

ABERDEEN CITY COUNCIL

COMMITTEE	Urgent Business
DATE	6 May 2020
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	External Funding for Transport Projects 2020/21
REPORT NUMBER	PLA/20/085
DIRECTOR	-
CHIEF OFFICER	Gale Beattie
REPORT AUTHOR	Joanna Murray
TERMS OF REFERENCE	Urgent Business Committee – 1

1. PURPOSE OF REPORT

- 1.1 This report advises the Committee of a number of external funding opportunities that the Council has submitted funding applications for and are already or may soon become available to the Council for transportation projects.

2. RECOMMENDATION(S)

That the Committee:-

2.1 Notes that Aberdeen City Council:-

- a) Has been successful in securing funding from Paths for All to deliver projects outlined in the Smarter Choices, Smarter Places 2020/21 Programme (See Appendix 1);
- b) Has been successful in securing funding from the NESTRANS Capital and Revenue Programme 20/21 to deliver projects (including a reserve list of projects) outlined in this report (See Appendices 2A, 2B and 2C);
- c) Has submitted bids to the SUSTRANS Places For Everyone 20/21 to deliver projects outlined in this report (See Appendix 3);
- d) Has submitted a bid to Transport Scotland for Low Emission Zone (LEZ) funding to continue this project (Appendix 4);

- 2.2 Instructs the Chief Officers Strategic Place Planning and Capital to implement these projects in accordance with due process and the Scheme of Governance; and

- 2.3 Notes that approval of the procurement of contracts associated with those projects with estimated expenditure of £250,000 and above for works and £50,000 and above for goods and services is sought within the Procurement Workplans and Business Cases report, as listed in paragraph 3.8.

3. BACKGROUND

3.1 Aberdeen City Council (the 'Council') has been invited to bid for a variety of transport related external funding opportunities. The various funding streams, if we continue to be successful, will be used to deliver schemes which contribute to the aims and objectives of the following Policy and Strategy Documents

- Aberdeen Local Transport Strategy
- Aberdeen Active Travel Action Plan
- Aberdeen Local Outcome Improvement Plan
- Aberdeen City Centre Masterplan
- NESTRANS Regional Transport Strategy
- Regional Economic Strategy
- Aberdeen Local Development Plan
- Strategic Development Plan
- Air Quality Action Plan
- Roads Hierarchy approved by the City Growth and Resources Committee in June 2019
- Sustainable Urban Mobility Plan
- Sustainable Urban Mobility Plan
- Cross City Connections

3.2 Smarter Choices Smarter Places

3.2.1 Paths for All have awarded the Council £211,000 for this financial year to deliver a range of behaviour change activities, as detailed in Appendix 1.

3.3 NESTRANS Revenue, Capital and Reserve Schemes (20/21)

3.3.1 The capital, revenue and reserve list projects were approved in principle by the Nestrans Board on 12th February 2020, as detailed in Appendices 2A, 2B and 2C. These are mostly 100% funded by Nestrans with the remaining planned to be funded on a 50/50 basis with Sustrans. Nestrans have since received confirmation of the Aberdeen City and Aberdeenshire Councils' financial allocation and therefore their 20/21 programme is fully approved for implementation.

3.4 Other Sustrans 'Places for Everyone' (20/21) funded schemes

3.4.1 In addition to those projects which are matched with NESTRANS funding, the Council has applied to the Sustrans 'Places for Everyone' Fund (20/21) to fund additional schemes which contribute towards achieving the aims and outcomes as referenced in section 3.1. The Sustrans Places for Everyone Design funding can be 100% funded, whereas construction projects require 50% match-funding. Where the Council has applied for Sustrans funding, projects are either matched through NESTRANS funding or are 100% funded. Details of these schemes can be found in Appendix 3.

3.5 Transport Scotland - Low Emission Zones (LEZ) Funding

3.5.1 Transport Scotland made funding available to local authorities in 2018/19/20 to support them in progressing LEZs and similar funding is being made available in 20/21. An application has been submitted to support the on-going options appraisal process, public and stakeholder engagement, and the design of an LEZ if a preferred option emerges and is approved for implementation. This is included as Appendix 4.

