically, no loading between 07:30-09:30am; 12noon-2:30pm; and 4:00-6:00pm).

Vehicle loading is available along the length of the corridor out-with these restricted periods. Buses and general traffic are therefore able to pass dwelling vehicles relatively easily due to the minimum two lane operation in both direction at all points along the corridor (out-with bus stop locations). General traffic has been restricted from parking or dwelling along the corridor, enforced by the 'no waiting at any time' double yellow line restrictions.

The three defined sections of the Union Street corridor, East, West, and Central, each have different characteristics, servicing requirements and dwelling opportunities.

The proposals to restrict traffic routing lanes to one in each direction will lead to a direct

conflict between local service buses and service vehicles, if servicing is permitted through the daytime hours. Service vehicles may include postal delivery vans, couriers, trades / maintenance vehicles, delivery lorries etc.

Both First and Stagecoach have noted concern with this conflict (See supporting SYSTRA note: Union Street Bus Operator Consultations 2023 (Ref: GB01T23D25/DN2/061023).

Traffic modelling of the proposed general layout of Union Street East & West has also confirmed that service vehicle dwelling has a direct impact on the bus network journey time and reliability, no matter what time of day the servicing is permitted (See supporting SYSTRA technical report: Union Street East & West Corridor – Traffic Modelling (Ref: GB01T23D25/TM1/131023).

Suggested servicing strategy

Therefore, it is proposed for consideration, to utilise the available side streets in the adjoining local network to Union Street East and West to facilitate loading during the daytime hours. Out-with these hours, there may be a potential to permit some kerbside servicing.

If larger service vehicles are required for delivery, these may be restricted to periods out with the core daytime hours when there are fewer buses and generally lighter passenger loadings.

There are more opportunities for off-line servicing along the Union Street West corridor than the East corridor, due to the number of potential loading locations. It may be pertinent to also consider on-street loading bays at locations on Union Street East that are sufficiently wide as to

accommodate them.

In summary, the proposals for consideration for loading and servicing along Union Street East and West are:

- Utilisation of side streets in the close proximity to Union Street for daytime servicing and loading
- Restriction periods to be determined but may typically be: No Loading 07:00-19:00
- Service vehicles may be permitted on Union Street East and West out-with these periods

Implications of Alternative Daytime Loading Locations

- Removes direct conflict between buses on the Union Street corridor with dwelling service vehicles during the daytime hours, thus improving bus journey time and reliability.
- Make best use of minor routes into Union Street that no longer carry a traffic routing function. This is also in adherence with the roads network hierarchy.
- Some of these minor routes may be considered for additional restrictions to general traffic routing if deemed necessary. Several of these routes were successfully restricted during the Spaces for People Scheme during the pandemic.
- Loading provisions and general traffic restrictions on approach routes to Union Street adheres to the local transport strategy which envisages the city centre as a destination and not a through route for general traffic

- The more formal service and waiting locations there are off-line from Union Street, the lower the likelihood of illegal parking or poor driver behaviour along the Union Street corridor itself. In the absence of a defined strategy, activity would be ad hoc – vehicles would park where it best suited them, either disrupting buses or encroaching into places which are defined for pedestrian and cycle activity.

- Requirement for clearly defined waiting / loading restrictions on the corridor, coupled with the importance of high-visibility enforcement, without which informal or illegal parking will be highly detrimental to bus operations.

Key future consideration:

Union Street West: Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for day time servicing.

Union Street East: Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for day time servicing.

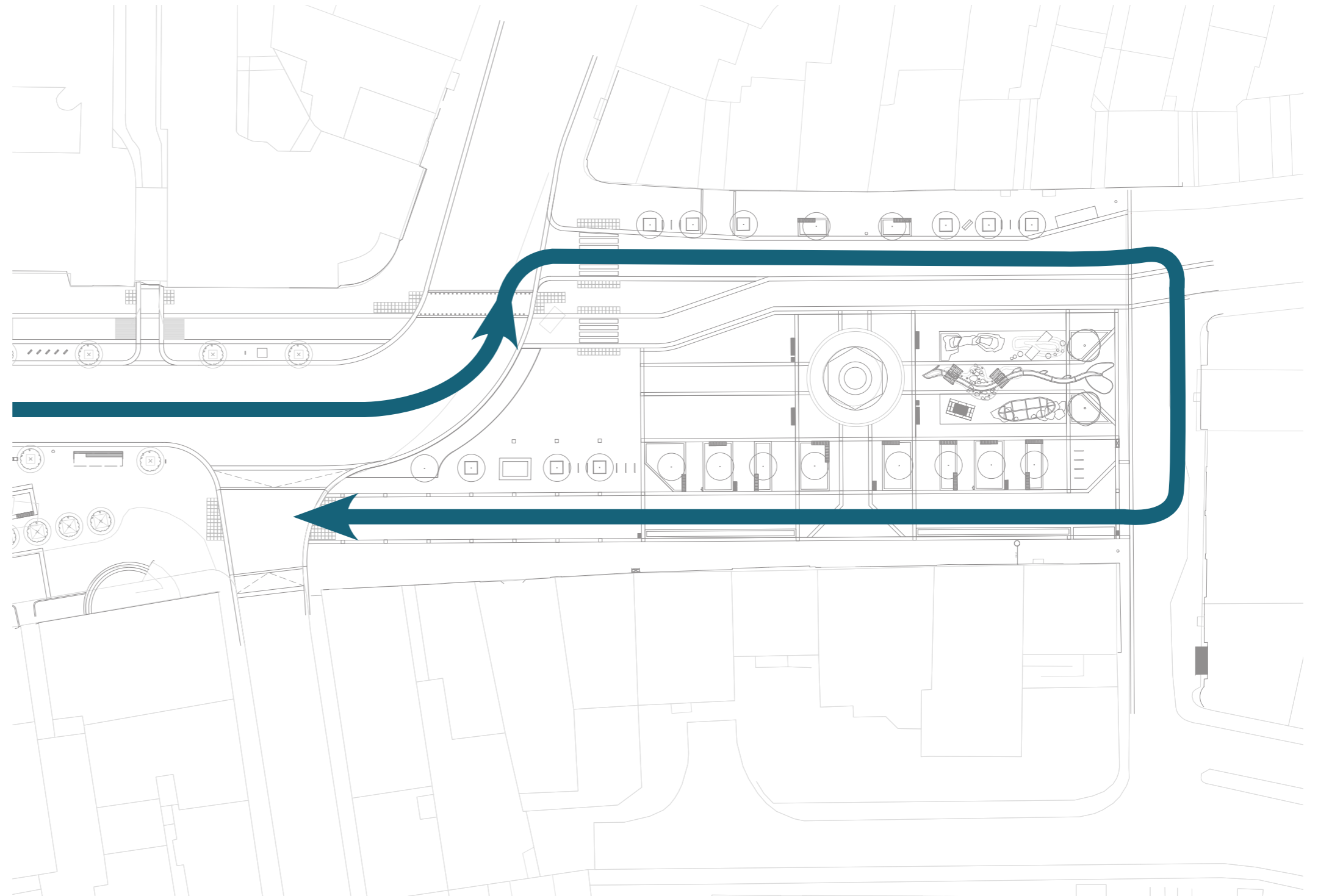
Castlegate: Develop detail for service route around Castlegate that would work with exit on to Marischal St.

Castlegate

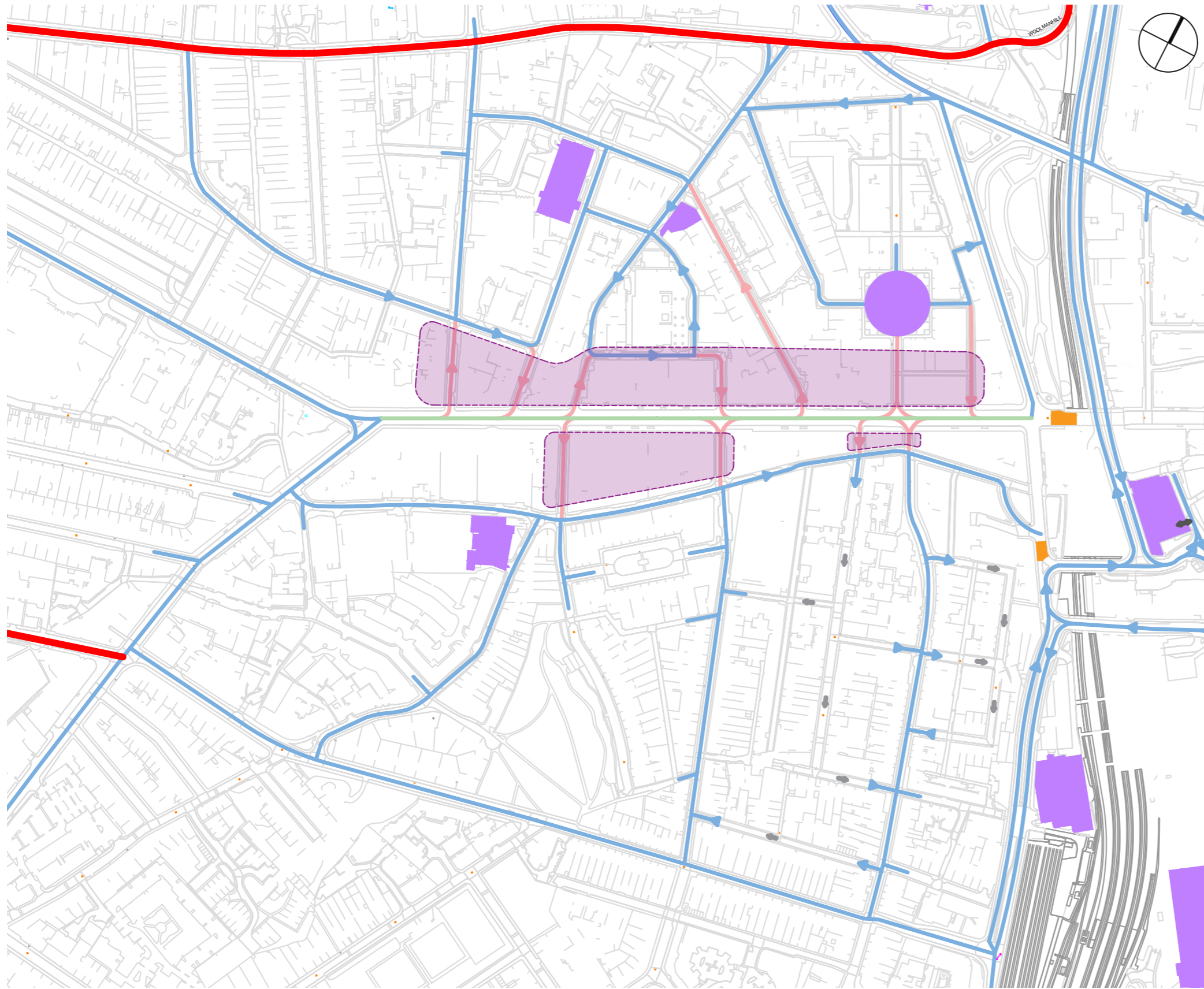
The diagram below shows the proposed servicing route through Castlegate. Currently vehicles enter Castlegate at the southeast, travel westwards, turn beyond the Mercat Cross and travel eastwards and out to Justice Street. Implementation of a bus lane and segregated cycle route precludes this option:

- Service vehicles crossing segregated cycle track- safety
- Service vehicles crossing segregated cycle track, damaging the material integrity of the cycle track
- Taking a tight turn thereafter onto the bus lane.

Current proposals allow for service vehicles to enter Castlegate at the southeast, as currently. These vehicles travel westbound to exit at Marischal Street to the southwest. To service the north of Castlegate, service vehicles enter the bus lane at Union Street/King Street and travel eastbound exit to Justice Street. In this way full coverage of the premises on Castlegate is retained, whilst enhancing legibility and therefore safety for other space users. Servicing will also, as now, be restricted to proscribed hours.

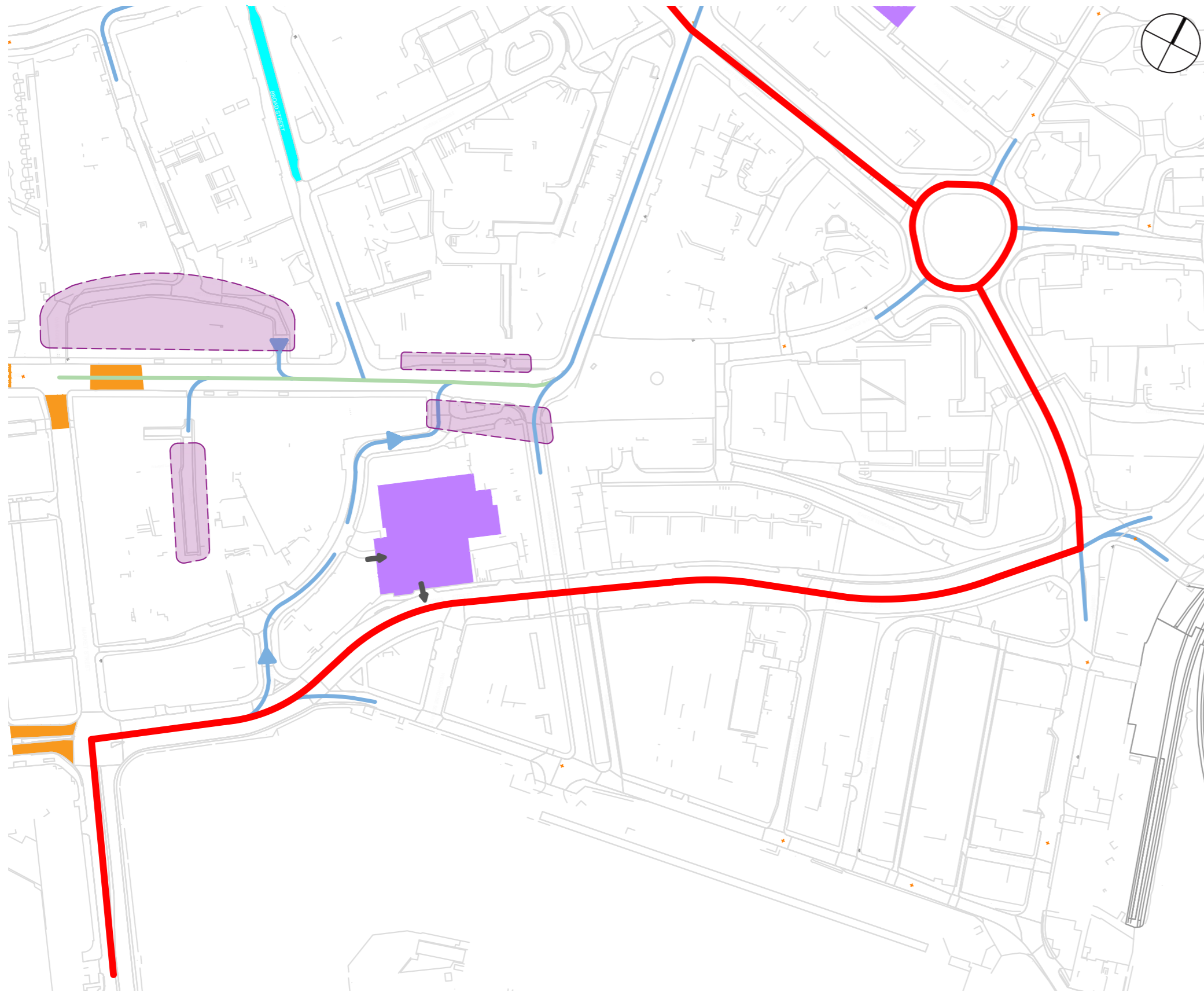


Proposed Castlegate servicing route



- General traffic restriction: Buses, taxis and service vehicle only
- Public parking
- Local distributor route
- Local access route
- Servicing & local access only
- Union Street - primarily for bus, taxi and cycle. No daytime servicing
- Servicing locations for Union Street West

Union Street West - Proposed traffic movement with potential daytime servicing locations



- General traffic restriction: Buses, taxis and service vehicle only
- Bus and cycle only
- Public parking
- Local distributor route
- Local access route
- Servicing & local access only
- Union Street - primarily for bus, taxi and cycle. No daytime servicing
- Potential daytime servicing locations for Union Street

Union Street East - Proposed traffic movement with potential daytime servicing locations

2.8 Junctions

Union Street East and Union Street West

Fairhurst have undertaken a detailed examination of all 16 junctions that are associated with Union Street East and West describing the existing situation and the proposed changes associated with each junction in terms of permitted / prohibited movements, crossing facilities footway widths, carriageway widths, junction radii and how the proposed new two-way cycle track promoted to run parallel to the eastbound carriageway of Union Street will interact with each junction also.

Cognisance has been made to relevant national design guidance when undertaking this review but with a particular emphasis made to Transport Scotland's Cycling by Design 2021 and compliance with this.

In addition, further technical information has been undertaken of each junction in terms of swept path analysis for a range of design vehicles expected to make the permitted manoeuvres at each junction. Finally, detailed Linsig junction capacity modelling has been undertaken for each traffic signal control junction along the route to ensure both the smooth flow of traffic through each junction but also to ensure pedestrians can cross Union Street in a timeous manner. Traffic flows for these assessments have been obtained from the Aberdeen City Centre Paramics Model.

However, to summarise this information, most junctions will see their overall footprint reduce with wider pedestrian footways provided on both sides of Union Street and junction radii being reduced to the minimum they can be while still allowing the safe manoeuvrability of the expected design vehicles permitted to either access or egress that particular junction.

This has largely been achieved by reducing the existing carriageway width of Union Street down from circa 14-16m with junction widening where required, to a constant width of 7.3m permitting two 3.65m lanes in each direction. By making this reduction the available land has been given over to footway widening, the new two-way cycle track, or other forms of active frontage e.g., bus shelters or cycle parking.

With regard to the two-way cycle track itself. This will interact with each junction generally in two forms via either minimal off-set segregation from the road carriageway via a 500mm wide low kerb or similar type of buffer arrangement, which as the cycle lane passes through the junction a flush kerb type of arrangement (or similar) is proposed. This is referred to in Cycling by Design 2021 as a 'Cycle Lane Over Side Road'. Further detailed design work will need to be undertaken at future stages to fully detail the interaction between the cycle track and side streets. Diagrams from Cycling by Design showing the aforementioned options are situated adjacent.

Based on these proposed junction layouts, it can be confirmed that the appropriate design vehicles associated with each junction can be accommodated safely via swept path analysis, and that all sets of traffic signals operate satisfactorily within 'practical capacity' limits thus not causing significant detriment or delay to buses or pedestrians.

Castlegate

A new junction is proposed between Union Street East and Castlegate, facilitating the movement of buses on to the new public transport route which facilitates movements to the beach from the city centre. Currently, the junction is proposed to function with priority control rather than a signalised junction. As it has currently only been developed to concept stage, further consideration will need to be given to the operational requirements of this junction at future stages.

Market Streetscape

If it is agreed to implement the outcomes of the cycle lane appraisal study for the Market Streetscape Phase 1, further consideration is required around the Guild Street junction and how it may be designed to facilitate cycle and pedestrian movement from Guild Street across into the train station.

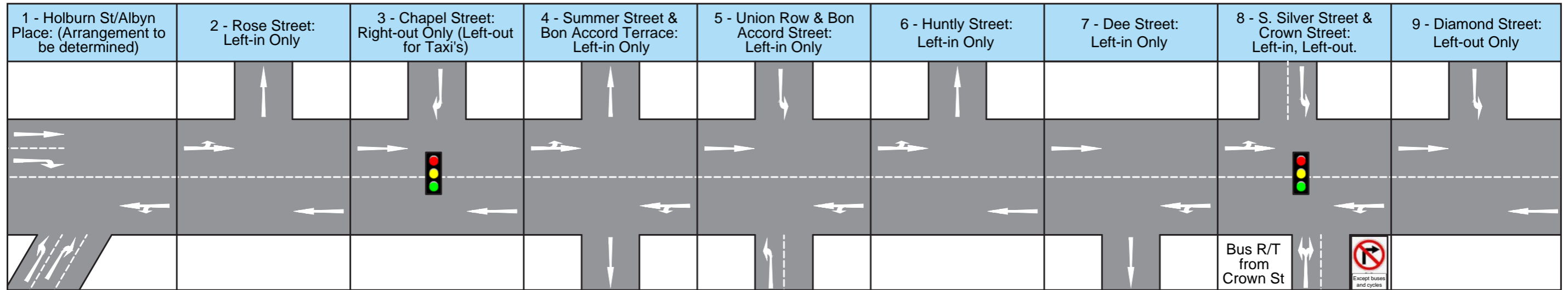
Key future consideration:

Union Street West: Develop detail for junction design at future stages.

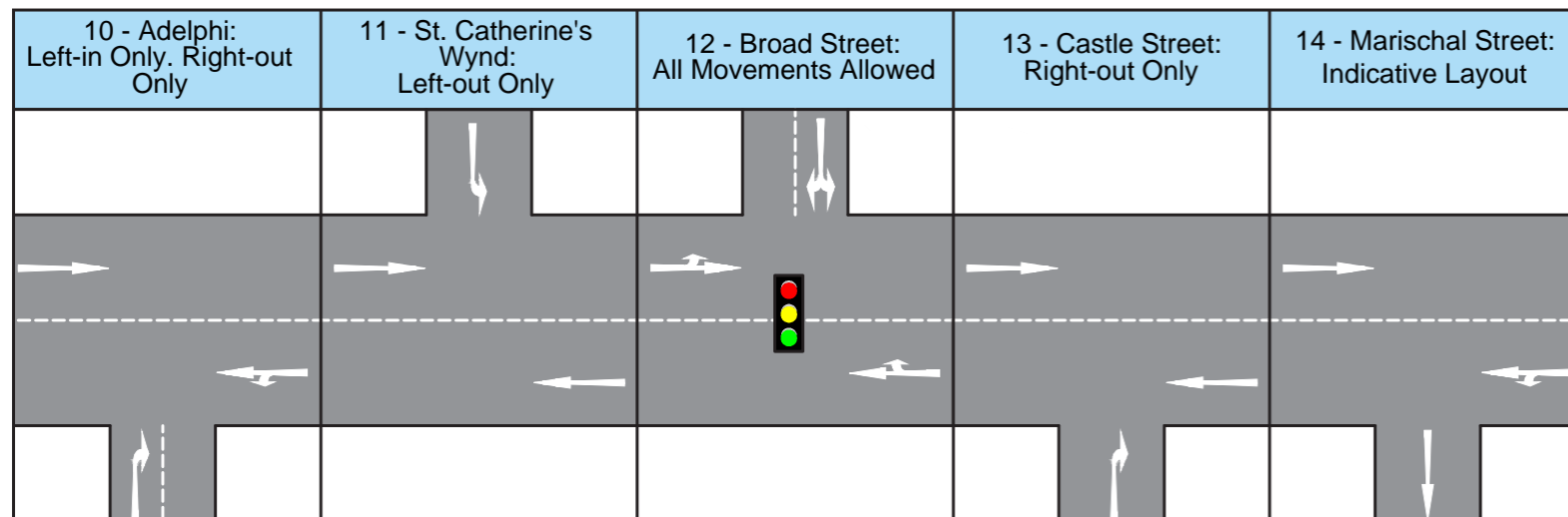
Union Street East: Develop detail for junction design at future stages.

Castlegate: Understand operational requirements and develop detail for Union Street East - Castlegate junction.

Market Streetscape: Develop detail of how the Guild St junction will work for pedestrians and cyclists if cycle options appraisal is implemented.



