

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	3 <sup>rd</sup> February 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Update on Spaces for People Interventions
<b>REPORT NUMBER</b>	COM/21/031
<b>DIRECTOR</b>	Steve Whyte
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<b>REPORT AUTHOR</b>	Gale Beattie / John Wilson / Mark Reilly
<b>TERMS OF REFERENCE</b>	1.1

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### 1. PURPOSE OF REPORT

- 1.1 Further to the 28 October 2020 City Growth & Resources Committee Report COM/20/196 (Update on Spaces for People Interventions), the purpose of this report is to update the committee on the temporary urban realm works, and recommend next steps in continuing to battle the COVID-19 pandemic.

### 2. RECOMMENDATION(S)

It is recommended that the Committee:-

- 2.1 Note the outcomes of the survey work and data collection done to date and that due to moving into lockdown it has not been possible to collect meaningful data or undertake surveys over late December and January to feed into the report;
- 2.2 Note that where data collection has been possible it has shown a significant increase in pedestrians and cyclists using recreational routes and recreational destinations;
- 2.3 Note the recommendations from the Director of Public Health for NHS Grampian that the interventions should remain in place, particularly in light of the new more transmissible variant;
- 2.4 Note support from both Police Scotland and Scottish Fire and Rescue in relation to the interventions, in particular that council officers continue to work with the emergence services to ensure that the interventions in no way impact on their service provision;
- 2.5 Note that Sustrans have confirmed that the funding for the maintenance and removal of the interventions can be carried forward beyond the May deadline; and
- 2.6 Instruct the Chief Officers of Strategic Place Planning, Capital and Operations that in the context of the above, and the current lockdown, to maintain the current interventions and to report back to the next CG&R with a update of the requirement for the measures to remain in place.

### 3. BACKGROUND

#### Work done to date

3.1 Further to the direction from the Scottish Government and NHS, at the Urgent Business Committee on the 6 May 2020, officers were instructed to apply to the Scottish Governments fund SfP with the Committee resolving: -

(7) *to agree that Aberdeen City Council should participate in the “Spaces for People” Initiative providing it is 100% funded by Sustrans Scotland;*

(8) *to instruct the Chief Officer - Strategic Place Planning to submit bids to the Spaces for People initiative in conjunction with the Council's Transport spokesperson Councillor Macdonald and report the outcome of those bids to the Urgent Business Committee on 30 June 2020;*

3.2 Subsequent to the May instruction officer successfully bid for £1.76million and proceeded to implement projects across the city to provide space for people to Physically Distance in line with UK and Scottish Government and NHS guidance. A Governance group was set up with the various senior officers from across the Council, the Deputy Director of Public Health at NHS Grampian and representatives from Police Scotland and Scottish Fire and Rescue. Over the following weeks and months this group oversaw the implementation of a range of measures across the city to support the NHS in the fight against COVID19.

3.3 In October 2020 a report was brought to City Growth and Resource committee to update members on the interventions and recommend next steps. At that meeting the committee resolved:-

(vi) *“to instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street;”*

(vii) *“to agree to the removal of the temporary cycle lane at the Beach Esplanade, leaving the one way system between Beach Boulevard and Wellington Street only, and continue to consult on options which could form part of a Beach Masterplan;”*

(ix) *“to instruct the Chief Officer – Strategic Place Planning to write to SUSTRANS/Transport Scotland to seek clarification on the date by which the funding must be spent, in the context that National Health Services (NHS), UK and Scottish Government advice suggests that the current pandemic conditions are likely to remain in place throughout the winter, and report back to the 3 February 2021 City Growth and Resources Committee for direction on the removal of the interventions”*

- 3.4 This report therefore seeks to update members on the current situation, the work undertaken since that committee, and recommend next steps.

## CONTEXT

### National Context

- 3.5 Since that October committee it has been a challenging period at the National and International level in terms of trying to tackle the pandemic, and Aberdeen has not been immune to those challenges. The national governments have struggled with getting a balance between giving people freedom over the Christmas period, and protecting the NHS from the implications of a second wave. In the run up to Christmas restrictions were put in place to help slow the spread of the virus. The aim was to build capacity to allow people some freedom over the festive period to meet friends and family. However, the appearance of a new more contagious variant of the virus resulted in both governments having to row back on some of the proposals for Christmas.