3.6 Cycling Walking Safer Routes

3.6.1 Reference is made to the 'Roads and Transport Related Budget Programme 2020-2021' also being considered by this Committee, in particular Appendix D - Cycling Walking Safer Routes (CWSR) 2020/21. A significant increase in this grant (formerly known as Cycling Walking Safer Streets) was notified in March 2020, after the Nestrans Board agreed the programme as outlined in Appendices 2A, 2B and 2C. In order to maximise the ability to deliver priority projects to the fullest level of this grant, officers have reviewed current priorities and developed the proposed programme, which would see some reduced funding requirements on the currently agreed Nestrans programme. The Committee should note that the proposed CWSR programme includes:

- a contribution to the construction of the Craigshaw Drive Cycle Link
- full funding of the Sustainable Urban Mobility Plan Phase 1 for the City Centre
- full funding of the improvements to Variable Message Signs at Schools

3.6.2 Should the Committee approve the CWSR programme as proposed in the above referenced report, officers will discuss with Nestrans the possible acceleration of Reserve List projects to compensate. This would enable even more projects to be delivered this financial year.

3.6.3 Changes to funding sources for those projects mentioned at 3.7.1 will be managed through the Transportation Programme Board.

3.7 Chief Officers have already approved 15 externally funded projects for 2020/21 under delegated powers where the contract value is below £50,000 for supplies/services or below £250,000 for works.

3.8 Business cases for most of those projects which exceed the delegated authority to Chief Officers are included in the Procurement Workplan and Business Cases report to this Committee and are as follows:

- Bridge of Dee – River Crossing Capacity Post AWPR Review
- South College Street/ Queen Elizabeth Bridge Roundabout – Junction Review
- Craigshaw Cycle Route – construction
- A944/B9119 multi-modal corridor study – Priority 1 Bus Corridor
- Wellington Road multi-modal corridor study
- Multi-modal studies on strategic corridors and hubs within Aberdeenshire and Aberdeen

- Low Emissions Zone

3.9 Business cases for the remaining projects which exceed the delegated authority to Chief Officers will be prepared for inclusion in a future Procurement Workplan and Business Cases report to the appropriate Committee and are as follows:

- Farburn/Wellheads Cycle Link - construction
- Junction Alterations (Locking In The Benefits of AWPR) Anderson Drive/ Lang Stracht/ Westburn Road - construction

4. FINANCIAL IMPLICATIONS

4.1 The Council's Smarter Choices Smarter Places (SCSP) allocation requires 50% match-funding. The 50% match will come from the CIVITAS PORTIS European project.

4.2 Nestrans provides 100% grant funding for some projects therefore no match funding is required in those instances.

4.3 Sustrans typically match-funds construction works projects on a 50/50 basis and design/development on a 100% basis.

4.4 Transport Scotland provides 100% grant funding for the Low Emission Zone project.

4.5 The projects will improve and add to current Public Road asset, increasing maintenance requirements in the short and long-term. Any additional maintenance resourcing requirements will be included in future operational assessments and plans. The development of projects will look to maximise opportunities to undertake tandem renewal works and extend the life of current assets which will be altered by proposals, with the aim of achieving best value.

4.6 Staff resource costs can be reclaimed for some projects, subject to the grant conditions on each funder.

4.7 The sources of funding for each project is included within the Appendices.

4.8 All projects will be subject to the Council's established governance and monitoring policies. As the impact of the Covid-19 pandemic on the Council's external supply chains is constantly changing, regular communication will be held with funders with regards to deadlines for completion of works and application of external grant funding.

5. LEGAL IMPLICATIONS

5.1 The funding will have to be spent in accordance with any grant funding conditions and legal agreements which are attached to it.