Union Street West: Proposed junction movements



Union Street East: Proposed junction movements

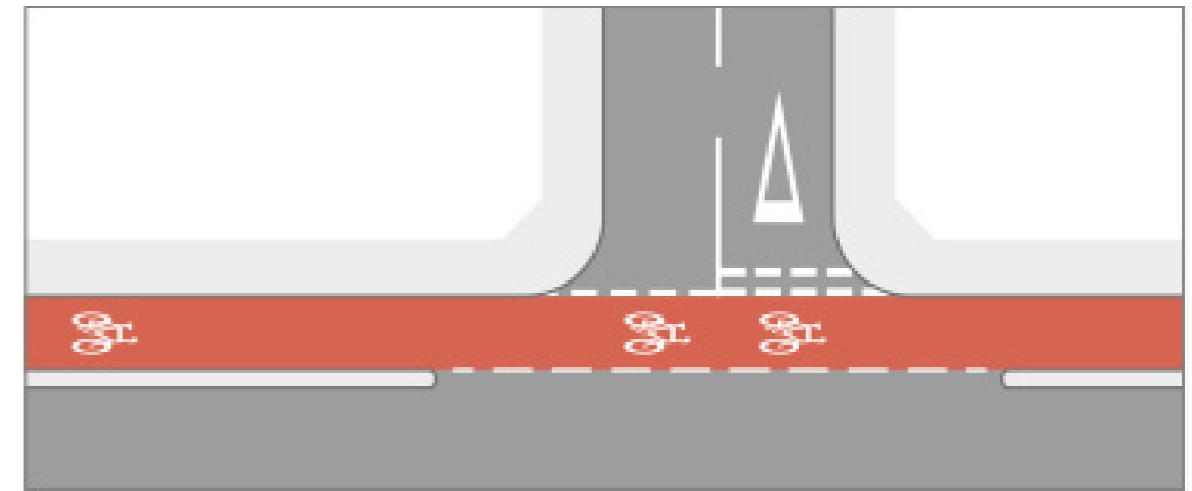


Figure 5.7: Cycle lane over side road layout

Cycle track interaction with side streets fro Cycling by Design

3.0

Summary and table of considerations

3.1 Summary

This document sets out future design considerations that require further exploration, design development and engagement during the next stages of the project.

The considerations outlined throughout this report are summarised in the table adjacent. This sets out all future design considerations required, however there are several of these which have a fundamental importance in the continued design development of the areas, summarised in detail below;

Union Street carriageway width

To ensure resilience within the proposals in the event of stopped vehicles on the carriageway e.g. service vehicles, consideration should be given to the carriageway width. Currently proposed at 7.3m wide, there is potential in Union Street West and East to locally increase the carriageway to 9m at certain points, this option is set out in section 2.3.

The implications of this option will have to be considered in relation to a number of other factors, including placemaking and footway widening. Some initial pros and cons for both the current indicative layout and the localised widening layout are set out in this document.

Engagement on this has only been undertaken with bus operators and will require further engagement with other stakeholders to ensure all views are considered.

Bus stop locations

As discussed in section 2.5, the bus stop locations shown in the indicative layouts are not favourable to the bus operators and has

the potential to impact efficiency of the public transport network.

Following further bus operator engagement, an option has been developed which proposes bus hubs and other minor alterations to bus stop locations throughout the Union Street corridor, outlined below;

Union Street West

- Eastbound and westbound bus stops grouped (Hubs) and offset from those in the opposing direction

Union Street East

- 3 bus stops proposed on north kerb (G1-G3) for longer-distance Stagecoach services, with a potential for a drop-off only stop on the southern kerb (no passengers travel from here to the bus station, where most Stagecoach services terminate).
- A Bus Hub is proposed at the east end of Union Street / Castle Street, primarily to accommodate First services – this will require road widening and potential lay-by options.
- There is an option to incorporate additional bus stops in the southern portion of King Street (south of West North Street) to accommodate stops which would be displaced from the Adelphi.

These alterations require further design development, consideration and engagement with both bus operators and other stakeholder groups.

Servicing

A key implication of the cycle track proposals is that only a single lane of traffic movements will

be provided in each direction on Union Street. This, in turn, reduces the available space for general traffic, delivery and servicing activity and local bus service operations. In a scenario where no contingency is provided for these various operational requirements, those activities then potentially compete for the limited space available, leading to a reduction in the capacity and efficiency of the link.

A number of potential proposals were set out as future key design considerations in section 2.7 which has the potential to mitigate these issues and improve the efficiency of the corridor. In summary, the design team propose for consideration:

- It is recommended that a detailed servicing survey for all Union Street properties is undertaken in order to inform the next stage of detailed design. This will enable a clear understanding of typical loading requirements, timings, service vehicle types and dwelling locations etc. to inform the capacity and location of appropriate loading.
- Develop a servicing strategy for alternative loading locations off-line from Union Street East & West
- Potential restriction periods to be determined but could be: No Loading 07:00-19:00

Ongoing engagement

It is important to ensure ongoing engagement is undertaken with relevant stakeholder groups at future stages to enable the development of the most successful scheme possible.

Following on from the engagement already undertaken, ongoing discussions with bus

operators to assist with the development of detailed arrangement for bus stops, assignment of services, operational requirements and localised carriageway widening requirements is important.

Continued engagement with all key stakeholders through detailed design process, including cycle groups and disability groups as well as representatives of the local business community should occur to ensure the views of all parties are considered throughout the process.

Future design development

As mentioned, the associated layout drawings for all project areas are currently indicative and developed to concept design level, highlighting the overarching principles of the layouts.

At future stages, works culminating in the delivery of a detailed streetscape layout proposal, traffic management plan, and engineering design for a single proposed scheme layout will need to be undertaken. This work will also need to take into consideration and coordination of interfaces between previously agreed projects including Union Street Central, Market Streetscape Phase 1 and Schoolhill and Upperkirkgate.

3.2 Table of future design considerations

	UNION STREET WEST	WEST END	UNION STREET EAST	CASTLEGATE	MARKET STREETSCAPE
Engagement	Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.	Continue to undertake engagement with stakeholders.	Consider feedback from stakeholders and potential interventions suggested. Continue engagement with bus operators and undertake engagement with stakeholders.	Continue engagement with bus operators and undertake engagement with stakeholders.	Continue to undertake engagement with stakeholders. Particularly around Phase 3.
Placemaking	Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.	-	Ensure pavement widening and dwell zone areas are maximised in balance with any carriageway compromise.	Further design development to ensure synthesis between public transport route and wider pedestrian square, as well as servicing requirements.	Further exploration is required into the level of intervention to Phase 3 of the market streetscape.
Carriageway	Consider implications of carriageway width and decide whether to retain consistent 7.3m wide carriageway or implement localised widening to 9m.	-	Consider implications of carriageway width and widening of carriageway after Plainstones.	-	-
Cycling		-			Explore further the potential for segregated cycling on Guild St and Market St and decide whether to implement cycle infrastructure in Phase 1. Consideration of the detail design of Guild Street to accommodate all modes of transport.
Public Transport	Consider implications of current bus stop locations and explore potential need for bus hubs and other bus stop measures. Also consider the implications of ART..	-	Consider implications of current bus stop locations and explore potential need for bus hubs and other bus stop measures. Also consider the implications of ART.	Explore implications and confirm decision to make public transport link one-way eastbound.	-
Operations	Explore options for further traffic management to aid bus operations. E.g. minimising general traffic movements.	Confirm decision to allow left out for taxis from Chapel St to Union St West, right out only for general traffic.	Explore options for further traffic management to aid bus operations. E.g. minimising general traffic movements.	Explore implications and confirm decision to make public transport link one-way eastbound and consider bus stop location.	Analyse and explore operational changes that may be required to Phase 1 if cycling infrastructure is introduced.
Servicing	Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for day time servicing.	-	Fully understand servicing requirements via survey. Explore options for servicing such as reducing the servicing window and promoting side streets for day time servicing.	Develop detail for service route around Castlegate that would work with exit on to Marischal St.	-
Junctions	Develop detail for junction design at future stages.	-	Develop detail for junction design at future stages.	Develop detail for Union Street East - Castlegate junction	Develop detail of how the Guild St junction will work for pedestrians and cyclists if cycle options appraisal is implemented

4.0 Appendices

Appendix A

Reference documents

4.1 Reference documents

A number of documents are referenced throughout this report. This report should also be read in conjunction with a number of drawings and further supporting documents. These are outlined below:

LDA Design - See Appendix B for general arrangement drawings

- Market Streetscape Phasing Plan - 8153-LDA-02-XX-DR-L-1101
- Market Streetscape General Arrangement Plan 1 - 8153-LDA-02-XX-DR-L-2001
- Market Streetscape General Arrangement Plan 2 - 8153-LDA-02-XX-DR-L-2002
- Market Streetscape The Green Report - 8153-LDA-02-XX-RP-L-2003
- Market Streetscape Cycle Summary - 8153-LDA-02-XX-RP-L-2002
- Union Street East General Arrangement Drawing - 8153-LDA-06-XX-DR-L-2001
- Castlegate General Arrangement Drawing - 8153-LDA-06-XX-DR-L-2002
- Union Street West General Arrangement Drawing - 8153-LDA-07-XX-DR-L-2001
- West End General Arrangement Drawing - 8153-LDA-07-XX-DR-L-2002

SYSTRA

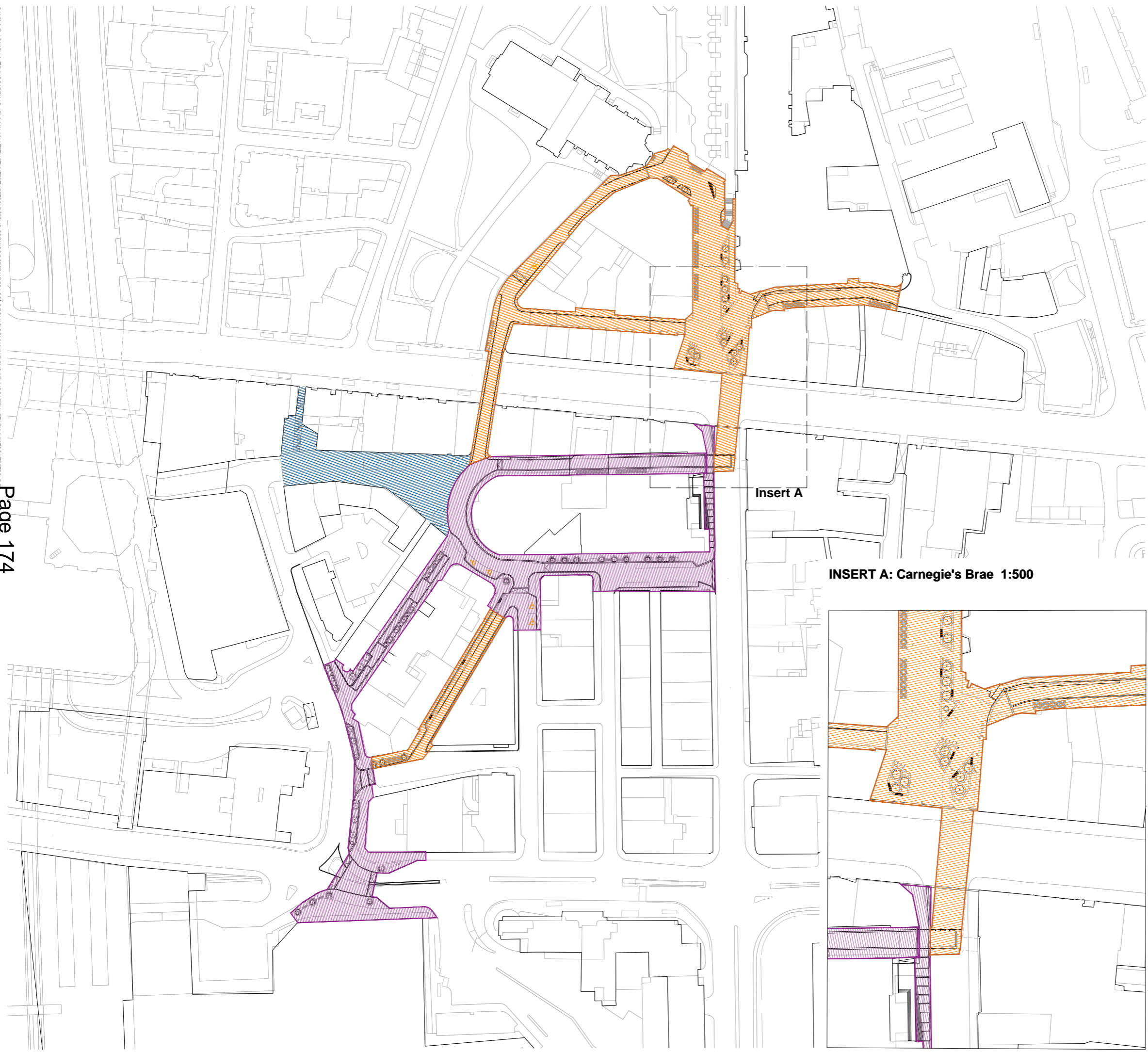
- Union Street East & West Corridor – Traffic Modelling (Ref: GB01T23D25/TM1/131023).
- Union Street Bus Operator Consultations 2023 (Ref: GB01T23D25/DN2/061023)
- Castlegate Public Transport & Active Travel Link (Ref: GB01T23D72/CAS2/131023)

FAIRHURST

- 154241 TN02: Union Street West (Union Terrace to Rose Street) Junction Layout Amendments, Aberdeen – Technical Note
- 154241 TN01: Union Street East (Marischal Street to Market Street) Junction Layout Amendments, Aberdeen – Technical Note

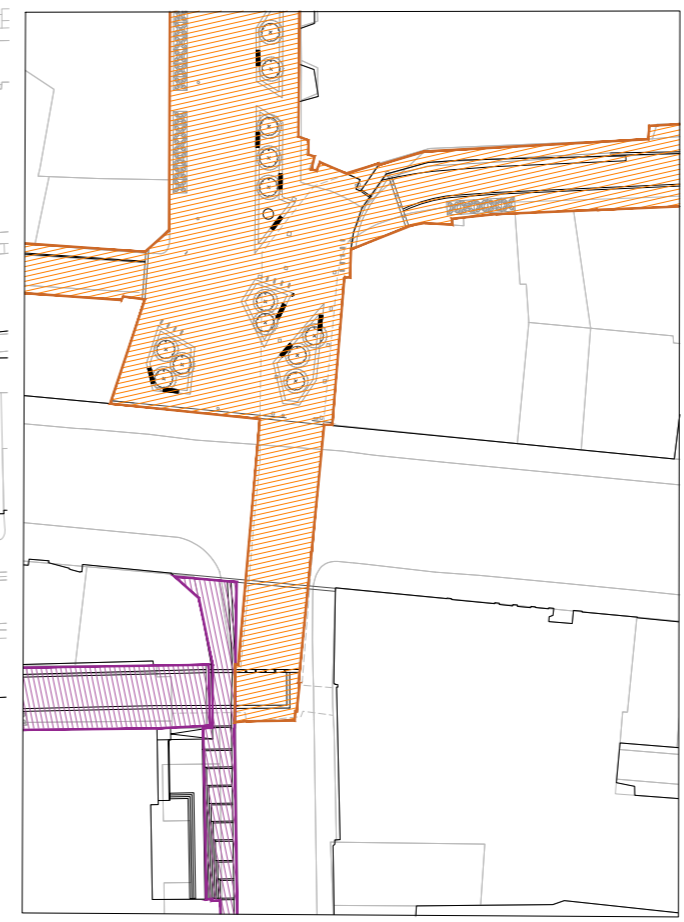
Appendix B

General arrangement drawings



Insert A

INSERT A: Carnegie's Brae 1:500



- LEGEND**
- PHASE 1
Agreed and developed as part of visioning works and recommended to full council at February 2022 committee to be delivered alongside construction of the Aberdeen Market
 - PHASE 2
Additional areas instructed by full council at February 2022 committee to also progress to RIBA stage 3
 - PHASE 3
Considered as part of long term streetscape vision however, currently out with scope

NOTE:
Extent of works/ red-line boundary to be confirmed and assessed to ensure it conforms with employers requirements

To be read in conjunction with drawings:
 - Market Streetscape General Arrangement drawings:
 8153-LDA-02-XX-DR-L-2001 MS Streetscape Landscape General Arrangement Plan 1
 8153-LDA-02-XX-DR-L-2002 MS Streetscape Landscape General Arrangement Plan 2

REV.	DESCRIPTION	APP.	DATE
F	Issue for business case update	RW	13.10.23
E	OS base updated	JWa	28.03.23
D	Ground floor Aberdeen Market footprint removed	JWa	29.11.22
C	Issue for RIBA Stage 3	JWa	21.10.22
B	Updated to reflect September council committee instruction	JWa	12.10.22
A	Updated to reflect September council committee instruction	JWa	07/09/22
-	Draft issue to ACC	JWa	08/07/22

LD&A DESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Market Streetscape Landscape Phasing Plan

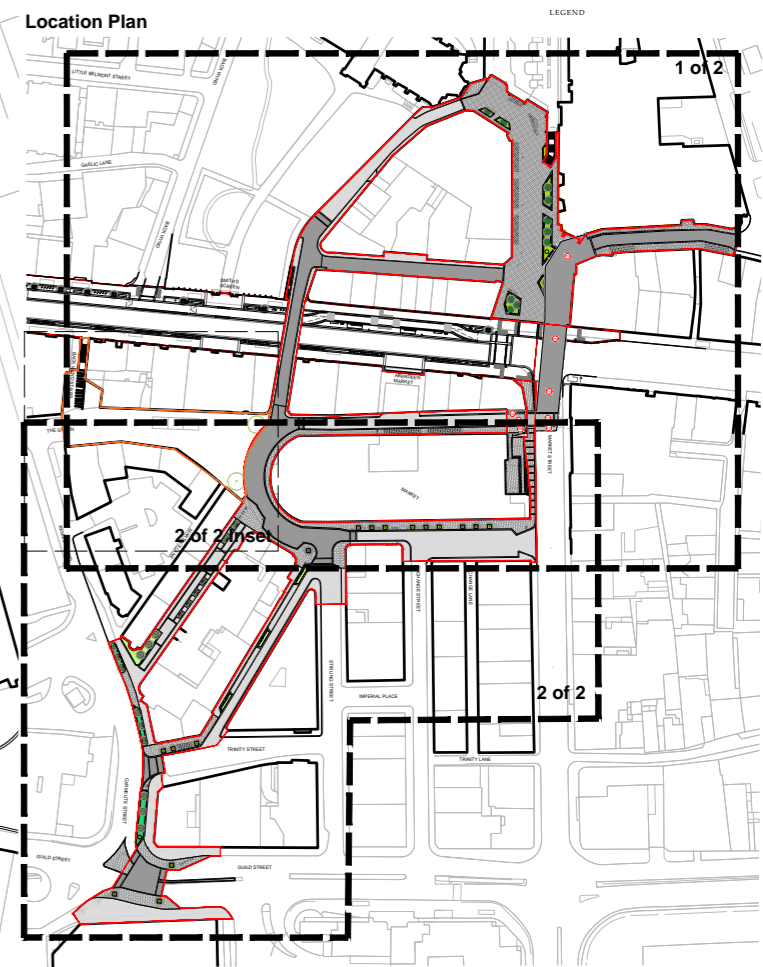
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DATE	Jun 22	DRAWN MMc
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STATUS	Draft	APPROVED RW

DWG. NO 8153-LDA-02-XX-DR-L-1101

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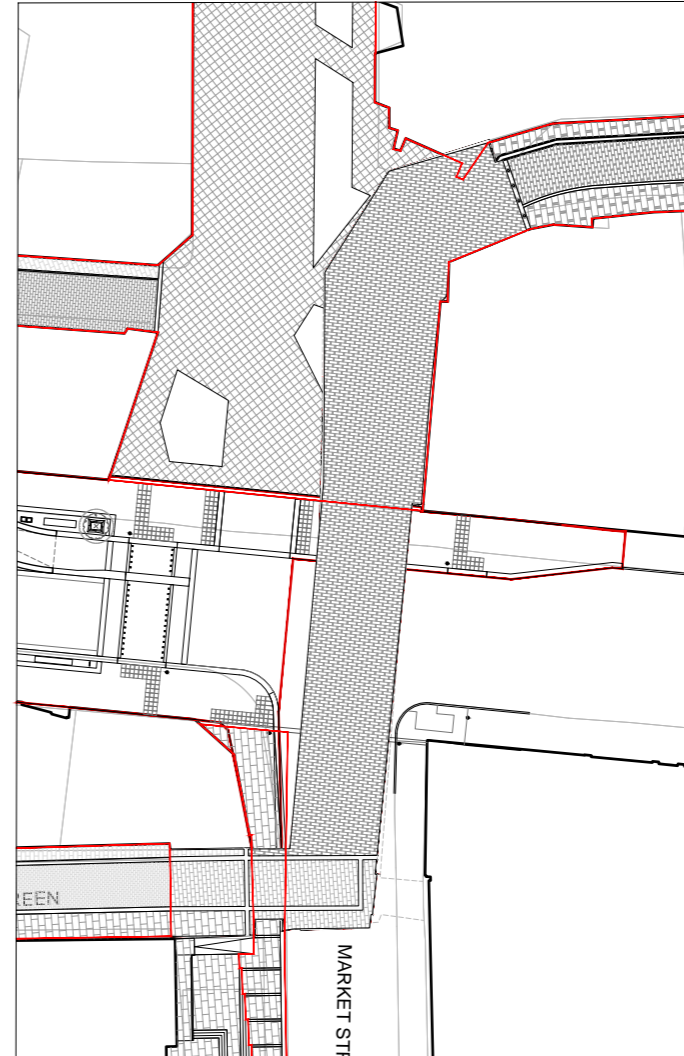
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Sources Ordnance Survey





INSERT A: Carnegie's Brae 1:250

Subterranean level below Union Street Central and St Nicholas Street, connecting East Green and Netherkirkgate.



- GENERAL ARRANGEMENT**
- PHASE 1 & 2 BOUNDARY**
See drawing 8153-LDA-02-XX-DR-L-1101 for further information on project phasing
 - PHASE 3 BOUNDARY**
See drawing 8153-LDA-02-XX-DR-L-1101 for further information on project phasing
 - ABERDEEN MARKET PAVEMENT**
New pavement to Aberdeen Market periphery allowing with material continuation into ground floor of the new market building. Widened pavements allow for new tree planting, street furniture and seating.
 - CARMELITE STREET (N)**
Improved pedestrian experience with the addition of new benches, bins and catering lighting. Existing planters will be replaced with new planting and trees. Please note potential for change should cycle route through Merchant Quarter be approved.
 - CARMELITE STREET (S)**
Reduction of the carriageway width allows for pavement widening, facilitating new rain gardens and tree planting. Please note potential to change to bidirectional cycleway pending decision on implementation of cycle infrastructure.
 - GUILD STREET**
New pedestrian priority crossing at junction of Guild Street and Wapping Street improving pedestrian connection to the train and bus stations. New tree planting, seating and street furniture. Please note requirement to install junction to facilitate cycle infrastructure, should implementation be approved.
 - MARKET STREET**
New entrance to the Aberdeen Market with extended pavement to facilitate proposed bus shelters (final locations to be coordinated with ST/STA). Final layout to be coordinated with Holiday Fraser Munro architects. Please note that provision of cycle infrastructure, should this be approved, may eliminate bus stops in this area.
 - CARNEGIE'S BRAE**
Resurfacing of Carnegie's Brae to create more accessible route. Arch stonework and access doors to be cleaned and made good. Columns to be painted and the installation of an immersive lighting feature proposed.
 - ST NICHOLAS STREET**
Regeneration of pedestrianised St Nicholas Street square with resurfacing and introduction of new planters, street furniture and seating elements. Retain service vehicle access during restricted hours. Railing along path from St Nicholas Street to Netherkirkgate to be painted and cleaned. Building facade treatment and feature lighting also proposed.
 - CORRECTION WYND**
Creation of raised table with new surface to improve pedestrian accessibility and priority under bridge.
 - ST NICHOLAS LANE**
Resurfacing of section of street to provide smooth surface for cycling, walking and wheeling.
 - CARMELITE LANE**
Retention of 8 car parking spaces and introduction of new planters. Proposed catering lighting and signage.
 - TRINITY STREET**
Resurfacing of north pavement which is currently in poor condition. Introduction of new street trees. Raised table crossing at junction with Wapping Street.
 - THE GREEN**
Rationalisation of carriageway to allow for pavement widening. Introduction of new raised table crossing from Market to Carmelite Street. Integration of 2no. accessible parking spaces adjacent to the Market. Resurfacing of section of carriageway to create smooth surface for cycling. Please see document 8153-LDA-02-XX-RP-L-2003 for Stage 3 proposals for The Green.
 - STIRLING STREET**
Introduction of 2no. accessible parking spaces to north of Stirling Street.
 - HADDEN STREET**
Retention of existing taxi ranks. Proposals for new street trees, seating and furniture on new pavement outside Aberdeen Market.
 - UNION STREET CENTRAL**
Proposals for Union Street Central, for detail see drawings 8153-LDA-02-XX-DR-L-1101

This drawing is developed to concept level only and represents the outcomes of studies and instructions to date. It is not to be read as a final design drawing.

This drawing should be read in conjunction with the 'Business case update - Future design considerations; Aberdeen City Centre Streetscape Projects; Union Street West & West End, Union Street East & Castlegate, Market Streetscape', document 8153-LDA-XX-XX-RP-L-2001.

LDAD DESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Market Streetscape
Landscape General Arrangement Plan 1/2

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DATE	Oct 22	DRAWN
SCALE/AD	1:250	CHECKED
STATUS	Sketch	APPROVED
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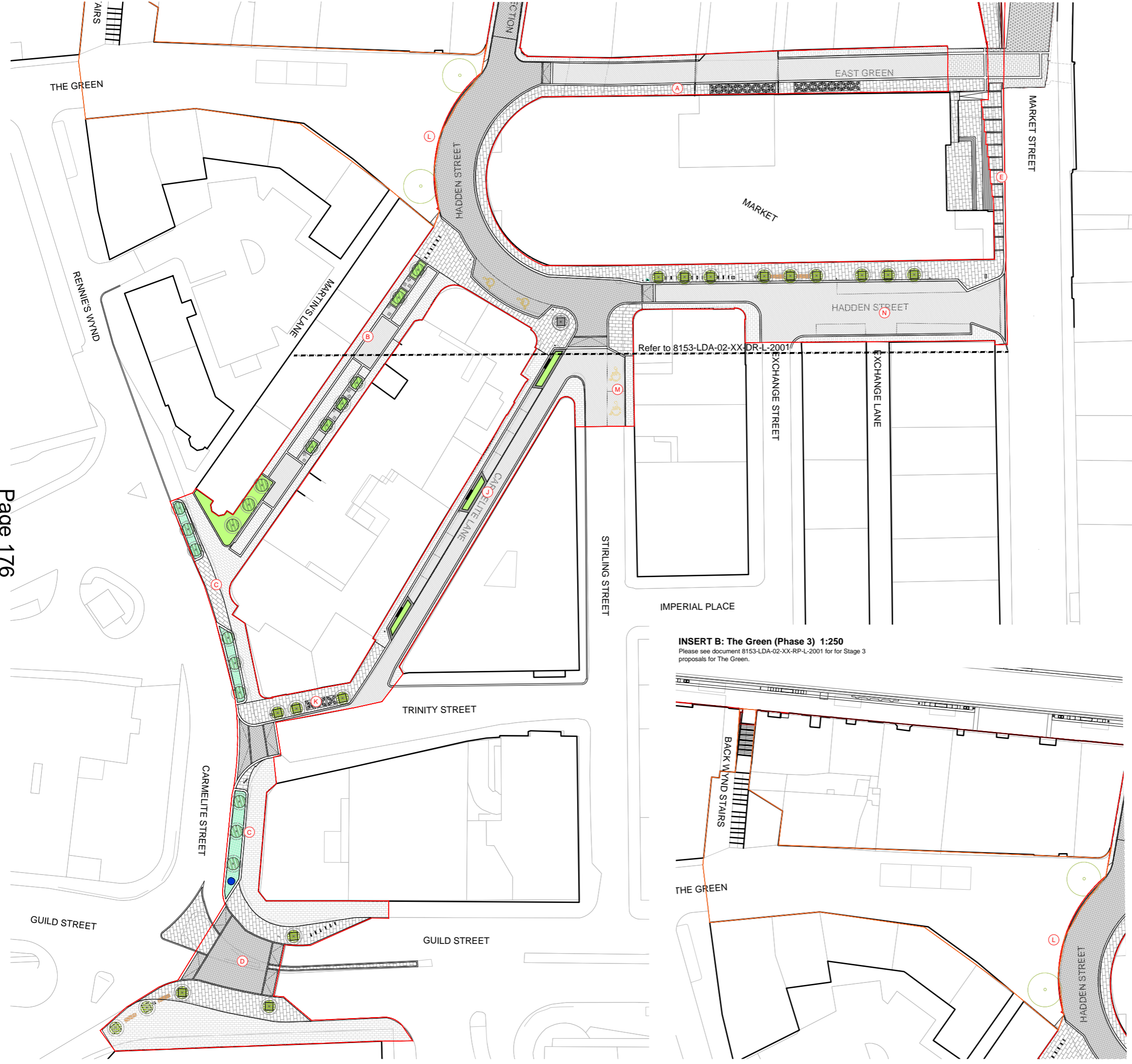
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Refer to 8153-LDA-02-XX-DR-L-2002

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GENERAL ARRANGEMENT

- ABERDEEN MARKET PAVEMENT
New pavement to Aberdeen Market periphery allowing with material continuation into ground floor of the new market building. Widened pavements allow for new tree planting, street furniture and seating.
- CARMELITE STREET (N)
Improved pedestrian experience with the addition of new benches, bins and catenary lighting. Existing planters will be replaced with new planting and trees. Please note potential for change should cycle route through Merchant Quarter be approved.
- CARMELITE STREET (S)
Reduction of the carriageway width allows for pavement widening, including new rain gardens and tree planting. Please note potential to change to bidirectional cycleway pending decision on implementation of cycle infrastructure.
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New pedestrian priority crossing at junction of Guild Street and Wapping Street improving pedestrian connection to the train and bus stations. New tree planting, seating and street furniture. Please note requirement to revise junction to facilitate cycle infrastructure, should implementation be approved.
- MARKET STREET
New entrance to the Aberdeen Market with extended pavement to facilitate proposed bus shelters (final locations to be coordinated with BY (STRA)). Final layout to be coordinated with Halliday Fraser Murray architects. Please note that provision of cycle infrastructure, should this be approved, may eliminate bus stops in this area.
- CARNEGIE'S BRAE
Resurfacing of Carnegie's Brae to create more accessible route. Arch stonework and access doors to be cleaned and made good. Columns to be painted and the installation of an immersive lighting feature proposed.
- ST NICHOLAS STREET
Regeneration of pedestrianised St Nicholas Street square with resurfacing and introduction of new planters, street furniture and seating elements. Refresh service vehicle access during restricted hours. Railing along path from St Nicholas Street to Northlinkgate to be painted and cleaned. Building facade treatment and feature lighting also proposed.
- CORRECTION WYND
Creation of raised table with new surface to improve pedestrian accessibility and priority under bridge.
- ST NICHOLAS LANE
Resurfacing of section of street to provide smooth surface for cycling, walking and wheeling.
- CARMELITE LANE
Retention of 8 car parking spaces and introduction of new planters. Proposed catenary lighting and signage.
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- STIRLING STREET
Introduction of 2ho accessible parking spaces to north of Stirling Street.
- HADDEN STREET
Retention of existing taxi ranks. Proposals for new street trees, seating and furniture on new pavement outside Aberdeen Market.
- UNION STREET CENTRAL
Proposals for Union Street Central, for detail see drawings 8153-LDA-03-XX-DR-L-1001

PHASE 1 & 2 BOUNDARY
See drawing 8153-LDA-02-XX-DR-L-1101 for further information on project phasing

PHASE 3 BOUNDARY
See drawing 8153-LDA-02-XX-DR-L-1101 for further information on project phasing

NOTE:
Current design proposals are INDICATIVE only, subject to further consultation with ACC Client and wider engagement with relevant stakeholders.

This drawing is developed to concept level only and represents the outcomes of studies and instructions to date. It is not to be read as a final design drawing.

This drawing should be read in conjunction with the 'Business case update - Future design considerations; Aberdeen City Centre Streetscape Projects; Union Street West & West End, Union Street East & Castlegate, Market Streetscape', document 8153-LDA-XX-XX-RP-L-2001.

REV.	DESCRIPTION	APP. DATE
E	Issue for business case update	RW 13.10.23
D	Draft issue for business case update	RW 28.09.23
C	OS issue updated	JMS 28.09.23
B	Issue for Aberdeen Market footprint removed	JMS 28.11.23
A	Issue for RIBA Stage 3	JMS 21.10.22
J	Final issue for RIBA Stage 3 for amendment	RW 12.10.22

LDADesign
ABERDEEN CITY CENTRE VISION

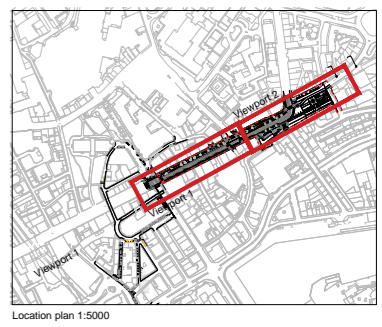
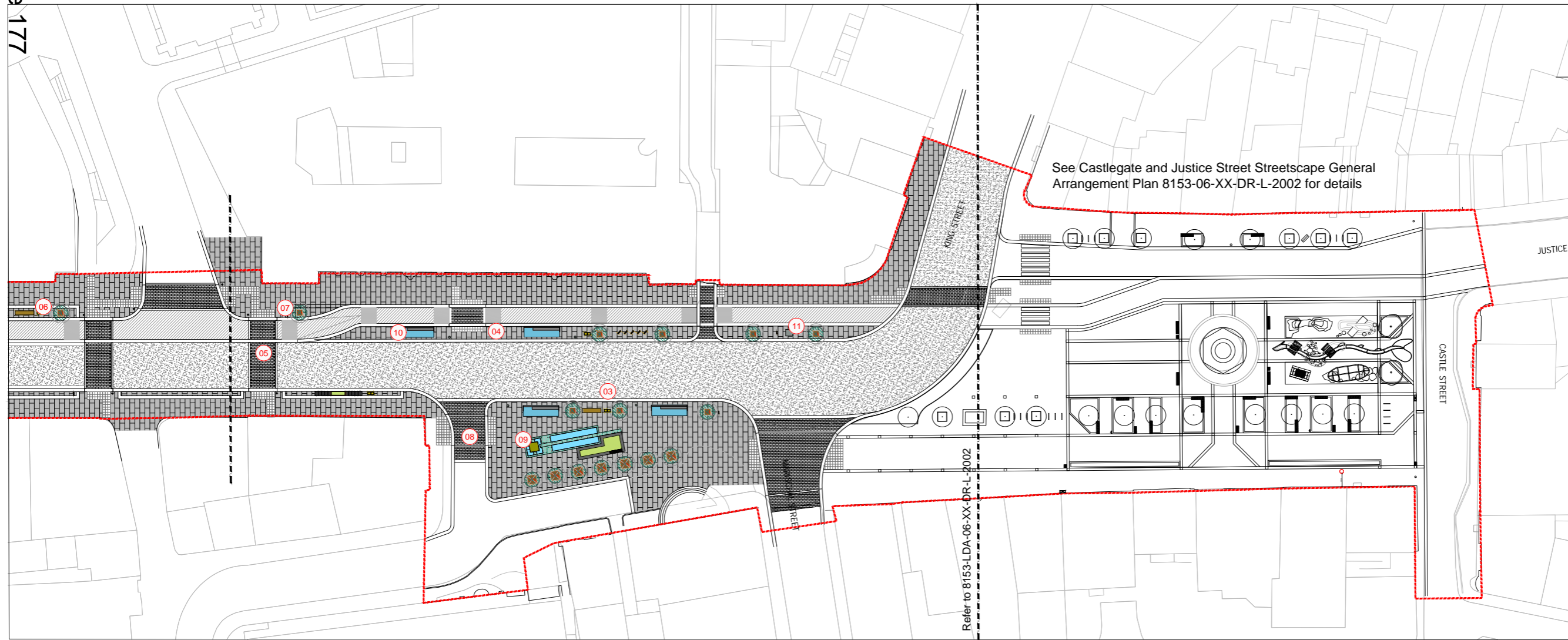
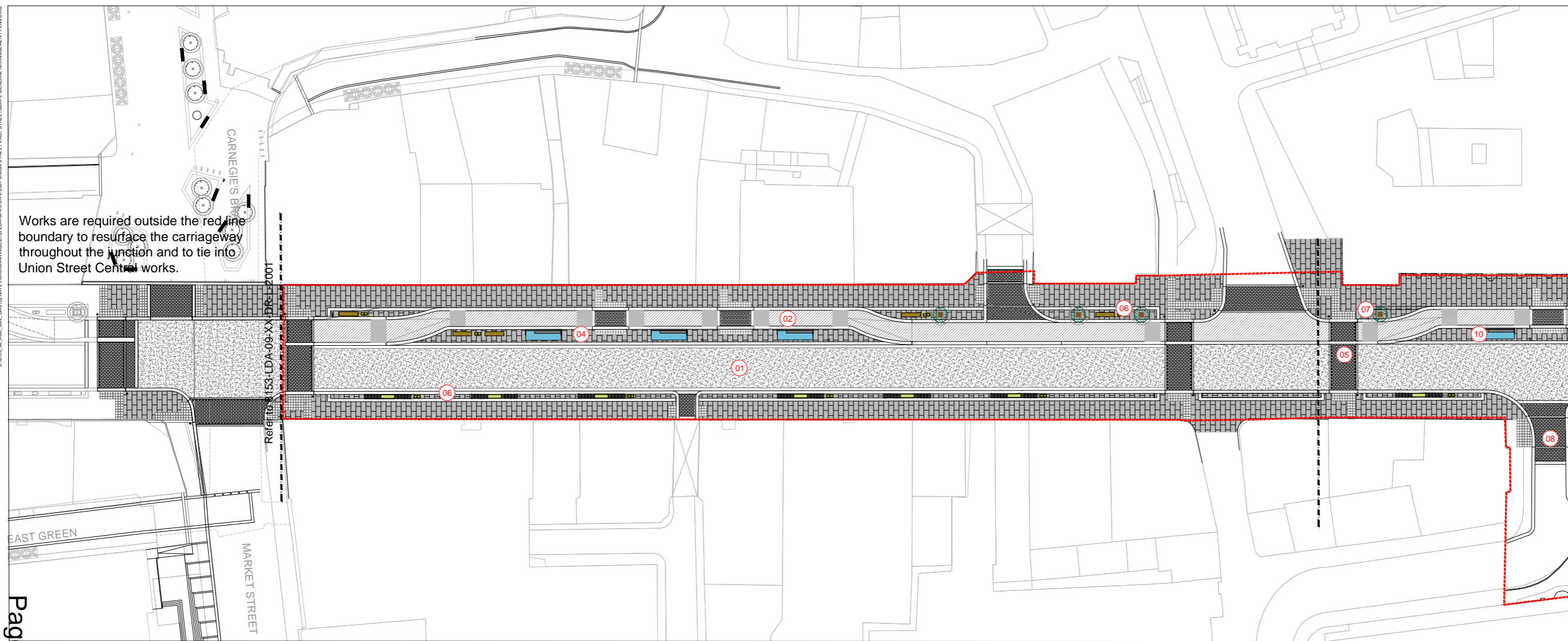
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T: 0141 222 9780
DRAWN: MMc
CHECKED: GMA
APPROVED: RW

DWG. NO 8153-LDA-02-XX-DR-L-2002

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Source: Ordnance Survey



- STREETScape GENERAL ARRANGEMENT**
- Indicative extent of Union Street East streetscape interventions
 - 01 Two lane carriageway with one lane routing either direction. Lane widths generally 3.65m wide
 - 02 Segregated bi-directional cycle lane, generally 3m wide. Narrowing to 2.5m behind bus stops
 - 03 Night time taxi rank at bus stop
 - 04 Bus stop boarding island
 - 05 Signalled pedestrian crossings
 - 06 Extended pavement zone provides opportunity for areas for seating, greening, cycle parking and other facilities
 - 07 New trees define key avenue of Union Street
 - 08 Copenhagen (horizontal) crossings with tactile paving to all side streets where appropriate
 - 09 Marrow Wheel Plaza with additional water feature to complement the well and new trees to extend the greenery toward Union Street East
 - 10 New bespoke bus shelters throughout the length of Union Street
 - 11 Gibbet Stone (relocated)
 - Typical road width

NOTE:
Ultimate selection of materials will be depending upon availability within the marketplace / further dialogue with ACC client.

(*) Depth to allow for vehicular overrun, to be confirmed by Fairhurst.

This drawing is developed to concept level only and represents the outcomes of studies and instructions to date. It is not to be read as a final design drawing.

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B	Carriageway material updated to asphalt	RW	27.10.23
D	Issue for business case update	RW	13.10.23
C	Updated to include Market Street junction	RW	03.10.23
B	Draw issue for business case update	RW	28.09.23
A	Issue for RIBA Stage 2	RW	21.10.22
F	Final issue for RIBA Stage 2 (for coordination)	RW	06.10.22
REV.	DESCRIPTION	APP.	DATE

LDADesign

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

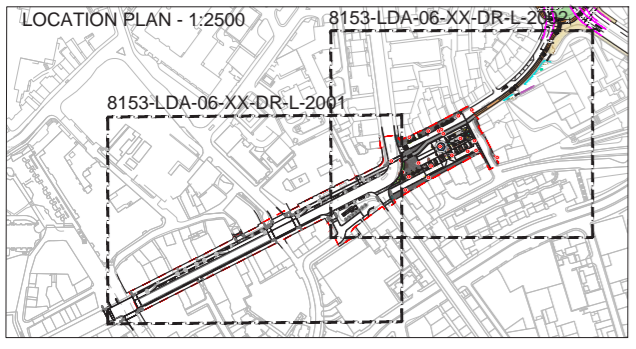
DRAWING TITLE
Union Street East Streetscape General Arrangement Plan

ISSUED BY Glasgow T: 0141 222 9780
DATE Oct 22 DRAWN MMC
SCALE/AD 1:250 CHECKED JWA
STATUS Sketch APPROVED RW

DWG. NO 8153-LDA-06-XX-DR-L-2001

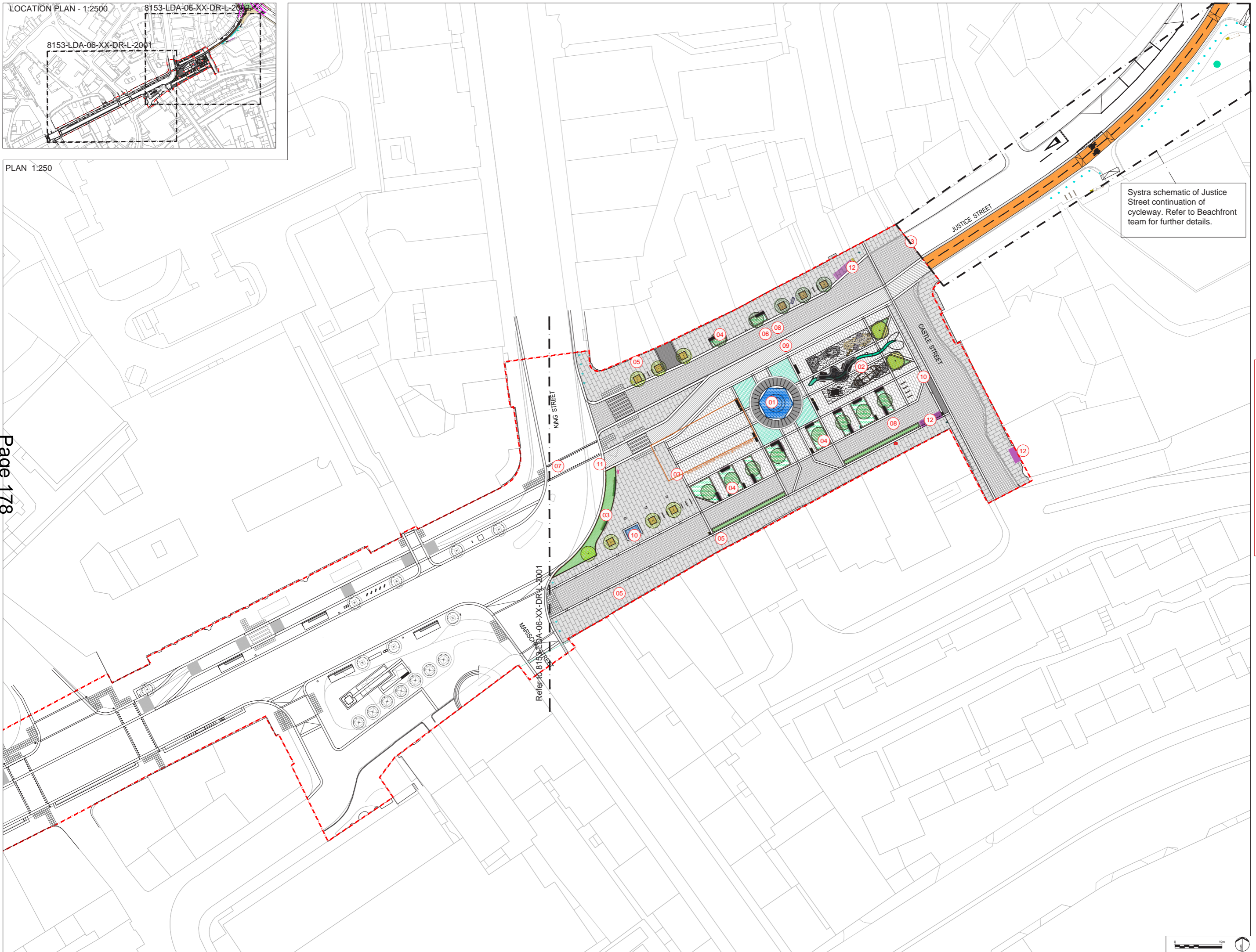
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Source: Ordnance Survey



PLAN 1:250

Page 178



Systra schematic of Justice Street continuation of cycleway. Refer to Beachfront team for further details.

- LEGEND**
- 01 Indicative extent of Union Street East and Castlegate Intervention Areas
 - 02 Memorial Cross, with peripheral public seating facing the monument and renewed hard landscaping with lighting
 - 03 Play area containing a water fountain and thematic structures to reflect the contextual connection to the site. Together encouraging free and accessible play and enhancing the animation of Castlegate
 - 04 Plaza space with renewed hard landscaping kept clear to allow for pop-up events and markets and allow for an unobstructed view of the Memorial Cross Monument
 - 05 Mix of tree planting and rain gardens along with public seating to bring down the scale of the square, to increase biodiversity, add colour and seasonality and inspire closer contact with nature
 - 06 Opportunity for spill-out space for businesses, clearly delineated to avoid interference with clear uncluttered footways.
 - 07 Eastbound bus route from King Street to Justice Street and towards the beach. Available also to service vehicles within restricted hours, 4m wide.
 - 08 Signalled pedestrian crossing
 - 09 Vehicular route around Castlegate to allow servicing during restricted times of the day.
 - 10 Bi-directional cycle way, 3m wide. To tie through to Castlegate and to the beach.
 - 11 Gordon Highlanders memorial, relocated. Location TBC
 - 12 Connection of cycle route to Union Street junction TBC
 - 13 Refuse / bin storage to contain existing bins currently on street. Public seating with back and armrests, to coordinate with proposed seating throughout the city centre (2m per storage unit).
 - 14 Sentinel lighting - 'To the Beach' sign

NOTE:
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 Ultimate selection of materials will be depending upon availability within the marketplace / further dialogue with ACC client.
 Depth to allow for vehicular overrun for service vehicles to be confirmed by project engineer.