- 5.2 Any procurement will be undertaken in line with the Council's Procurement Regulations.
- 5.3 The bids have complied with internal governance procedures as detailed in the relevant Appendices.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Funding and staffing – the pace of delivery of the necessary improvements and additions to the transport network is significantly reliant on available funding and staff. Covid19 - impact on staffing and project progress.	H	Maximise all opportunities for funding. Project priorities and progress managed through the monthly Transportation Programme Board meetings. Regular liaison with partners and funders.
Compliance	Officers breach grant conditions or terms of financial standing orders.	L	Work closely with legal and procurement colleagues from the application stage to minimise this.
Operational	Insufficient staff to undertake the full programme.	M	Monthly monitoring via Project Status Reviews will reflect changes to available resources at earliest possible point and reprioritisation of projects will be undertaken as necessary.
Financial	Projects come in over budget.	M	Monthly monitoring of projects using Project Status Reviews which are subject to scrutiny by Transport Programme Board. Where possible, procurement of maintenance and warranty agreements alongside goods and services and through the use of high-quality design and construction materials to ensure the longevity of new

			and improved infrastructure. External funding will be sought for maintenance in the first instance to minimise reliance on future Council budgets.
Reputational	Committee decides not to approve the expenditure of external funding and is able to deliver less for the residents of the city and is more reliant on its own reducing funding.	L	Maximise external funding opportunities in order to deliver schemes to benefit the city without being wholly reliant on internal/ local budgets.
Environment / Climate	The projects work towards delivering the outcomes of the Local Transport Strategy which has a specific environmental objective - 'Improved air quality and environment'.	L	Consideration of any potential environmental impacts during the project and the identification of appropriate mitigation in consultation with appropriate Council Officers and bodies. Projects also identified to positively address air quality and contribute to net-zero carbon plans.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The projects within this report support the delivery of the Economy Policy Statement 4. Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens Place Policy Statements 2. Support efforts to develop the Energetica corridor 3. Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport 5. Commit extra funding to resurface damaged roads and pavements throughout the city. The projects actively support and encourage active and sustainable travel, in and across the City Centre and support maintenance and safe operation of the strategic road network.

Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The projects within this report support the delivery of Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026, and Stretch Outcome 2 – 90% of working people in living wage employment by 2026 by improving the transport network which supports the efficient and effective movement of people and goods, which is critical to maintaining a healthy economy for the city and wider region and supporting access to employment opportunities for all members of society. The projects will seek to remove transport as a barrier to accessing employment and services, as well as improve the overall network for the general movement of people and goods in a safe and efficient manner.
Prosperous People Stretch Outcomes	The projects within this report support the delivery of Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026. The projects actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health.
Prosperous Place Stretch Outcomes	The projects within this report support the delivery of Stretch 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, and Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The projects improve and/ or create active and sustainable travel infrastructure.
Regional and City Strategies	<p>The projects included in this report support the delivery of the Regional Transport Strategy, Strategic Development Plan, Regional Economic Strategy and Action Plan, Health and Transport Action Plan and City Region Deal by improving and adding to the transport network to enable goods and people and goods to move around the City in a sustainable and safe manner, and improve the day to day operational management and resilience of the transport network to ensure it functions to meet the needs of the City and wider region.</p> <p>For the same reasons but at a local level, the projects support the delivery of the Local Transport Strategy, Proposed Local Development Plan, Local Outcome Improvement Plan, Air Quality Action Plan and Powering Aberdeen.</p>

<p>UK and Scottish Legislative and Policy Programmes</p>	<p>The report reflects projects which contribute towards the delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts. The Transport (Scotland) Act 2019 makes provision for Scottish local authorities to introduce Low Emission Zones.</p>
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8. IMPACT ASSESSMENTS

Assessment	Outcome
<p>Impact Assessment</p>	<p>Full impact assessment not required for this report. An EHRIA was undertaken for the Local Transport Strategy, from which these projects stem. Individual projects will contain a variety of assessments in their development.</p>
<p>Data Protection Impact Assessment</p>	<p>Not required</p>

9. BACKGROUND PAPERS

None

10. APPENDICES

Appendix 1 – Smarter Choices, Smarter Places Programme 20/21

Appendix 2A - NESTRANS Revenue funded Schemes 20/21 approved by the NESTRANS Board

Appendix 2B – Shortlisted NESTRANS Capital funded Schemes 20/21 approved by the NESTRANS Board

Appendix 2C - NESTRANS Revenue and Capital funded Schemes 20/21 Reserve List approved by the NESTRANS Board

Appendix 3 – Sustrans Places for Everyone 20/21 bids submitted

Appendix 4 - Transport Scotland Funding for Low Emission Zones (LEZs)

11. REPORT AUTHOR CONTACT DETAILS

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