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E	Issue for business case update	RW	13.10.23
D	Updated to include bus stop at Castlegate bus stop	RW	03.10.23
C	Draft issue for business case update	RW	29.02.23
B	Issue for RIBA Stage 3	JWA	21.10.22
A	Issue for Stage 3 coordination	MDJ	08.11.22
F	Final issue for Stage 3 coordination	MDJ	27.09.22
REV	DESCRIPTION	APP	DATE

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PROJECT TITLE
 ABERDEEN CITY CENTRE VISION

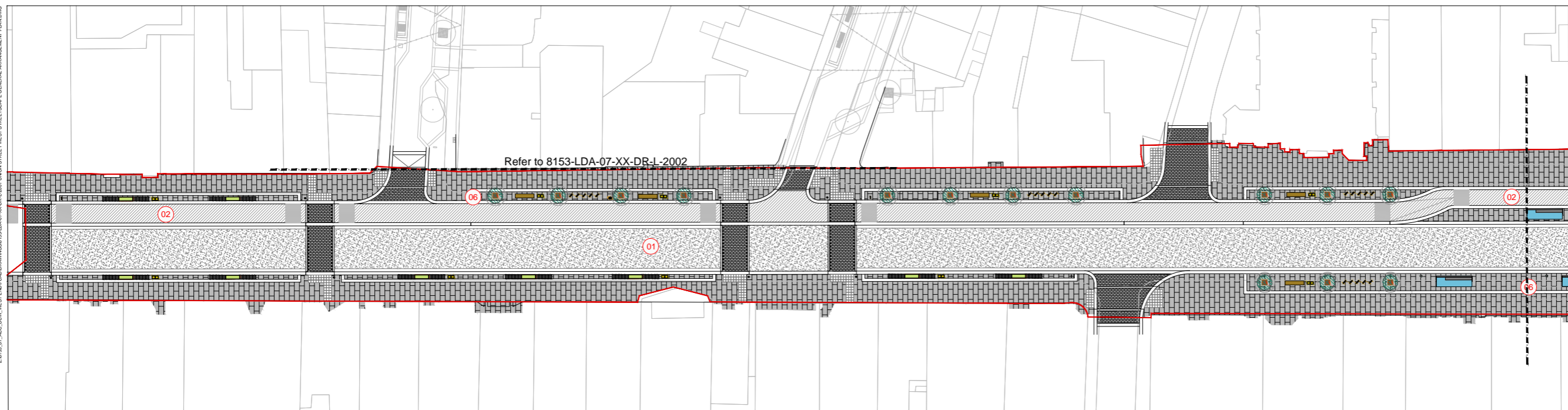
DRAWING TITLE
 Castlegate General Arrangement Plan

ISSUED BY Glasgow T: 0141 222 9780
 DATE Sep 2022 DRAWN MGJ
 SCALE/AD 1:250 CHECKED RW
 STATUS Sketch APPROVED KT

DWG. NO 8153-LDA-06-XX-DR-L-2002

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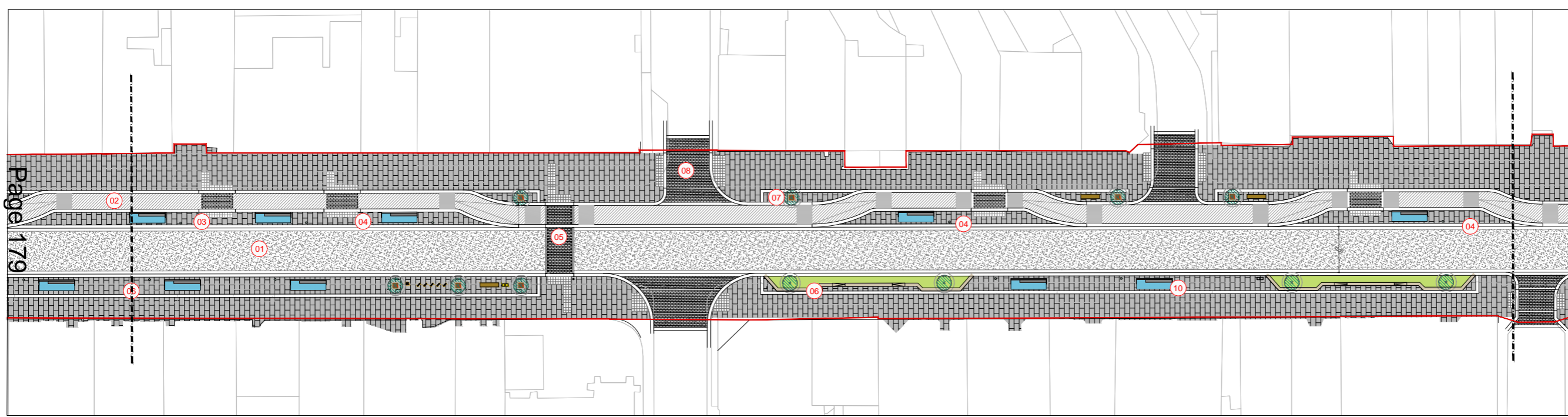
Refer to 8153-LDA-07-XX-DR-L-2002



Location plan 1:5000

- STREETSCAPE GENERAL ARRANGEMENT**
- Indicative extent of Union Street West streetscape interventions
 - Two lane carriageway with one lane routing either direction. Lane widths generally 3.65m wide
 - Segregated bi-directional cycle lane, generally 3m wide. Narrowing to 2.5m behind bus stops
 - Night time taxi rank at bus stop bypass
 - Bus stop boarding island
 - Signalised pedestrian crossings
 - Extended pavement zone provides opportunity for areas for seating, greening, cycle parking and other facilities
 - New trees define key avenue of Union Street
 - Copenhagen (continuous) crossings with tactile paving to all side streets where appropriate
 - Paving feature to key buildings and architectural moments
 - New bespoke bus shelters throughout the length of Union Street
 - Typical road width

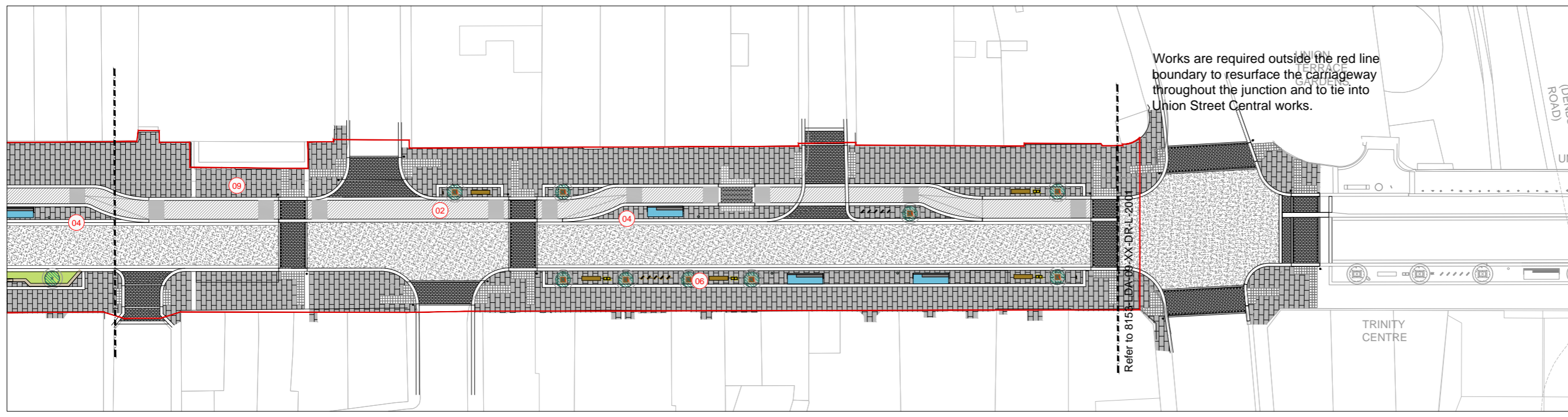
NOTE:
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Where selection of materials will be supported upon availability within the marketplace. Further dialogue with ACC client.



Page 179

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Works are required outside the red line boundary to resurface the carriageway throughout the junction and to tie into Union Street Central works.

Refer to 8153-LDA-07-XX-DR-L-2001

E	Carriageway material updated to asphalt	RW	27.10.23
D	Issue for business case update	RW	13.10.23
C	Updated to include Union Terrace junction	RW	03.10.23
B	Issue for business case update	RW	29.09.23
A	Issue for RIBA Stage 3	JWA	21.10.22
F	Final issue for RIBA Stage 3 (for coordination)	RW	08.10.22
REV.	DESCRIPTION	APP.	DATE

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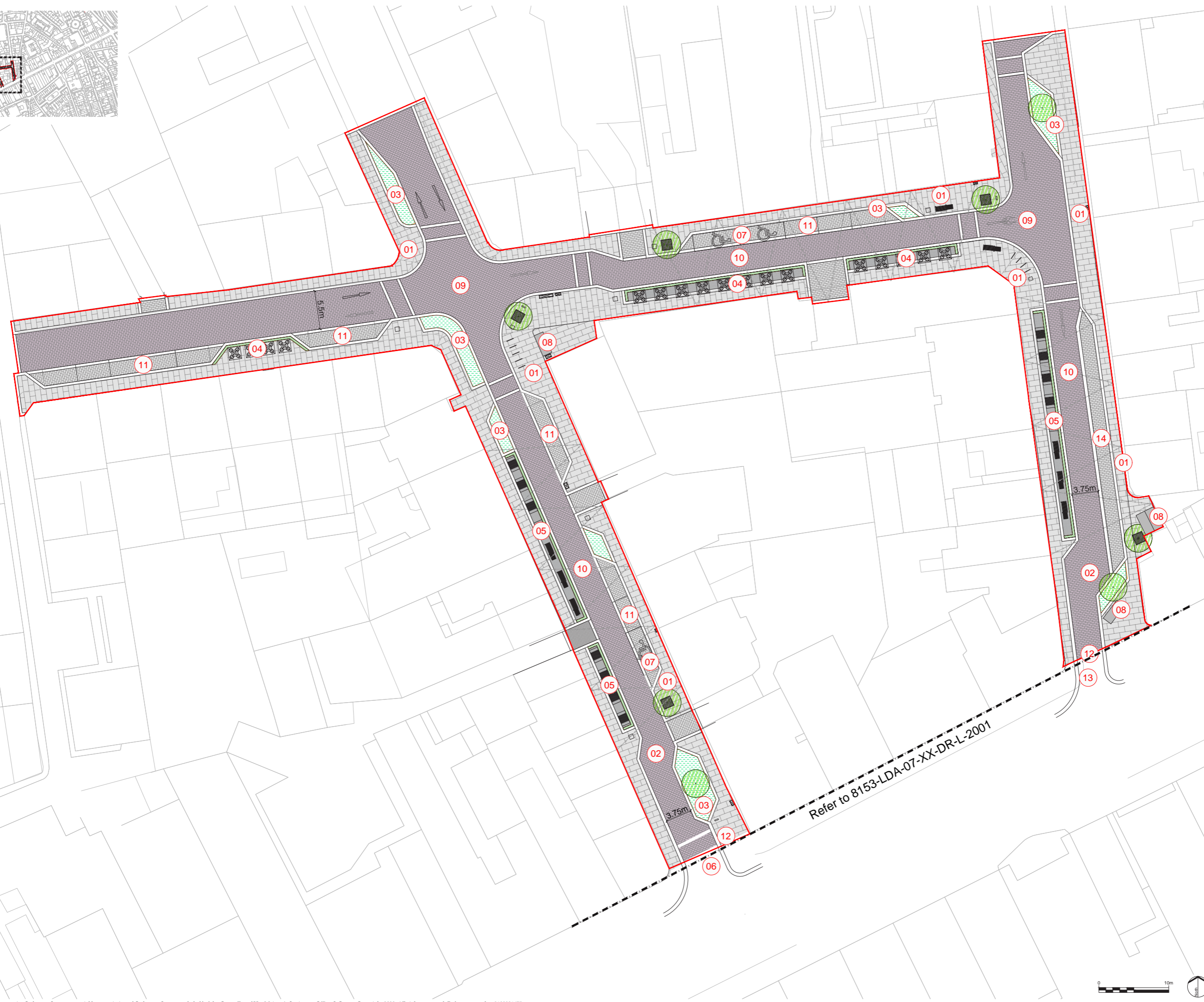
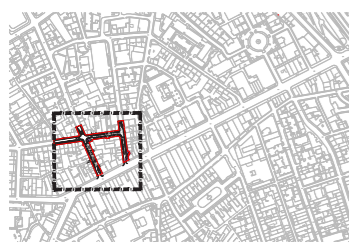
PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
Union Street West Streetscape
General Arrangement Plan

ISSUED BY Glasgow T: 0141 222 9780
DATE Oct 22 DRAWN MJC
SCALE: A3 1:250 CHECKED JW
STATUS Sketch APPROVED RW

DWG. NO 8153-LDA-07-XX-DR-L-2001

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Source: Ordnance Survey



- LEGEND**
- WEST END STREETScape GENERAL ARRANGEMENT**
- Indicative extent of West End and Union Street Streetscape Intervention Areas.
 - Natural stone footway, widened where space allows.
 - Rationalised carriageway, narrowed where possible to give more space to pedestrians.
 - Rain gardens to improve drainage/biodiversity in the urban environment and create definition between footways and carriageway.
 - Outdoor spillout seating for local businesses.
 - Parkettes/public realm seating and picnic table
TBC - flexible outdoor space (subject to further engagement with local businesses).
 - Copenhagen crossings to enhance connection with Union Street.
 - Accessible parking bays (3no. original accessible parking bays retained and rationalised).
 - Refuse / bin storage to contain existing bins.
 - Rationalised junctions providing enhanced crossing points.
 - Feature cotersey lighting to improve social atmosphere.
 - Standard parking bays (16no. original parking bays retained and rationalised).
 - Sentinel lighting (West End wayfinding sign).
 - Controlled crossing (retained and rationalised).
 - Day time taxi rank (retained and rationalised).
 - Typical road width

NOTE
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Refer to 8153-LDA-07-XX-DR-L-2001

E	Issue for business case update	RW	13.10.23
D	Draft issue for business case update	RW	29.09.23
C	Issue for RIBA Stage 3	JWA	21.10.22
B	Issue for RIBA Stage 3 (for coordination)	MGU	06.10.22
A	Issued to Design Team for Stage 3 coordination	JWA	26.09.22
/	Issue for RIBA Stage 2	JWA	12.07.22
REV.	DESCRIPTION	DATE	

LDĀDESIGN

PROJECT TITLE
ABERDEEN CITY CENTRE VISION

DRAWING TITLE
West End Streetscape
General Arrangement Plan

ISSUED BY	Glasgow	T:	0141 222 9780
DATE	22/06/22	DRAWN	BAd
SCALE@A1	1:250	CHECKED	MMc
STATUS	Sketch	APPROVED	JWA

DWG. NO 8153-LDA-07-XX-DR-L-2002

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CB Currie & Brown

DSSR

FAIRHURST

SYSTRA

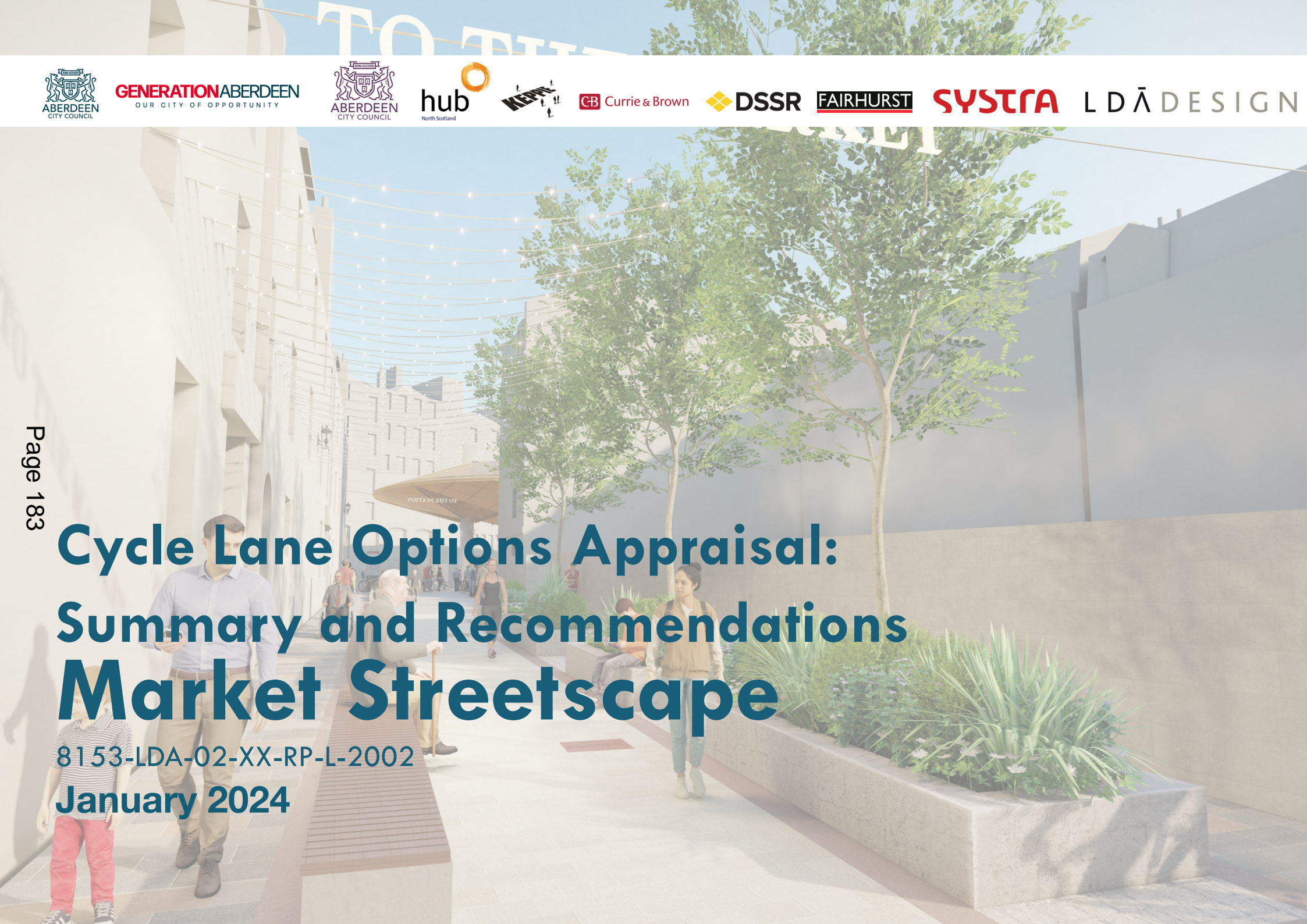
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Page 183

Cycle Lane Options Appraisal: Summary and Recommendations Market Streetscape

8153-LDA-02-XX-RP-L-2002

January 2024



Introduction

The purpose of this study was to investigate a series of proposed route options to create a cycle route through the Merchant Quarter in Aberdeen, running specifically from the railway station to Union Street, Union Street being the town centre and the main arterial route from which other destinations can be reached. Although diagrammed and noted in this direction, facilitating travel in the opposite direction is also considered, with the aim being a route which is travelled in the same way in both directions, for clarity and ease of wayfinding. Primarily, these routes were to be considered with a view to their capacity to offer segregated cycling.

As well as considering road capacity for cycling infrastructure, other conditions were taken into account, including motor vehicular movement, gradients, surface conditions, relative distances and potential and perceived dangers.

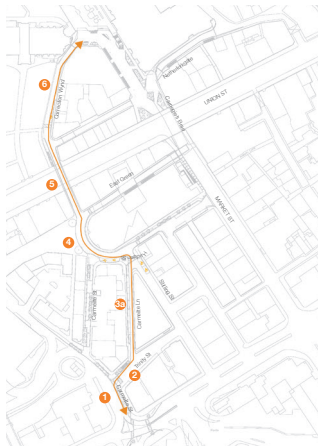
This study not only considers existing road layouts, but those proposed as part of the ongoing Aberdeen City Centre Streetscape project and traffic movements expected in 2028, following ETRO 2.

This document builds upon the initial options appraisal which was undertaken by Aberdeen City Council.

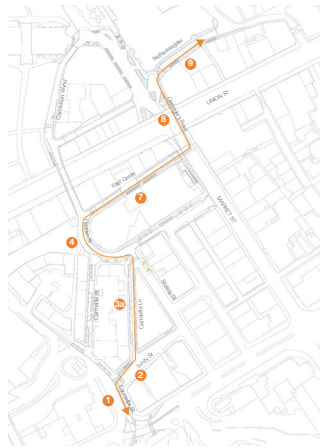
This document is a summary and update of the original 'Cycle Lane Options Appraisal: Merchant Quarter' of May 2023.

Methodology: Route options breakdown

A series of routes was considered by Aberdeen City Council, as part of the original options appraisal document, and these are diagrammed here. Stretches of routes were numbered, and these considered in turn.



OPTION 1:
Via Carmelite Lane,
Hadden Street and
Correction Wynd



OPTION 2:
Via Carmelite Lane,
Hadden Street and
Carnegie's Brae



OPTION 3:
Via Stirling Street,
Hadden Street and
Correction Wynd



OPTION 4:
Via Stirling Street,
Hadden Street and
Carnegie's Brae

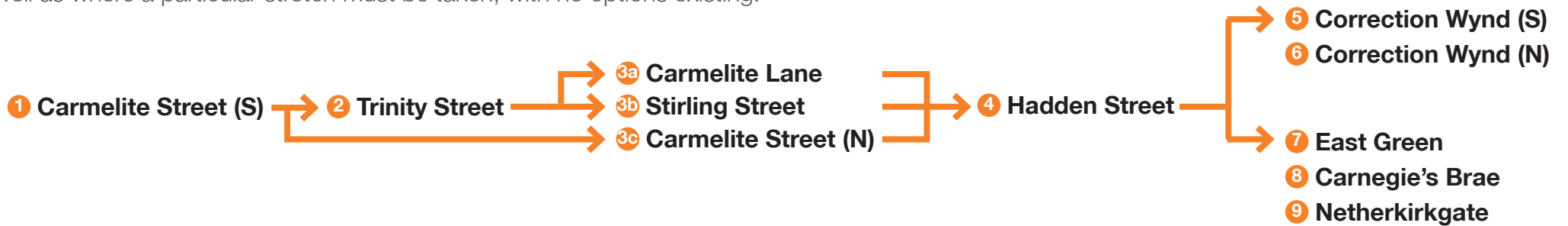


OPTION 5:
Via Carmelite Street,
Hadden Street and
Correction Wynd

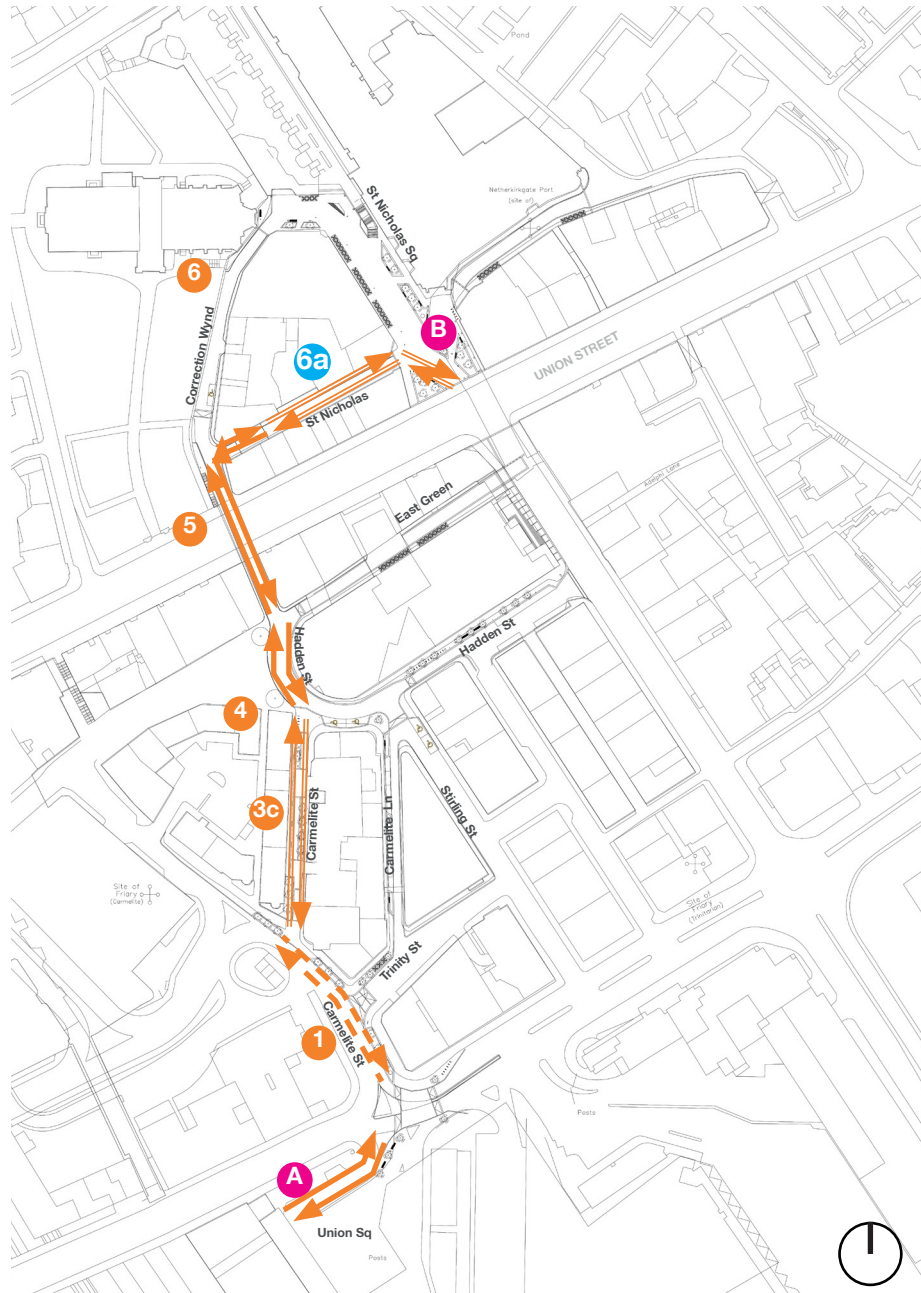


OPTION 6:
Via Carmelite Street,
Hadden Street and
Carnegie's Brae

The flow diagram below breaks down the options for all legs of the journey, as well as where a particular stretch must be taken, with no options existing.



Preferred route through the Merchant Quarter



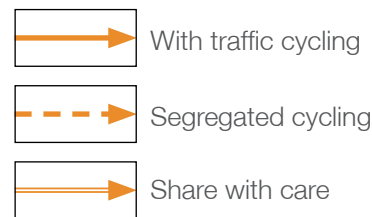
Following analysis of each of the routes, as well as the additional legs required to exit the station and to access Union Street, and in coordination with Fairhurst, the preferred route for cycling through the Merchant Quarter was determined. This route requires and can only accommodate a short stretch of segregated cycleway.

Between the station and the Guild Street junction, cyclists will share the carriageway with traffic before joining a bi-directional cycle lane along Carmelite Street (S). From there a re-designated Carmelite St (N), 'Pedestrian and cycle zone (with local access)'. From Hadden street to St Nicholas Lane, cyclists will be sharing the carriageway with traffic in both directions. Through St Nicholas Lane and St Nicholas Square, cyclists will be in a 'Pedestrian and cycle zone' (as currently) before joining Union Street.

This route is direct and legible, with turns and stages minimised.

Requirements:

- Reworking of the Guild Street/Carmelite Street junction to allow traverse from Union Square to Carmelite Street with a cycle
- Instigation of a bi-directional cycleway on Carmelite Street between Guild Street and the turn to Carmelite Street (N).
- Changing the street designation of Carmelite St. (N) to a 'Pedestrian and Cycle Zone' (with local access). Reconsideration of proposed planter locations on Carmelite Street (N)
- Signage, to encourage confidence and use



Changing the street functionality of Carmelite St. (N) to a 'Pedestrian and Cycle Zone' (with local access) would be desirable, even if it is not to be used as the cycle route. This should not be considered a general traffic route as per the 2028 plans, particularly given the exit onto Carmelite St. (S), over the footway. However, with such restrictions in place, no cycling infrastructure, even contraflow, would be necessary on this stretch.

This would mean the only infrastructure required on this route would be at its outset, on Carmelite St. (S).

Without formal infrastructure, wayfinding and signage would be required to advertise the route.

Challenges:

The exit from St Nicholas Lane across St Nicholas Street to Union Street-cyclists in whichever direction may attempt to bypass the Union St./Market St. junction, spreading then across the entirety of St Nicholas Sq., potentially in conflict with pedestrian movement. However, implementation of this route does not deviate at this point from how St Nicholas Street currently operates.

Addendum- connections to Shiprow

Although the aim of this project is to connect the railway station to Union Street by cycle, it is worth considering how connections can be made from the station to Shiprow, the only existing designated cycle infrastructure in the vicinity. Useful connections can be made from the station via Shiprow to connect Union Street and onwards, including towards the beach via Castlegate.

From the station to Shiprow, no clear efficiencies can be made with routes to Union Street. There is no direct route through the Merchant Quarter towards Shiprow. The block at Stirling Street/Exchange Street blocks direct through access from Trinity Street to Trinity Lane, and the one-way system would require contraflow cycling. This being the case, it has not been considered that the connection to Shiprow could be facilitated by the Merchant Quarter connection to Union Street.

The simplest route to Shiprow from the station is along Guild Street and up Market Street, with consideration given to the placement of the pedestrian crossing, which could be placed and operate in a different way to facilitate a right turn onto Shiprow if necessary.

Full segregation option

Consideration of routes outside of the scope of the original cycle study was given, and it was determined that should a route be desired that had fully segregated cycling infrastructure, from the station to Union Street, then Guild Street to Market Street was the only option, although this route is outside the scope of the original cycle study, and outside the scope of the market Streetscape project.

PROs

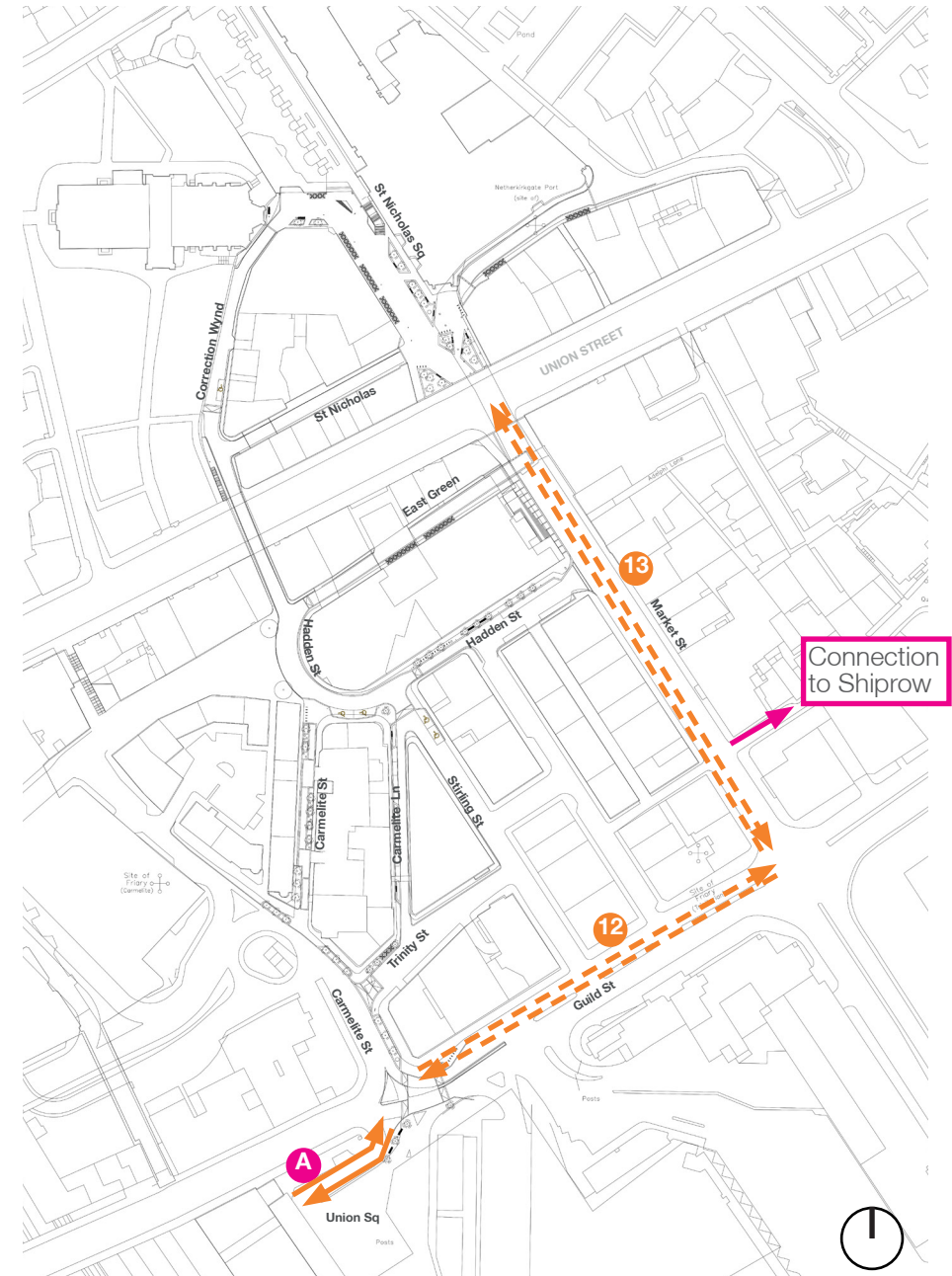
- Fully segregated route
- Formal joining of the proposed Union Street cycleway through the Union Street/Market Street junction
- Connections with Shiprow

CONs

- Gradient on Market Street
- Utilising key bus routes (conflict/perception of conflict)



Guild Street > Market Street



SUMMARY AND RECOMMENDATION

Recommendation

- Instigation of a fully segregated, likely bidirectional, cycle route from the station to Union Street utilising Guild Street and Market Street.
- Instigation of the minimal cycling infrastructure and wayfinding means through which to cycle to and through the Merchant Quarter:
 1. A leg of bidirectional cycleway between the Guild Street junction and Carmelite St (N), taking in Carmelite St (S).
 2. Reconsideration of proposed planters on Carmelite Street (N)
 3. Re-designation of Carmelite Street (N) to 'Pedestrian and Cycle Zone. Local access only'.

This approach allows for the desired segregated route, whilst also facilitating cycling through the Merchant Quarter, to allow people to experience this area of the city centre, and to encourage under-confident or slower cyclists who may prefer 'back road' cycling, and to avoid the buses and gradient at Market Street.

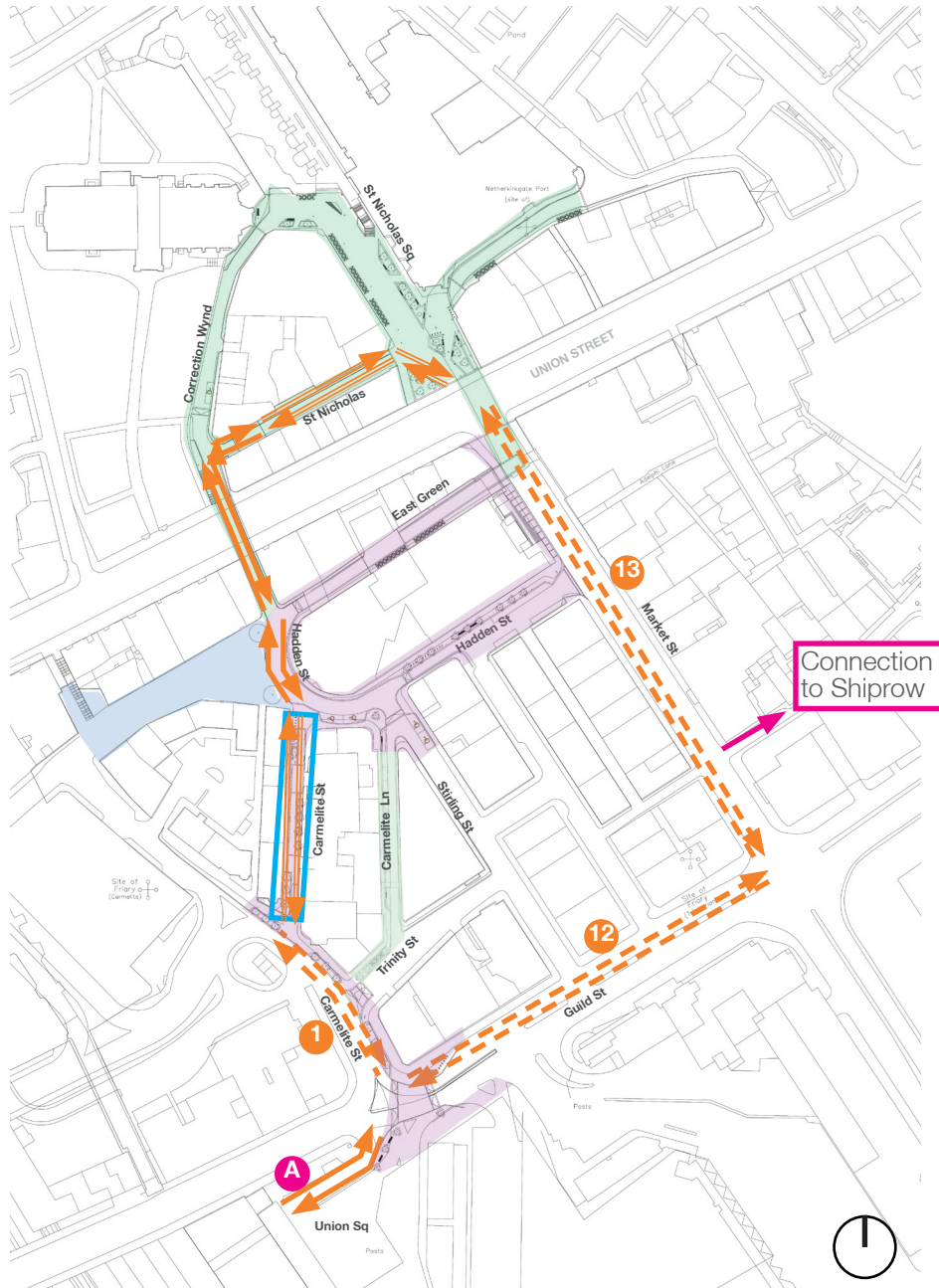
Facilitation of this recommendation relies on detailed consideration of the Guild Street/Wapping Street junction.








Ties with scope:

Guild Street to Market Street are outwith the scope of the current City Centre Streetscape projects, barring a small section to the north of the new Market building, which is within the scope of the Market Streetscape project, Phase 2.

A bidirectional cycleway at Carmelite Street (S) and reconsideration of planters in Carmelite Street (N) is within the scope of the Market Streetscape project, however it would require a revision the approved Phase 1 Stage 3 plan.

Overall recommendation and relation to scope



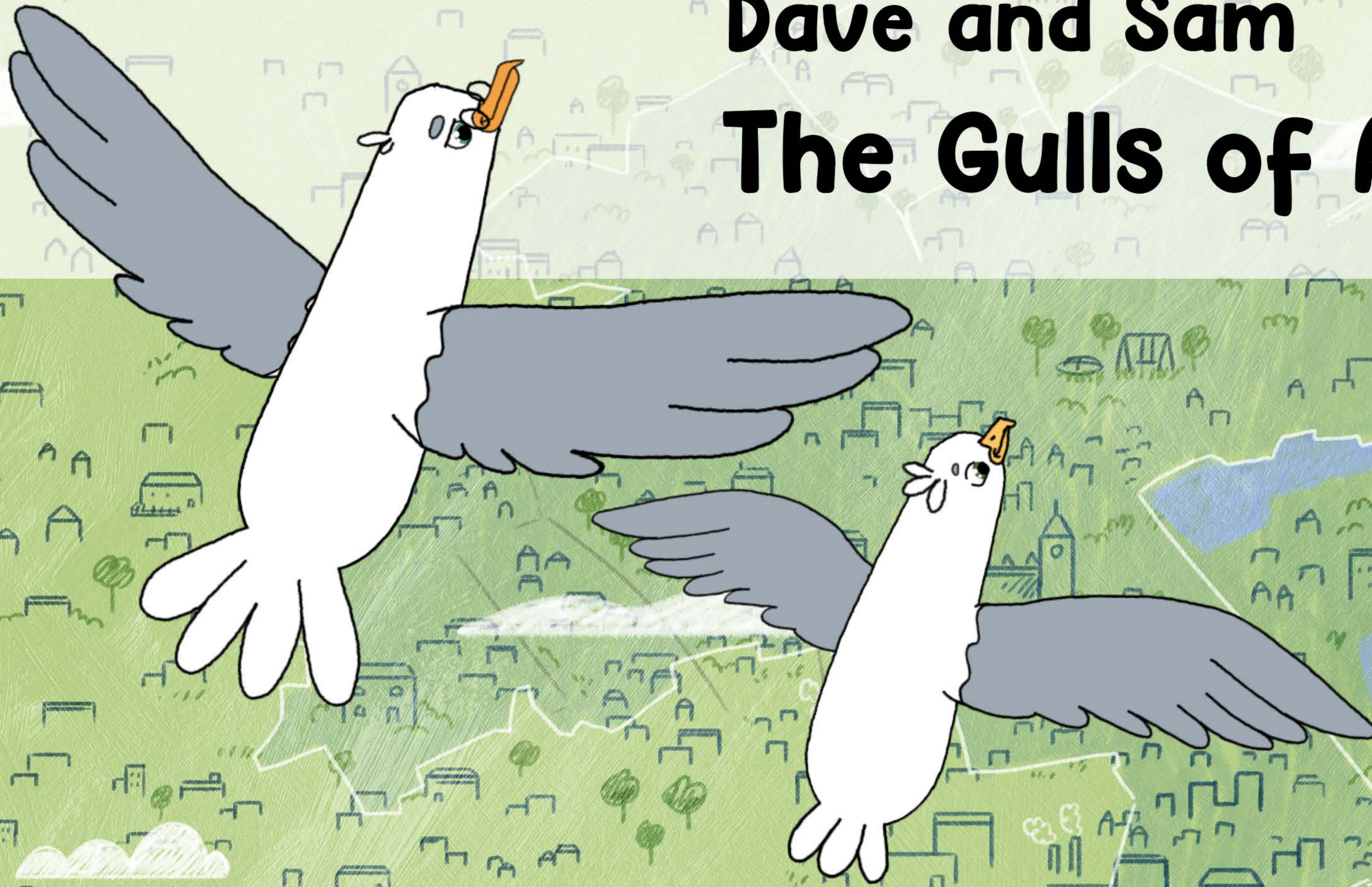
-  Market Streetscape, Phase 1
-  Market Streetscape, Phase 2
-  Market Streetscape, Phase 3
-  Re-designation of roadway; reconsideration of planters
-  With traffic cycling
-  Segregated cycling
-  Share with care

TO THE MARKET



Dave and Sam

The Gulls of Aberdeen

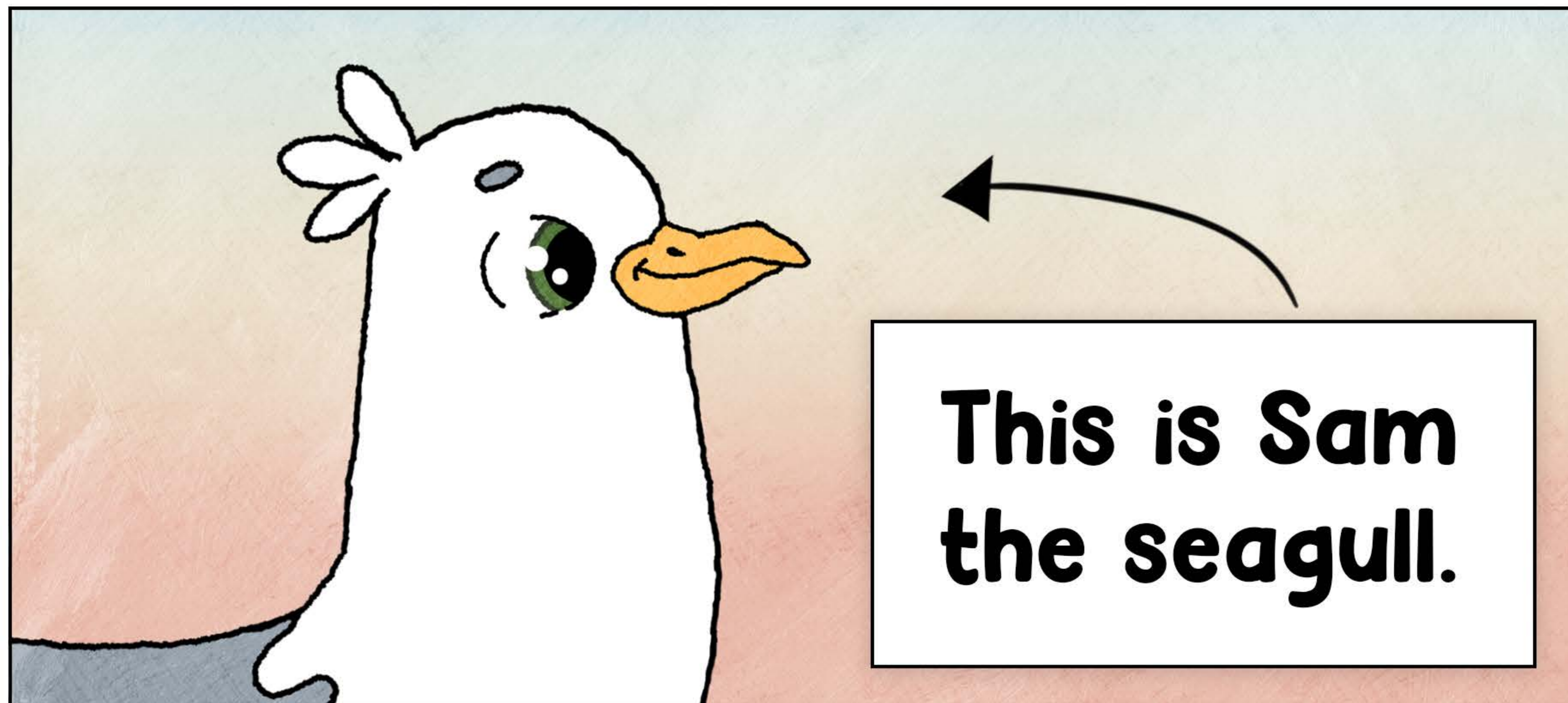


SCOTTISH
FUTURES
TRUST



hub
North Scotland

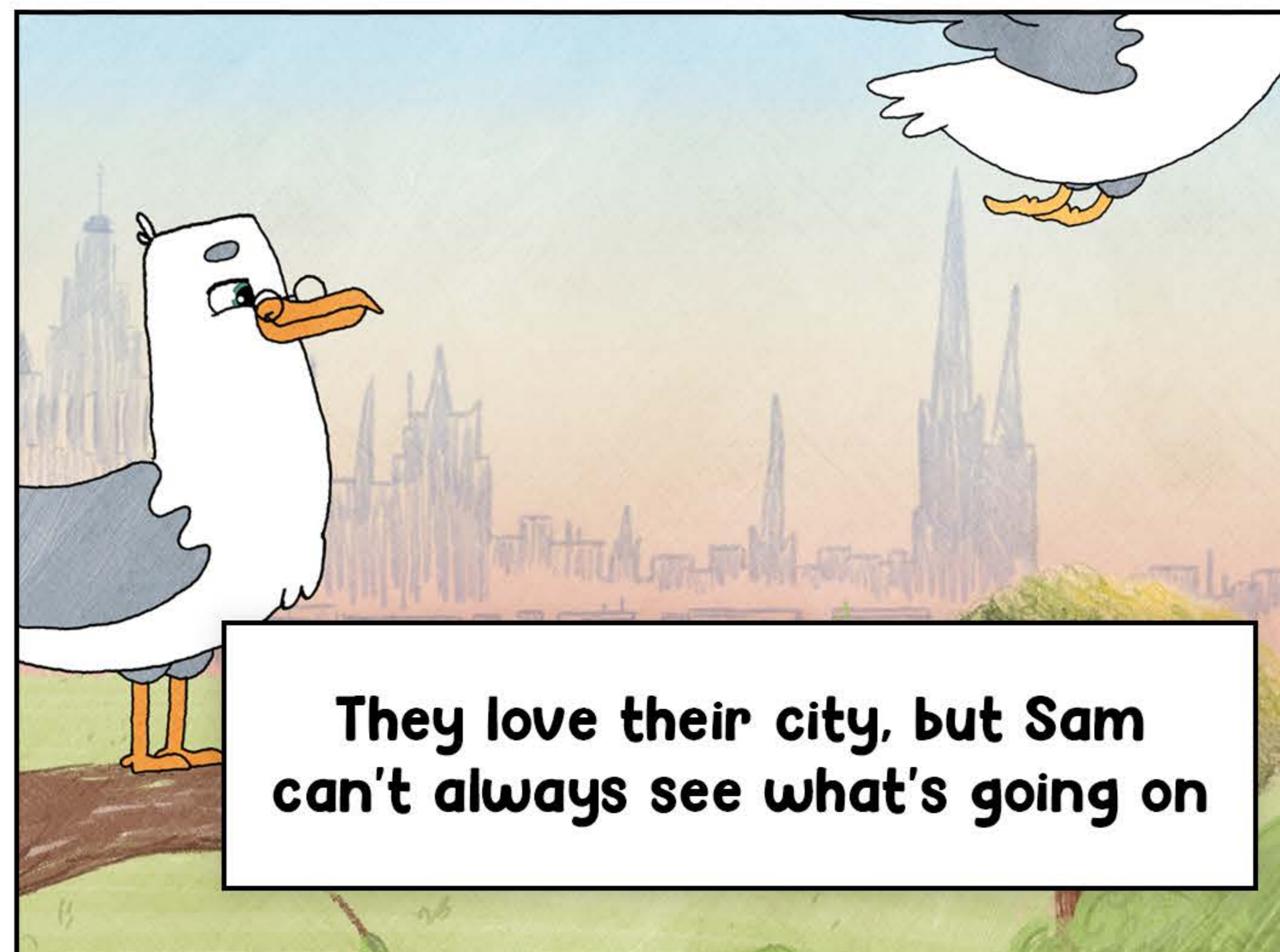




This is Sam the seagull.



Sam is a young gull and lives in Aberdeen with Dad, Dave.



They love their city, but Sam can't always see what's going on



One day, flying around the city...



...Sam noticed a huge poster.

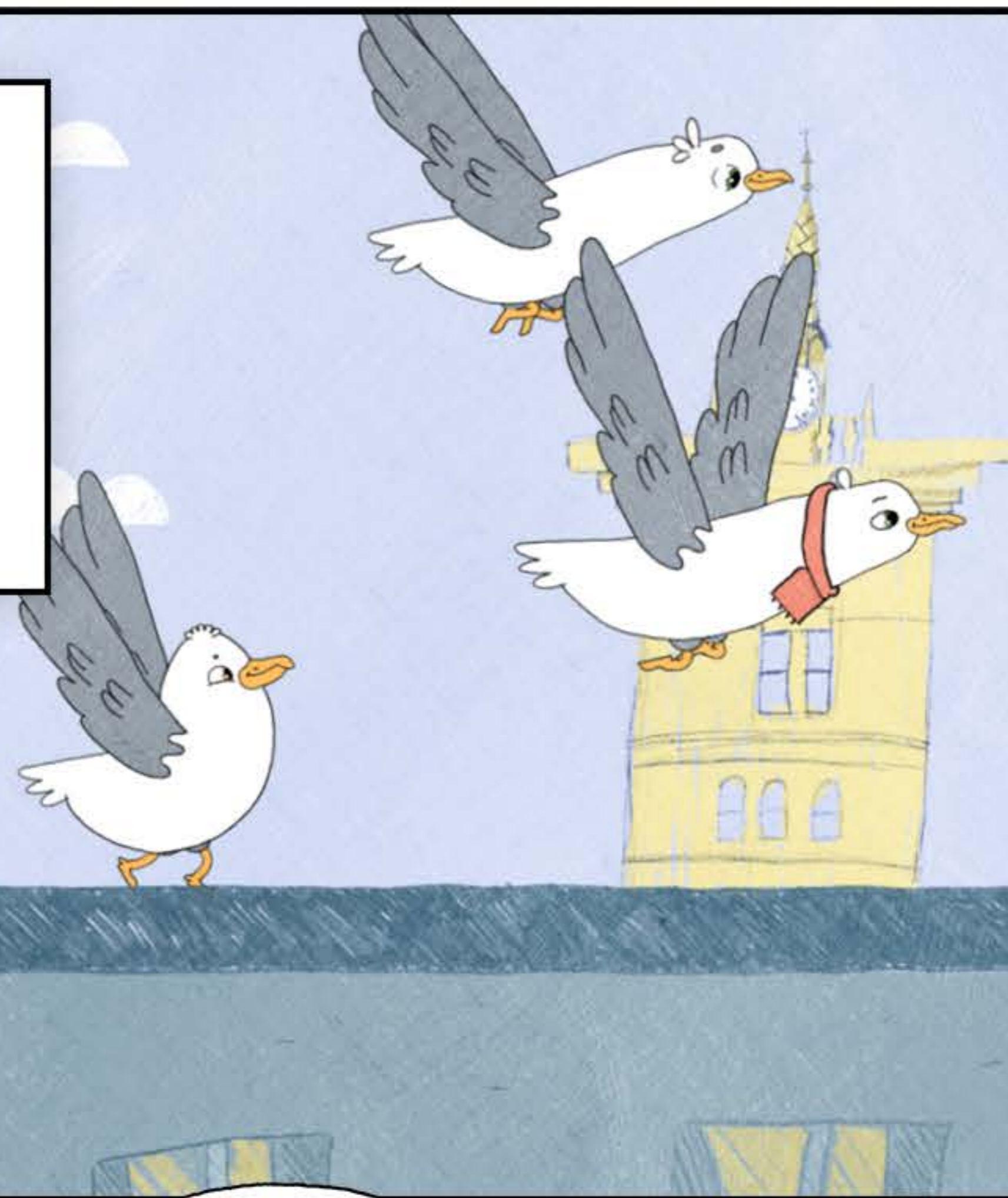
ABERDEEN!
Make a difference
Share your view on the future of the City

It was actually an invitation.

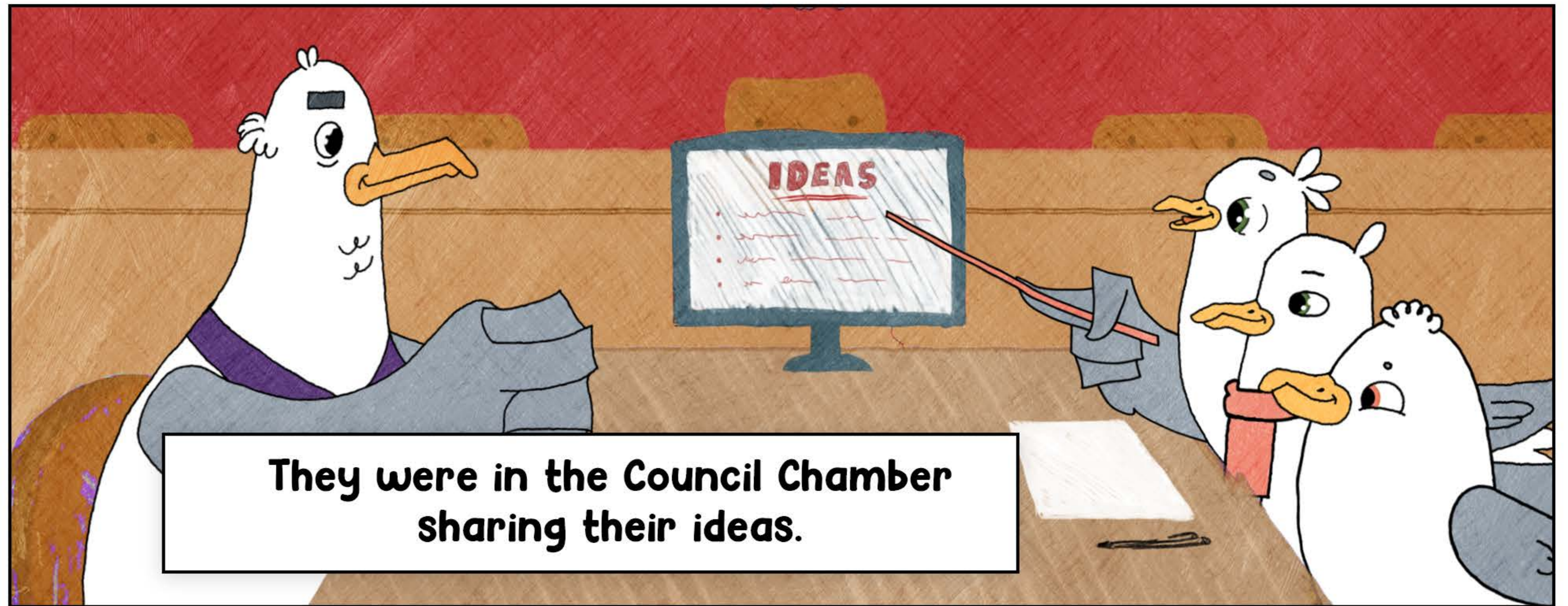


Sam gathered up their young seagull friends...

...and they went along to find out more.



They were in the Council Chamber sharing their ideas.



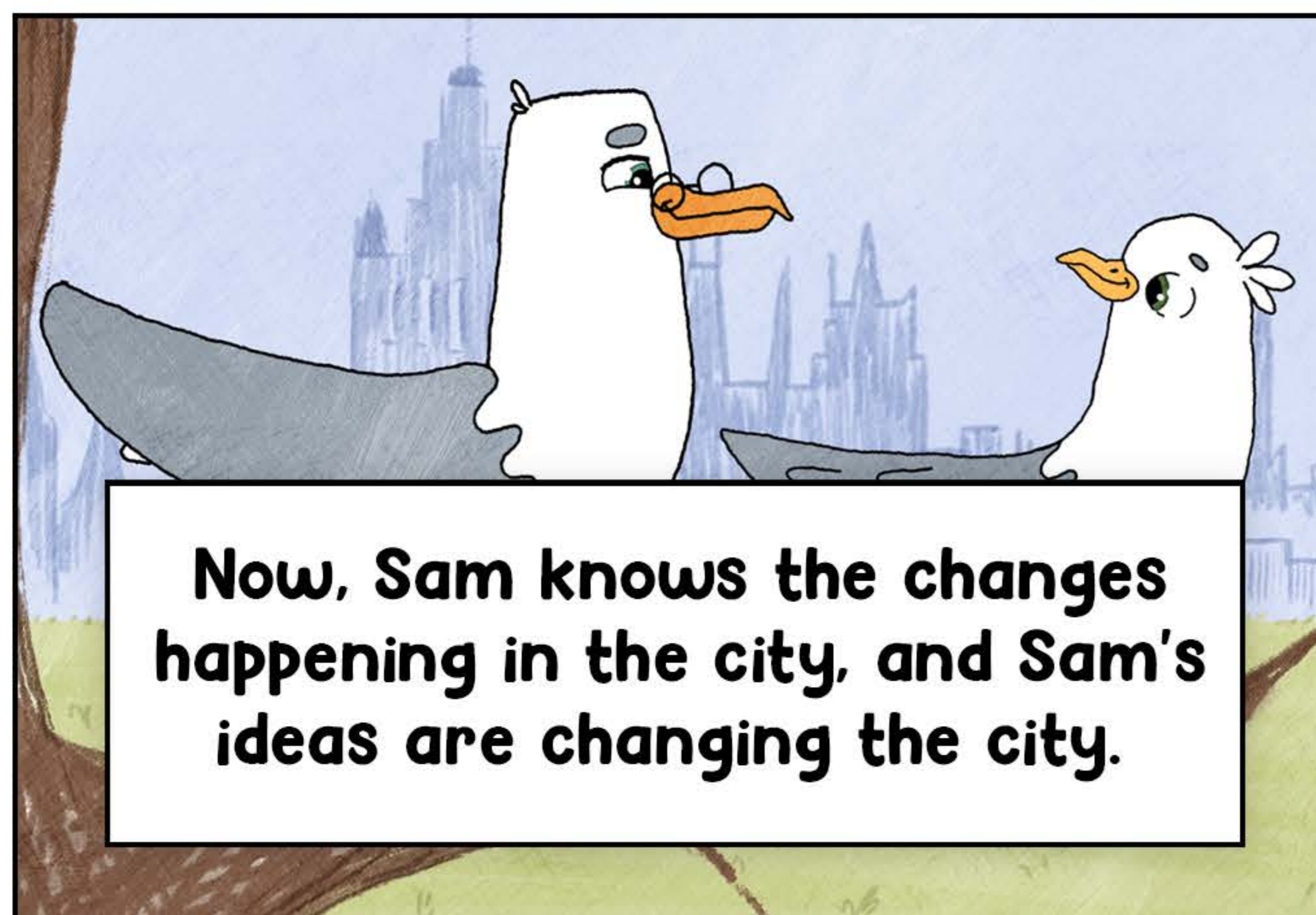
They realised that their voice matters, because the future of the city is also their future.



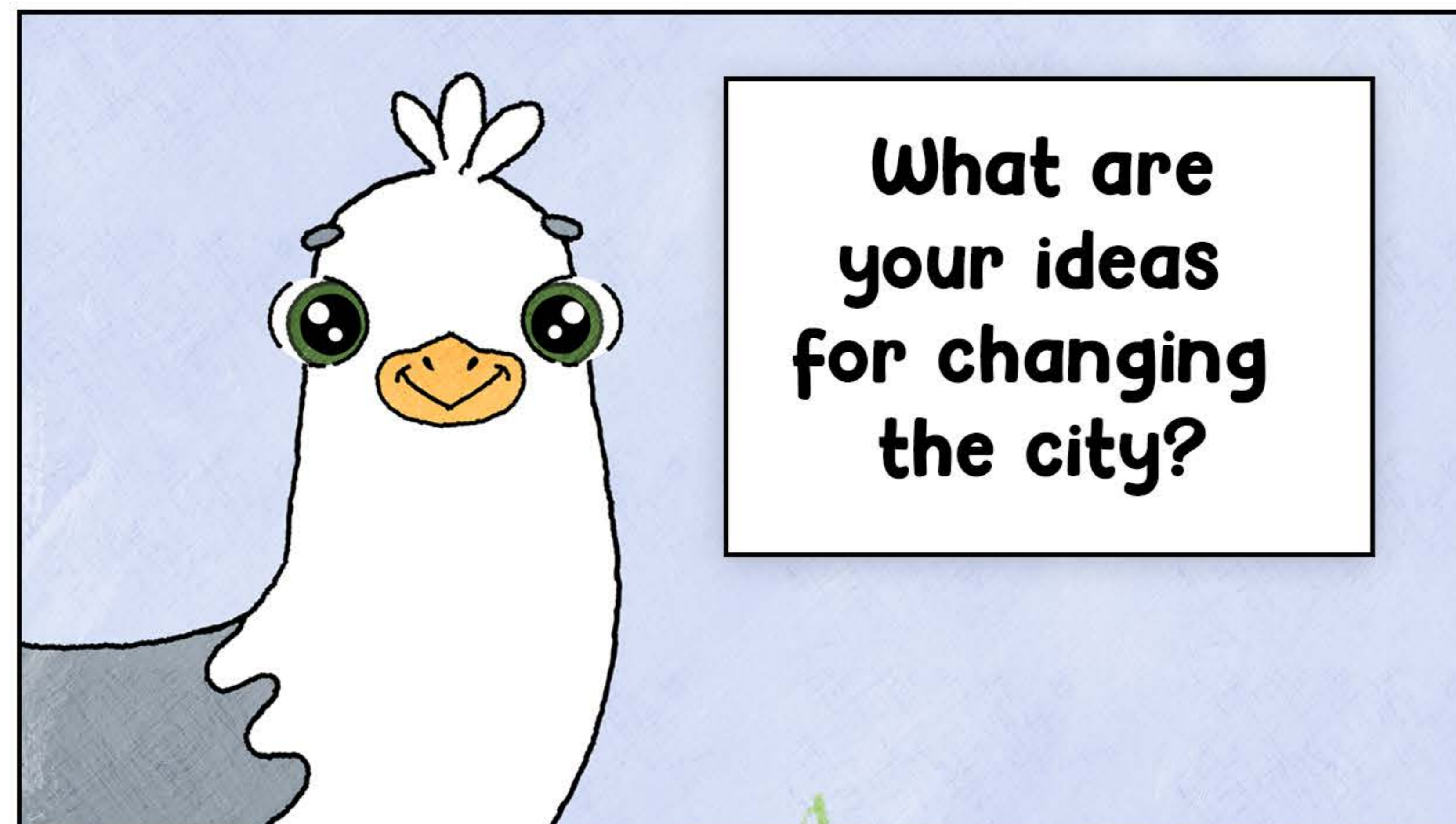
They had a lot of great ideas.



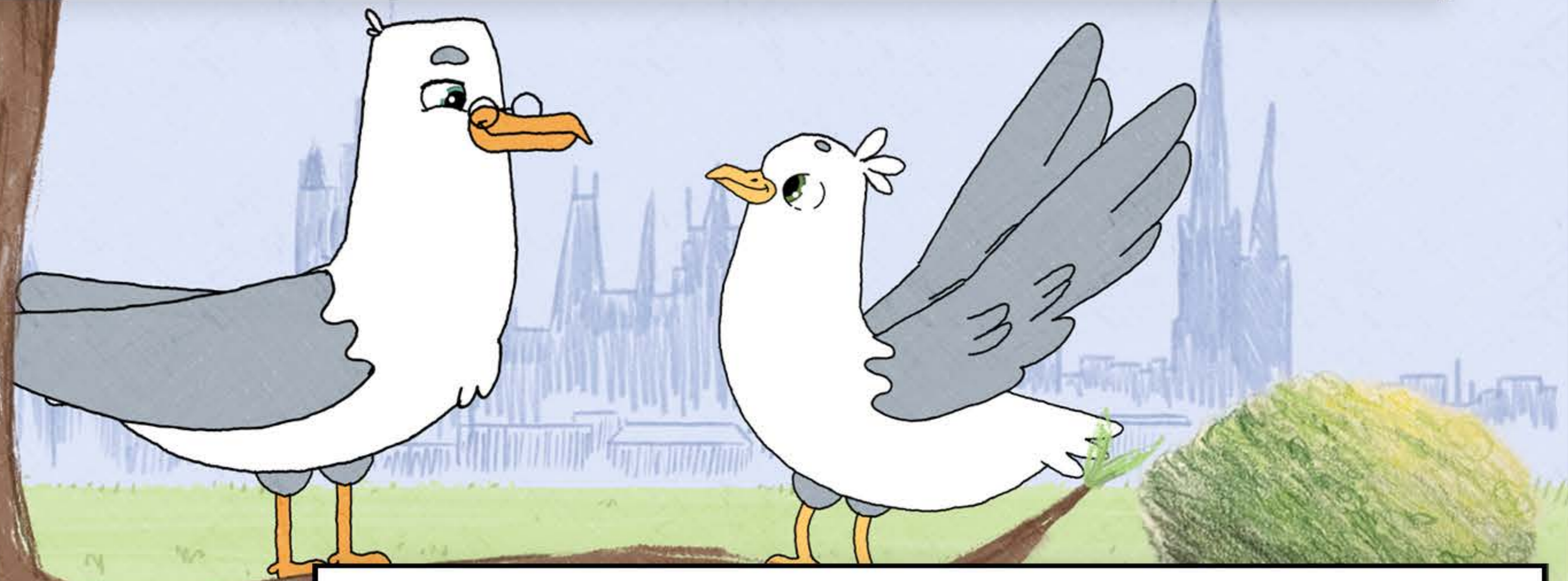
Now, Sam knows the changes happening in the city, and Sam's ideas are changing the city.



What are your ideas for changing the city?



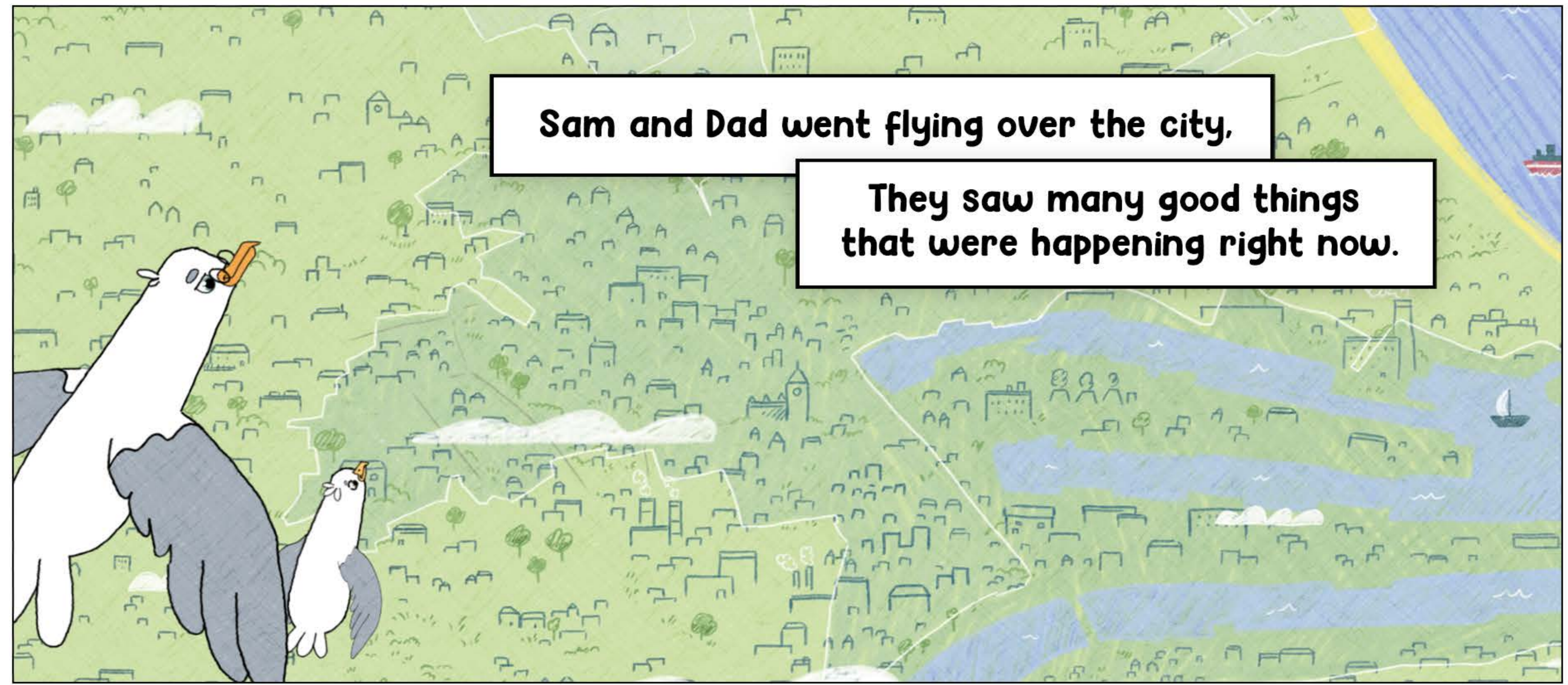
Sam is desperate to share some exciting news with Dave.



'Let's spread our wings and explore', Sam said.

Sam and Dad went flying over the city.

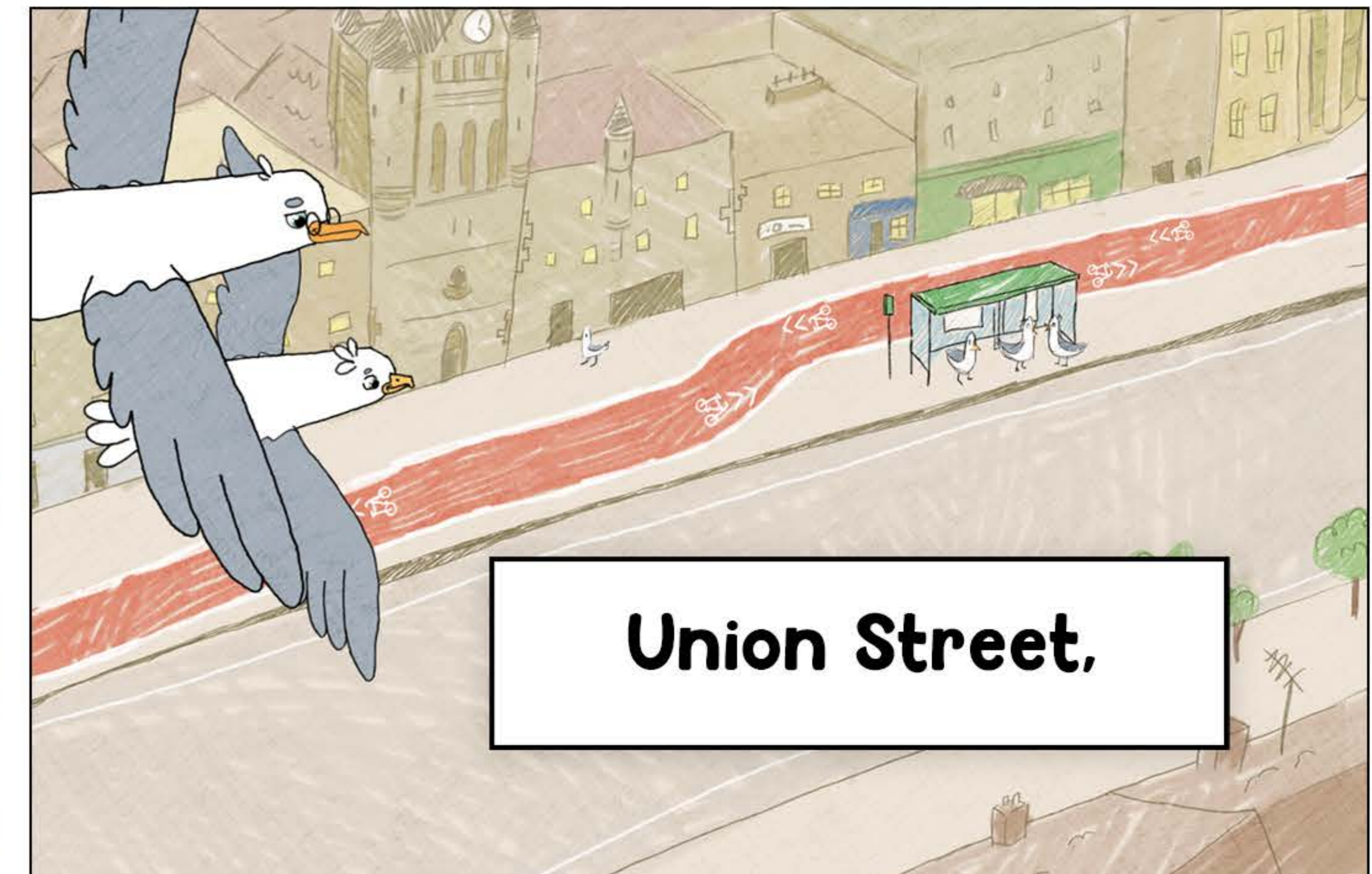
They saw many good things that were happening right now.



Beach upgrades,



green spaces,



Union Street,



new market spaces,



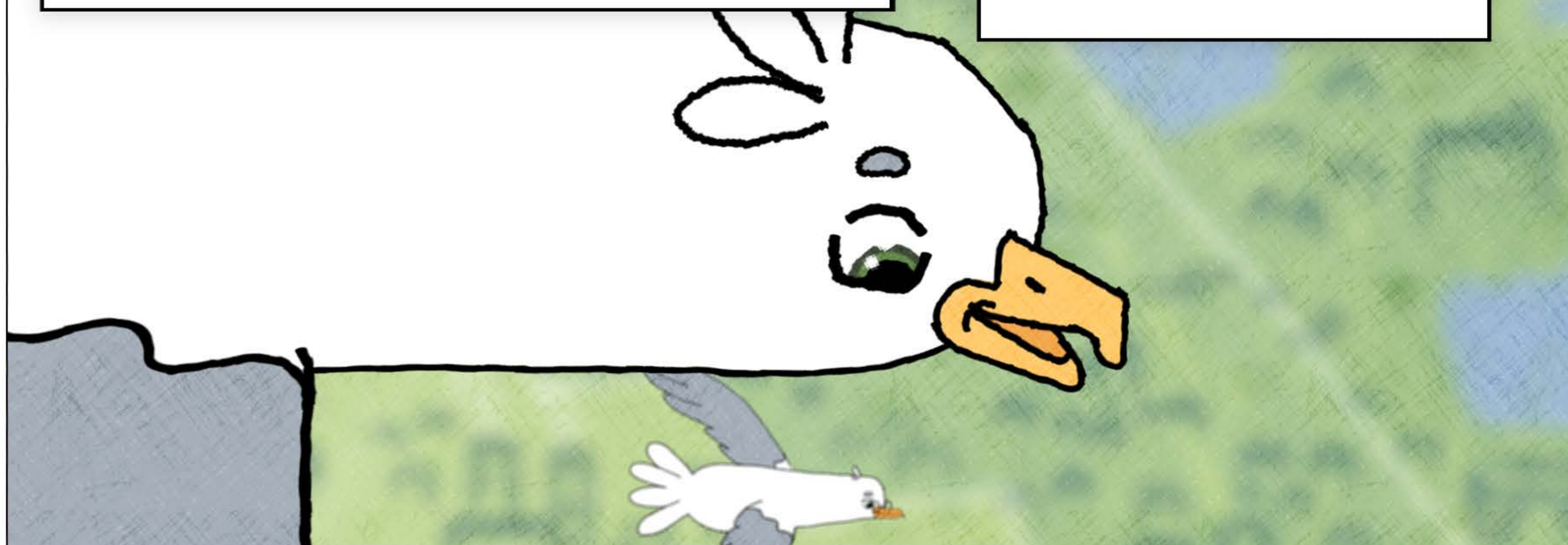
places to play.

It made them both very excited about the future.

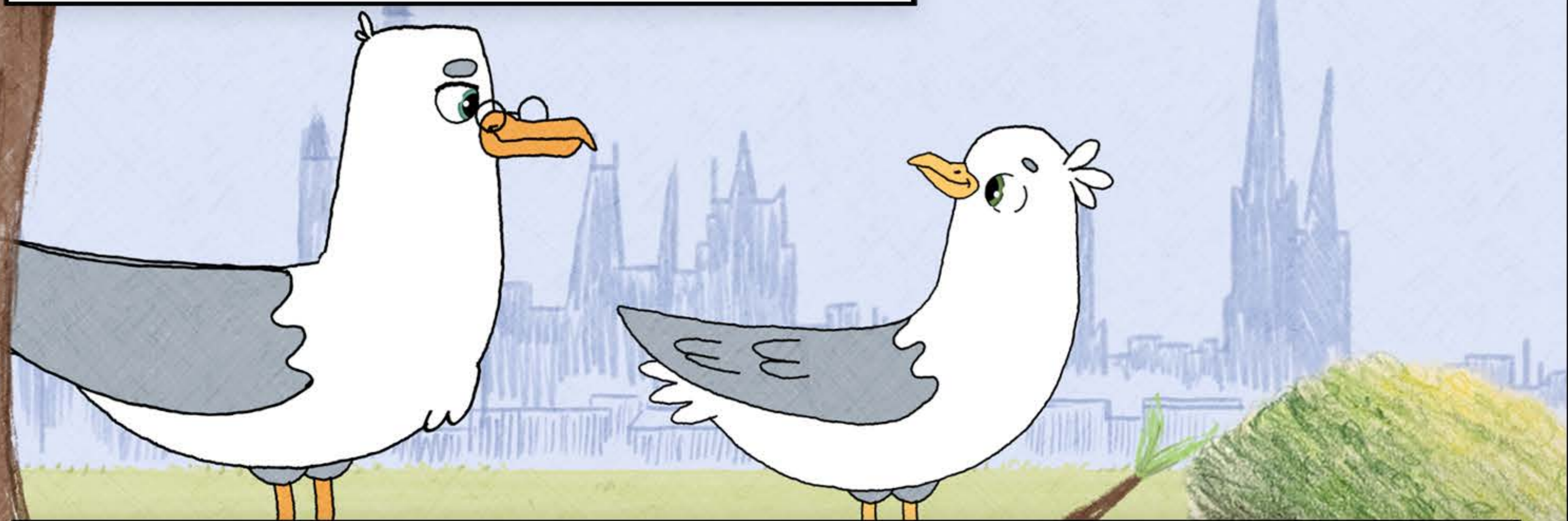


'Maybe we don't need to go anywhere' said Sam.

'We belong here.'



'This is our city and home,'



'and we can make it better for us living in it.'

'Do you feel at home here?'

What things make you feel at home in the city?





This is Sam's own nest,



but there are a few problems.



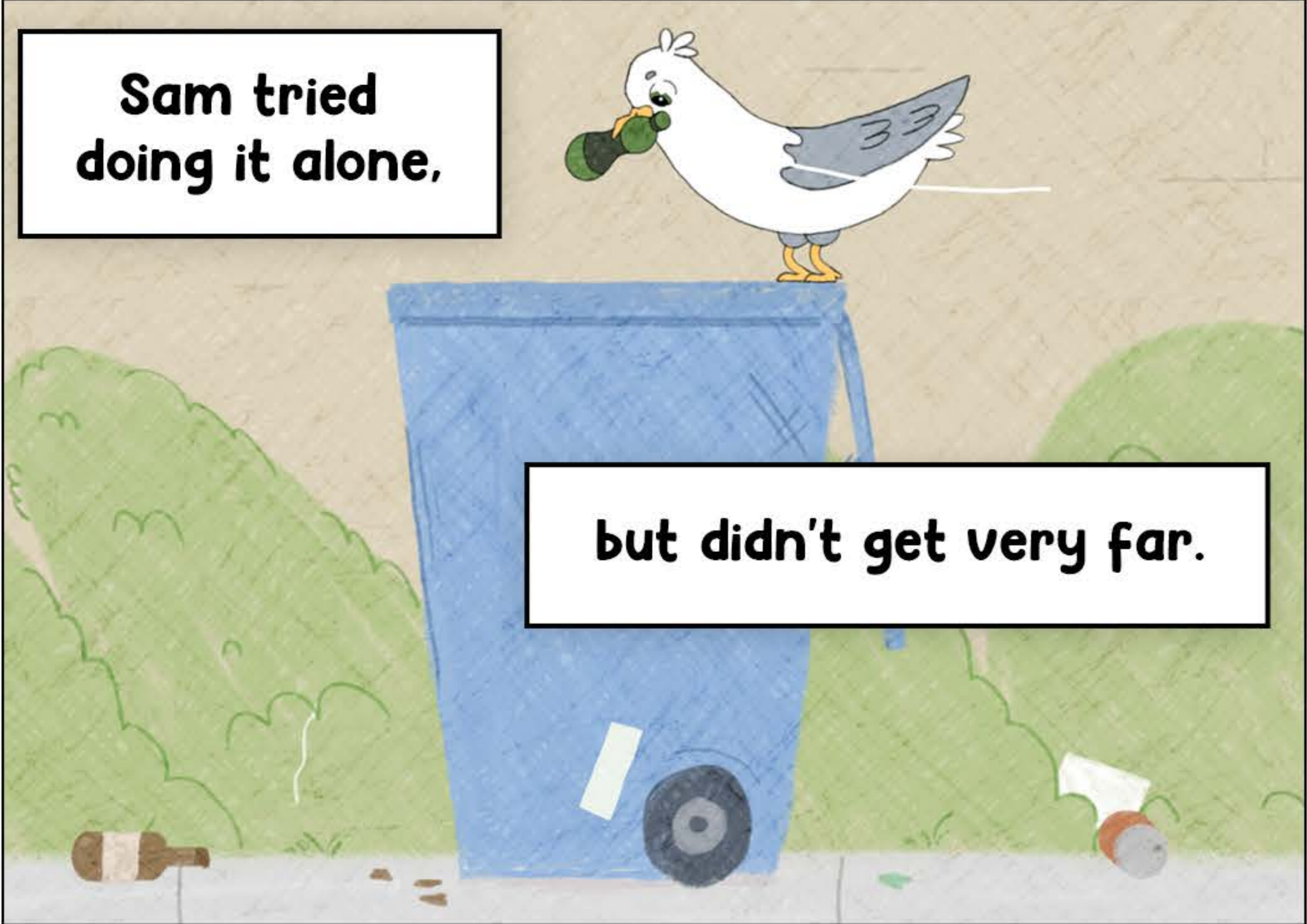
Sam could see other seagulls were struggling with the cost of living...



...and using too much energy.

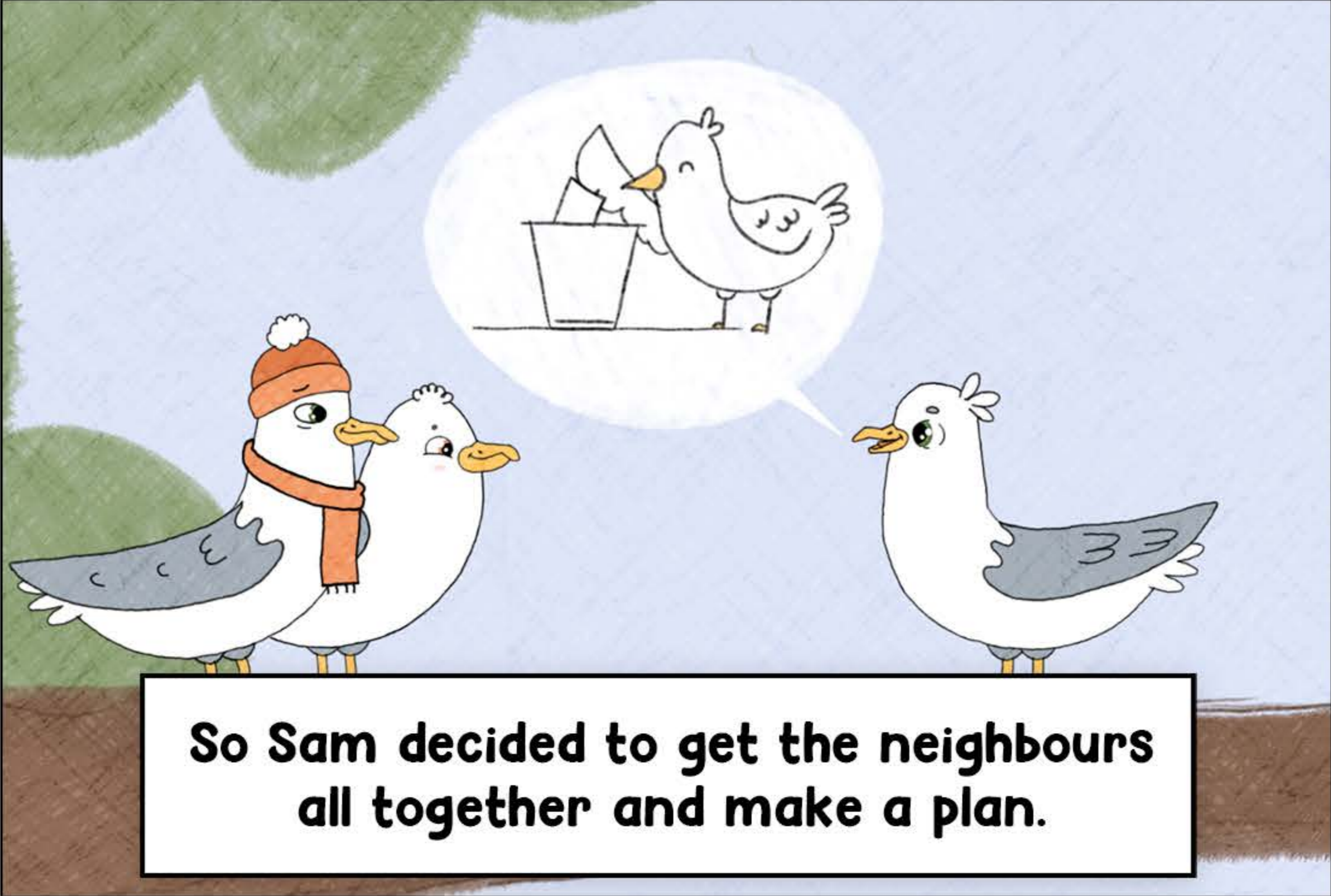


'Our nests could be much nicer', Sam thought. 'With just a few changes'.

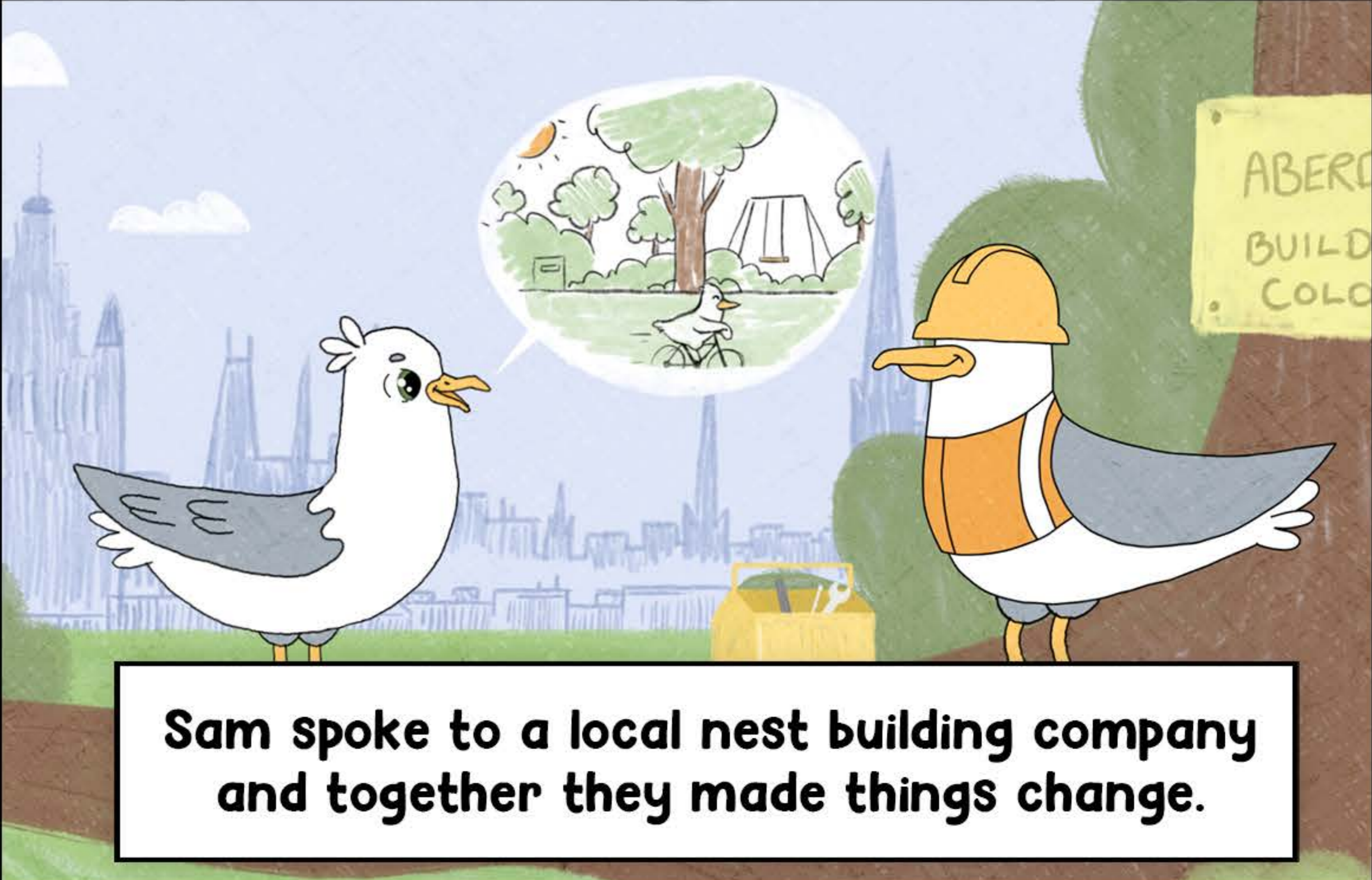


Sam tried doing it alone,

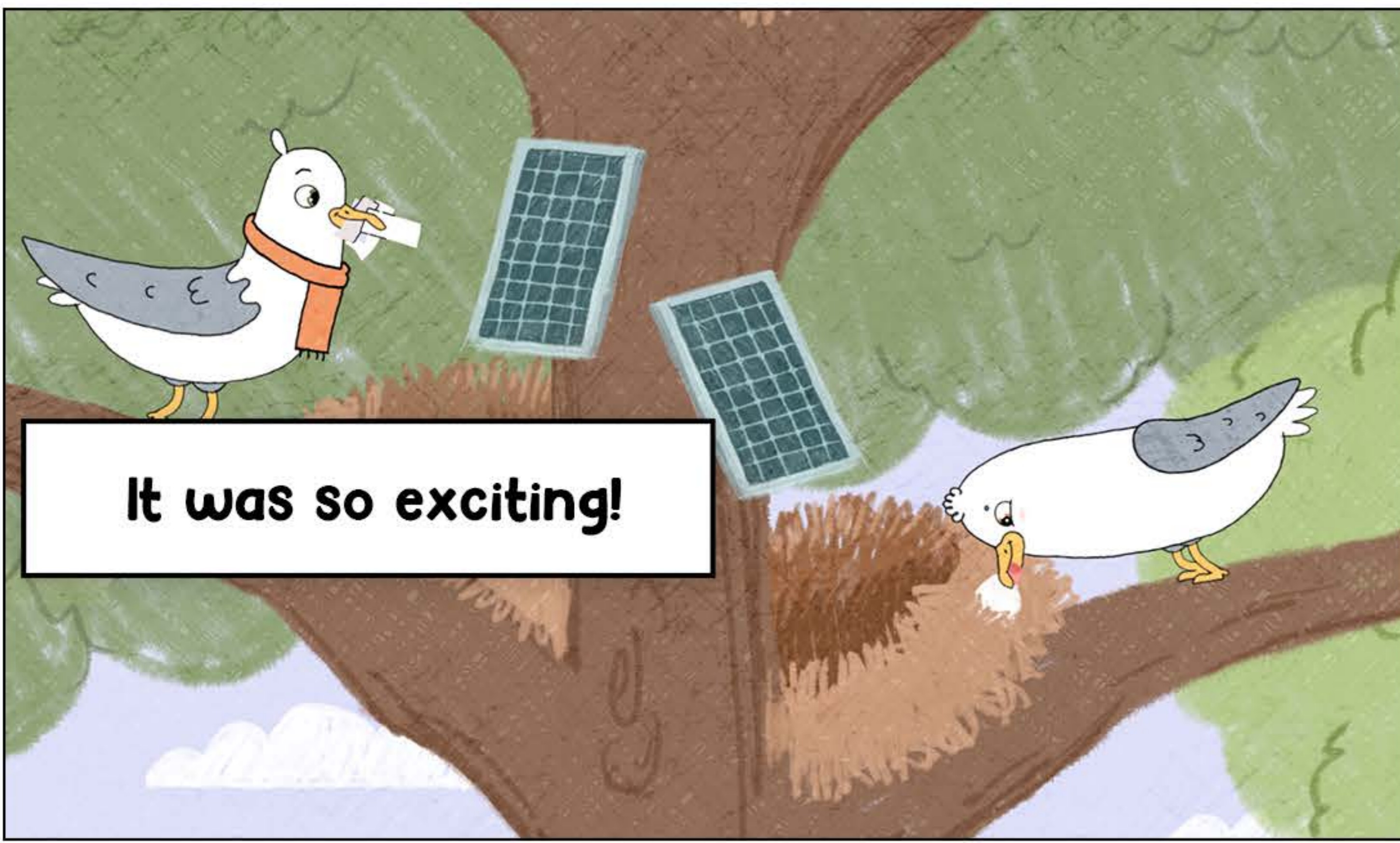
but didn't get very far.



So Sam decided to get the neighbours all together and make a plan.



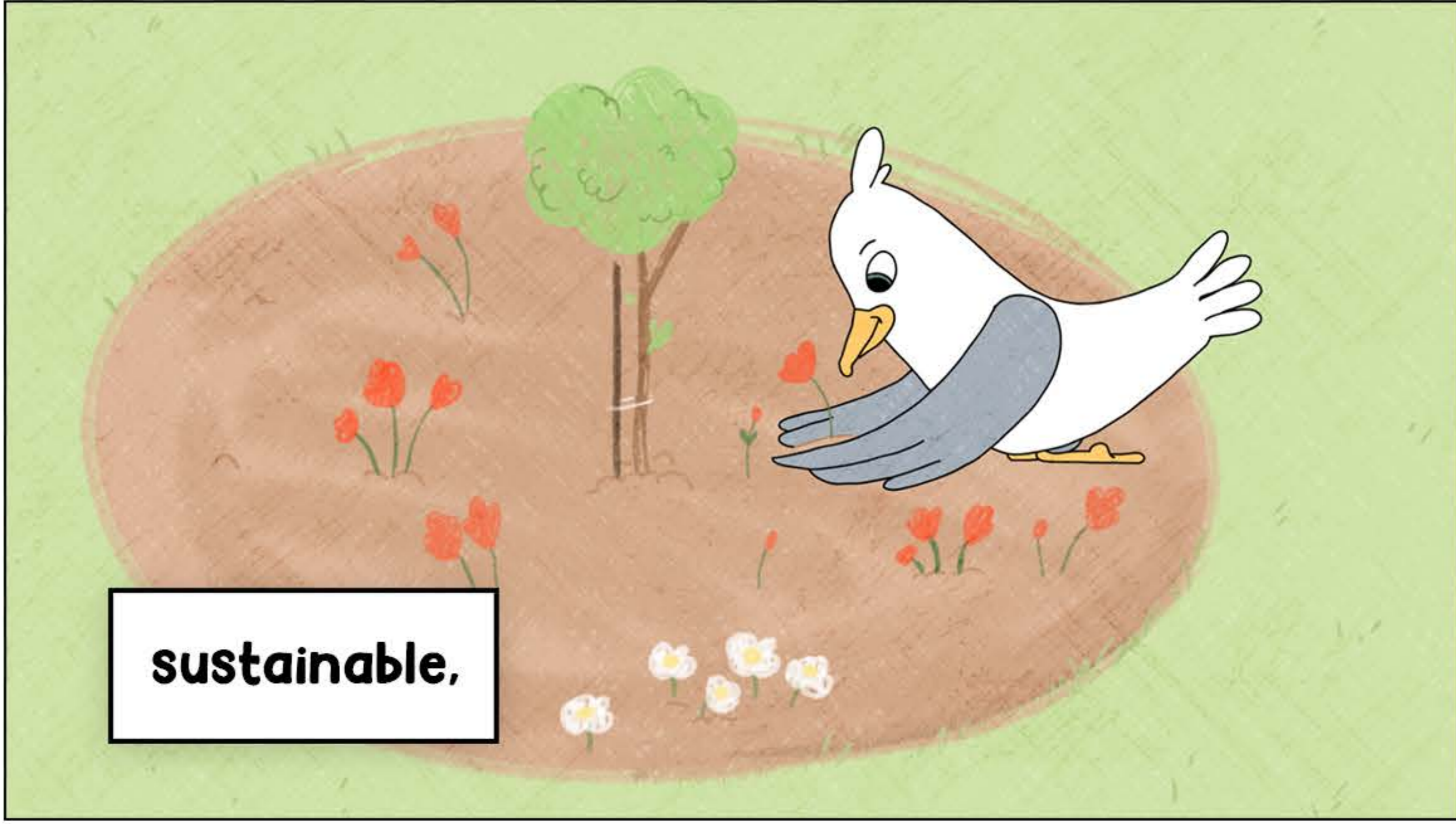
Sam spoke to a local nest building company and together they made things change.



It was so exciting!



Soon, Sam's nest and the whole neighbourhood was healthier,



sustainable.



and a much happier place to live together.



What could you do to make your home kinder to the planet?

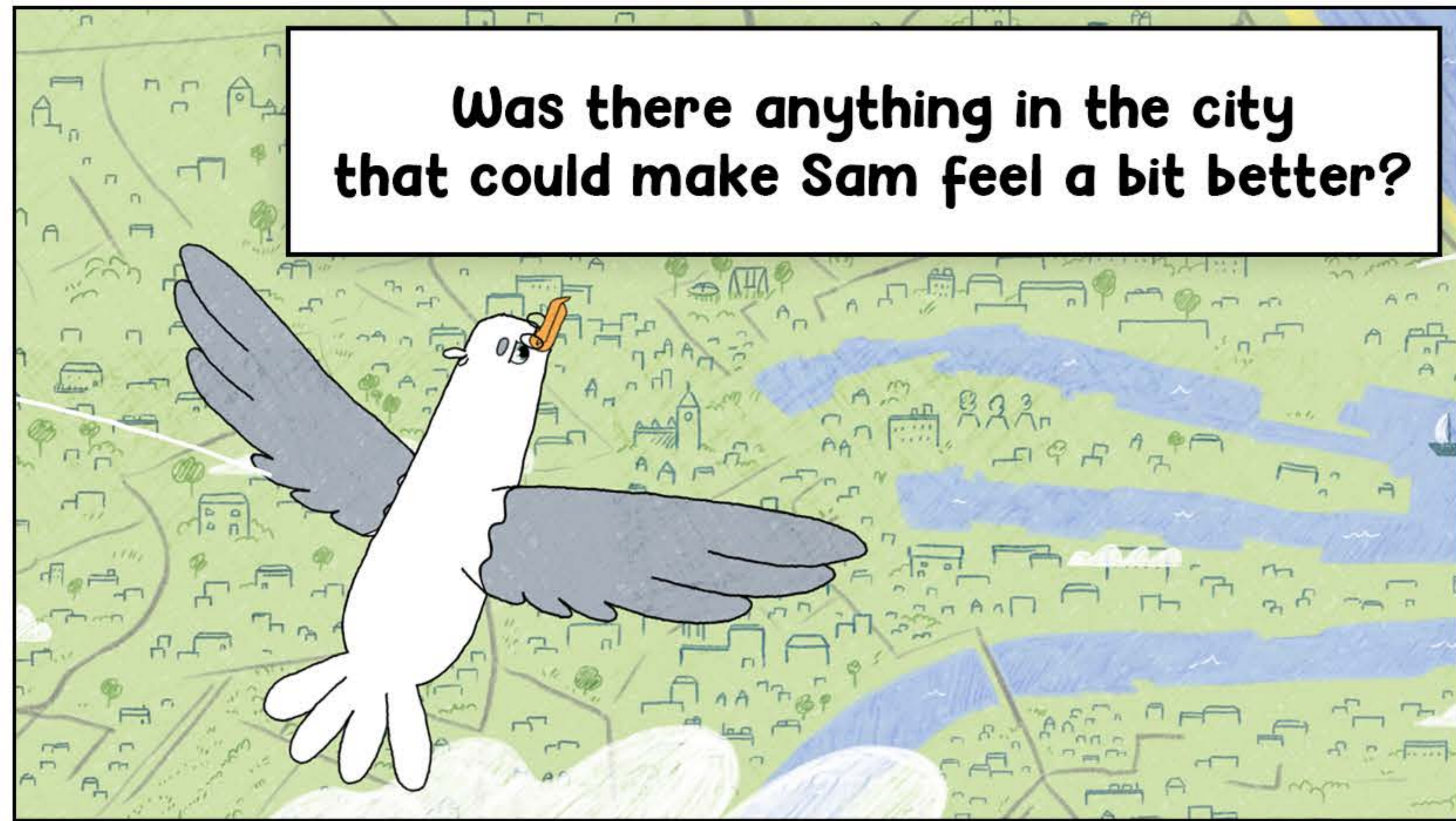


Sam wasn't feeling great.

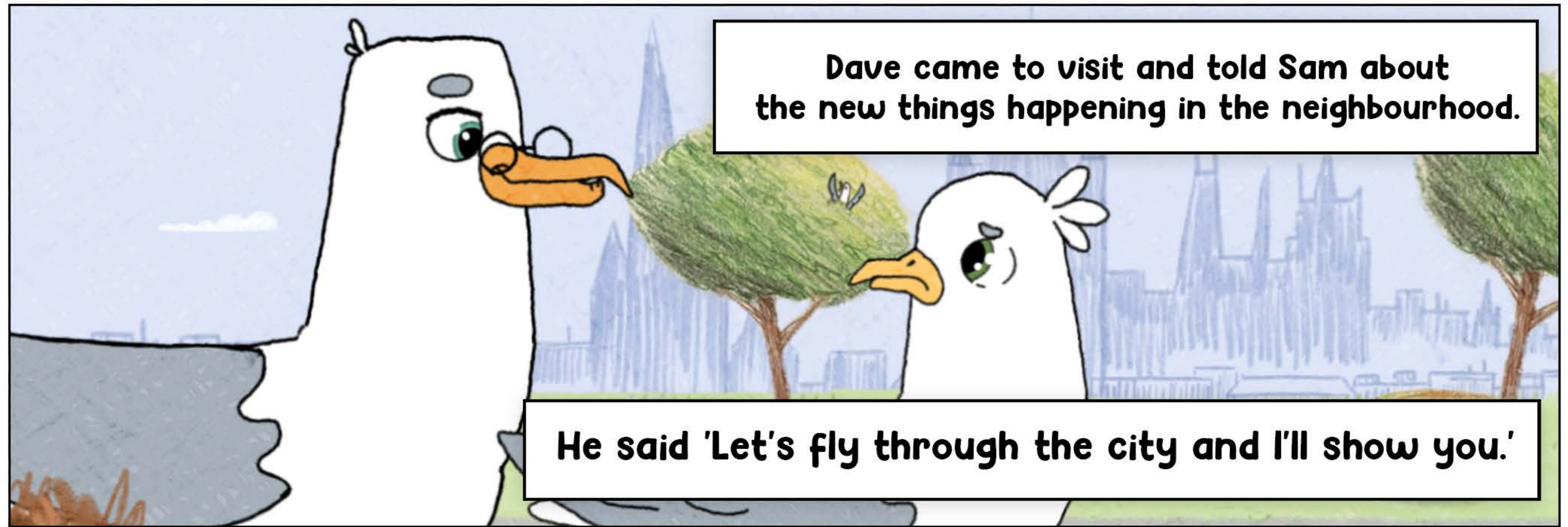


Sam watched friends who seemed so happy and energetic.

Sam didn't feel like that.

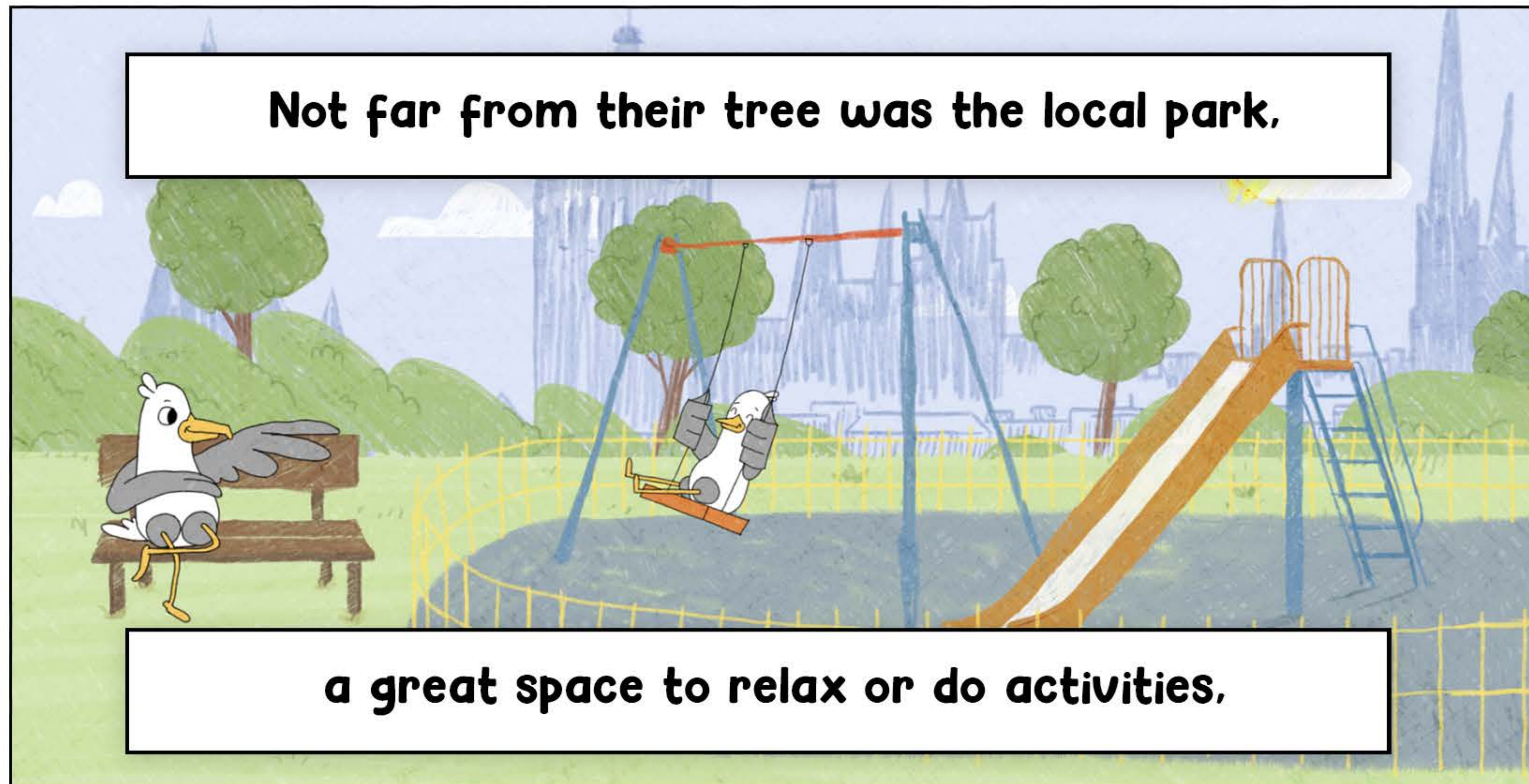


Was there anything in the city that could make Sam feel a bit better?



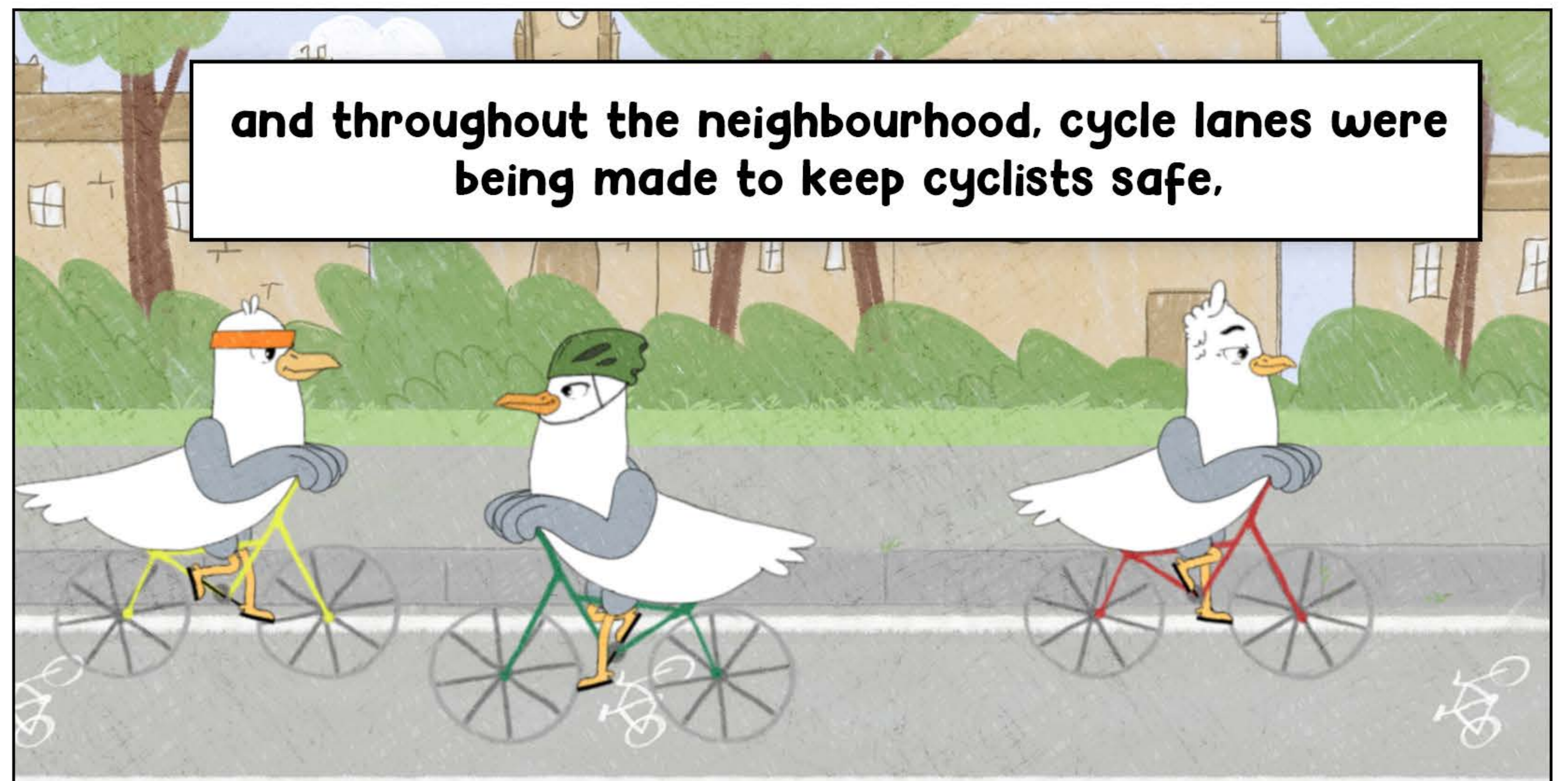
Dave came to visit and told Sam about the new things happening in the neighbourhood.

He said 'Let's fly through the city and I'll show you.'



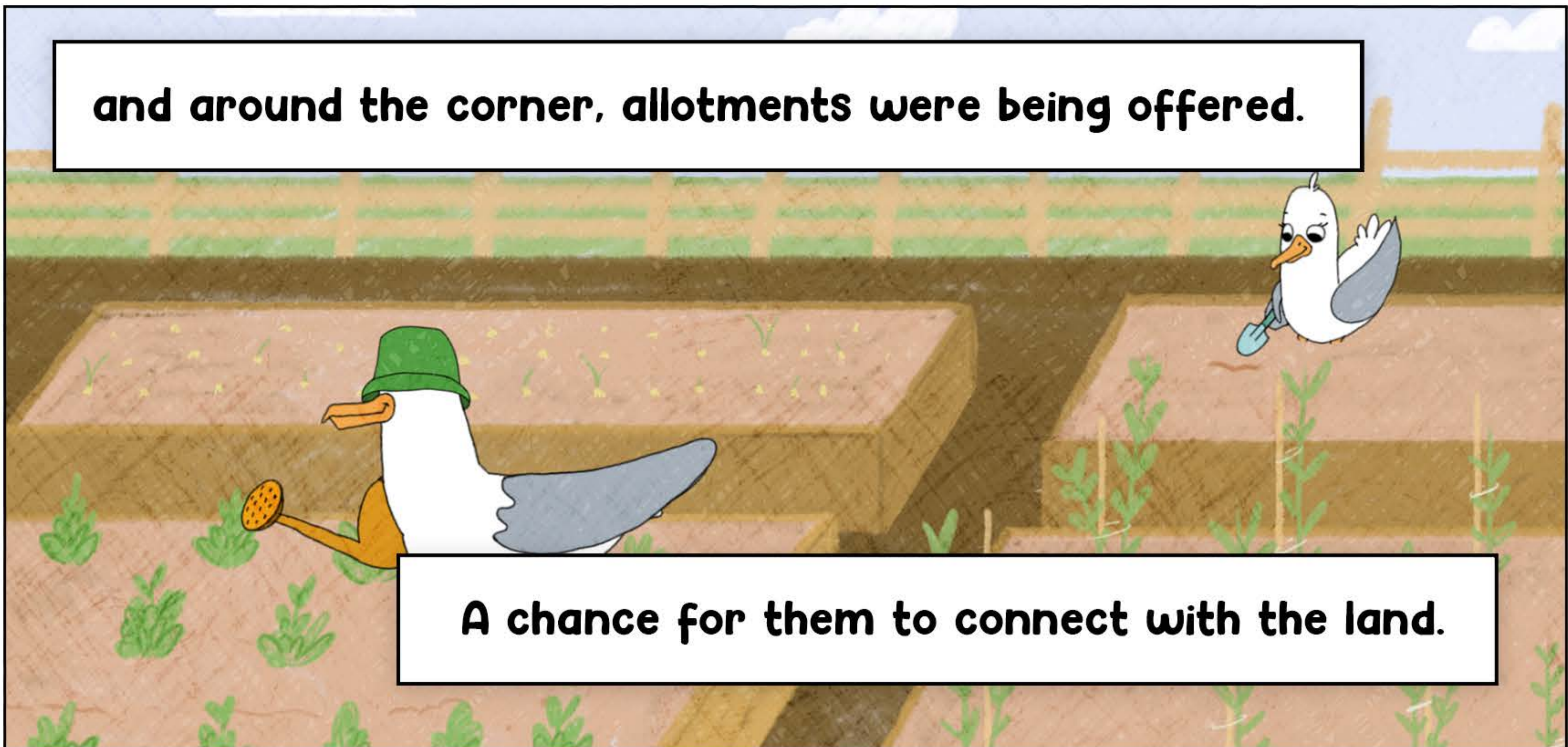
Not far from their tree was the local park,

a great space to relax or do activities.



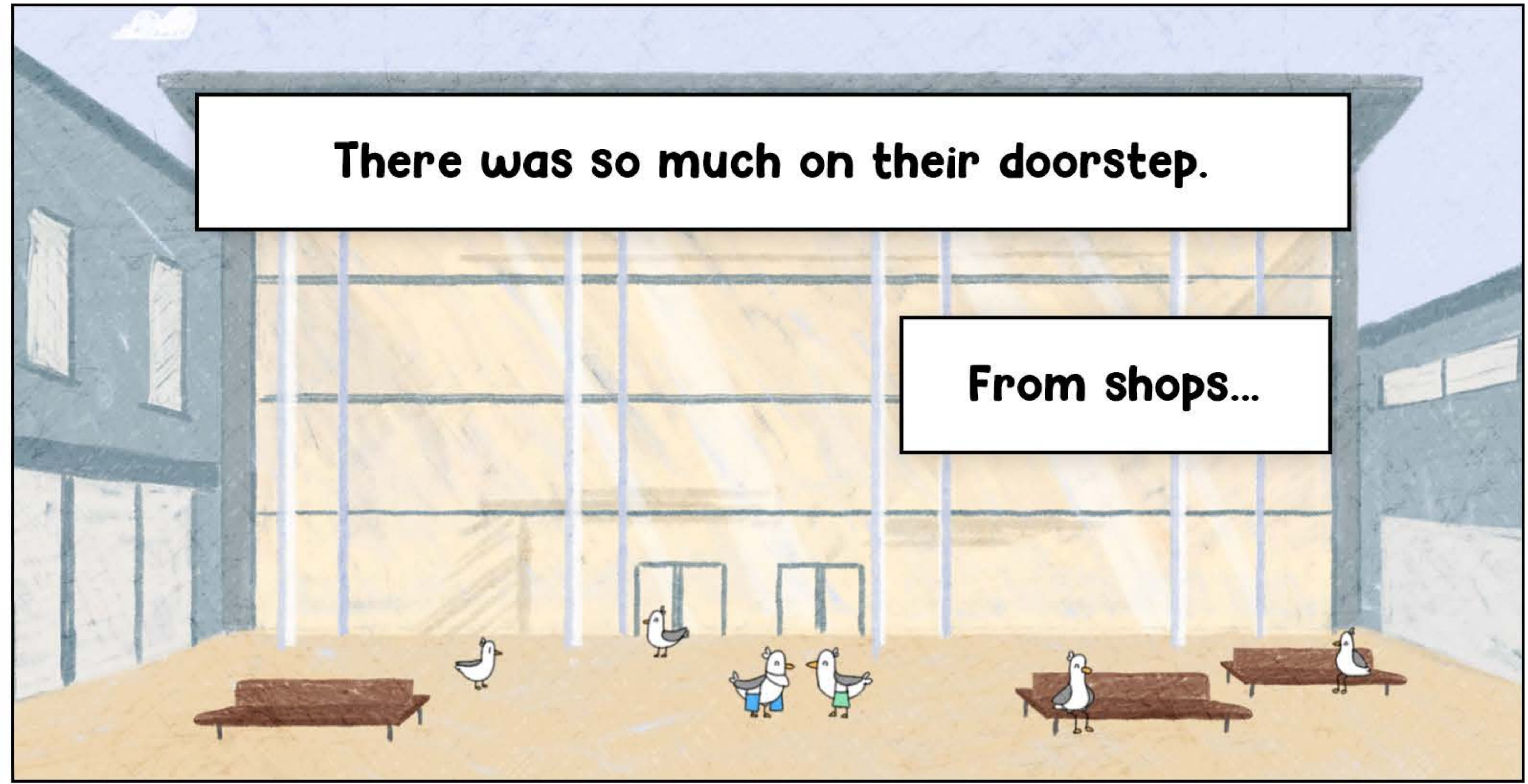
and throughout the neighbourhood, cycle lanes were being made to keep cyclists safe,

and around the corner, allotments were being offered.



A chance for them to connect with the land.

There was so much on their doorstep.



From shops...

to schools.



Sam felt hopeful and excited.



'This is going to be great.' Sam said. 'These were changes to make everyone feel better.'

'The neighbourhood had so many opportunities for wellbeing.'

'What places in the city help to keep you healthy?'



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Amended Committee Places

Committee	Partnership	Labour	Conservative	Independent (x4)	Total
Anti-Poverty and Inequality	5	2	2	0	9
Audit, Risk and Scrutiny	5	2	2	0	9
Communities, Housing and Public Protection	5	2	1	1	9
Education and Children's Services	7	3	2	1	13
Finance and Resources	5	2	2	0	9
Licensing Committee	5	2	1	1	9
Net Zero, Environment and Transport	5	2	1	1	9
Pensions	5	2	1	1	9
Planning Development Management	5	2	1	1	9
Staff Governance	5	2	1	1	9
Urgent Business	4	2	1	0	7
Integration Joint Board	3 (plus 2 subs)	1 (plus 1 sub)	0 (plus 1 sub)	0	4 (plus 4 subs)
Total:	59 (plus 2 subs)	24 (plus 1 subs)	15 (plus 1 sub)	7	105 (plus 4 subs)

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