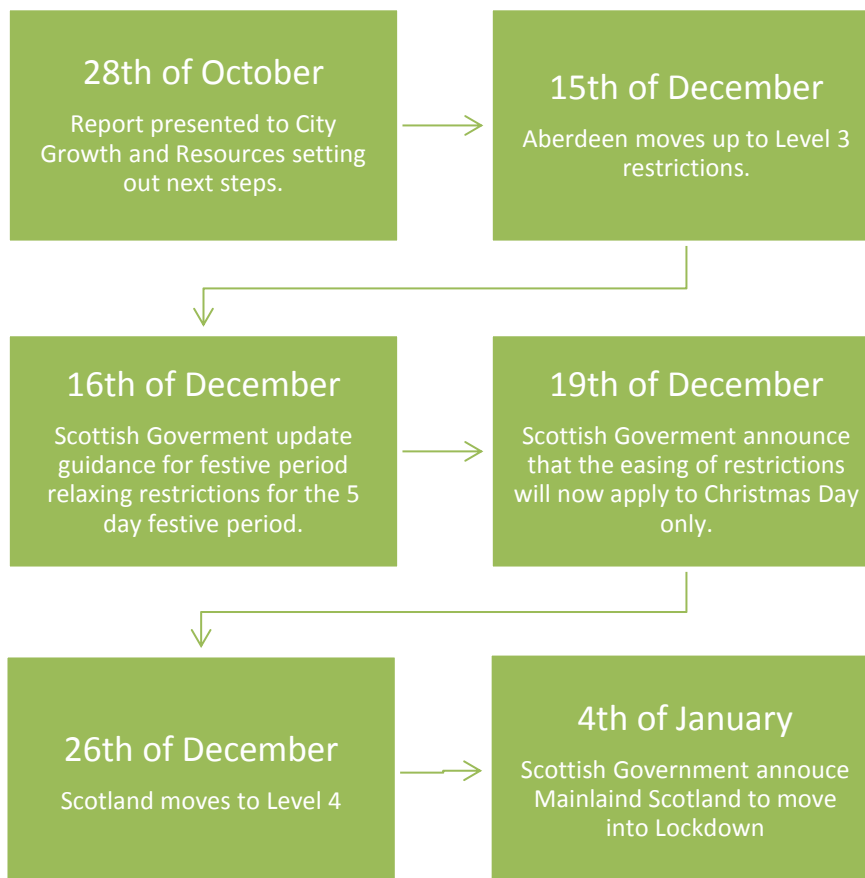


Fig 1 Timeline since the last Committee.

- 3.6 On the 4<sup>th</sup> of January the Scottish Government introduced another lockdown across mainland Scotland. This followed similar moves across the other devolved nations of Wales and Northern Ireland, and was followed on the 5<sup>th</sup> of January by a lockdown across England. In announcing the lockdown the First Minister set out that this action was necessary due to the steep rise in cases of

Covid across Scotland. On Hogmanay a record 2,539 positive cases were recorded, the highest in one day since the pandemic began. The new variant which accounted for almost half of all cases is approximately 70% more transmissible raising the R number by 0.7. This increase saw the seven-day incidence of cases per 100,000 of the population increase by 65% - from 136 to 225, in the week from 23<sup>rd</sup> to 30<sup>th</sup> of December.

3.7 In addition the Scottish Government announced a number of other changes including:-

- all schools to continue to use remote learning until the end of January, except in the case of vulnerable children and those of key workers. (This was subsequently extended until the Middle of February in the First Minister announcement on the 19<sup>th</sup> of January)
- stronger guidance on working from home is reflected in new guidance for people who are shielding. Those who are shielding and who cannot work from home are now advised not to work.
- closing some additional premises, service providers and retailers. This would include showroom elements of larger retailers and ski centres.
- ending the 1m physical distancing exemption for workplace canteens. (This final point a reflection of the concern over the significantly more transmissible variant)
- Universities not returning until the end of February.

This current lockdown was expected to remain in place until the 1<sup>st</sup> of February however this has now been extended until the middle of February at the earliest.

**Public Health – Appendix 5 has an update on this data**

3.8 *Current Position in Aberdeen*

A significant increase in infections was recorded in the run up to and over the Christmas period, with the 31<sup>st</sup> of December seeing 260 cases, a record daily high since the pandemic began. With mixing of households over Christmas and the new variant it is expected that the numbers of cases will rise over the coming days and weeks.

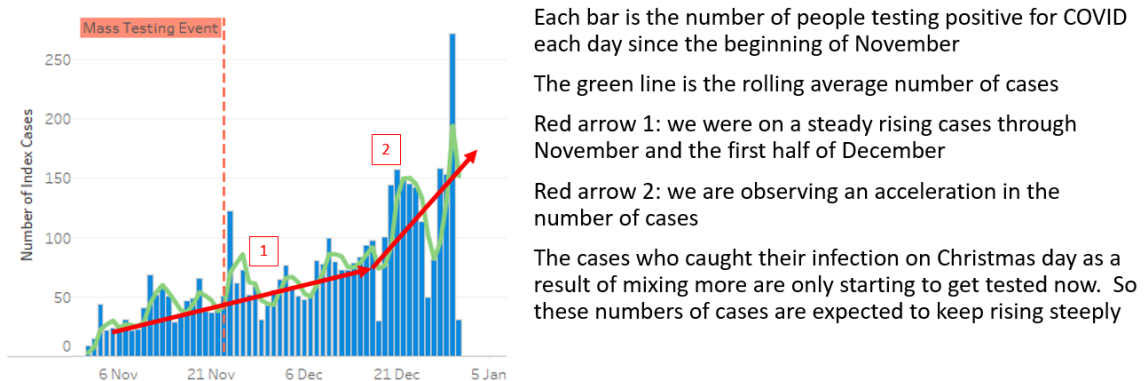


Fig 2. NHS Grampian Infection Rates.

### 3.9 Hospital admissions

There has been a rapid rise in hospital admission likely due to transmission over the Christmas period. This has seen the hospital occupancy overall exceed 90% consistently with Intensive Care Unit occupancy occasionally reaching 100%. COVID patients typically spend longer in hospital than non COVID patients and when combined with increased emergency care in the winter period this is placing severe strain on hospital beds.

Care homes are also seeing an increase in pressure due to COVID outbreaks and high levels of staff absence.

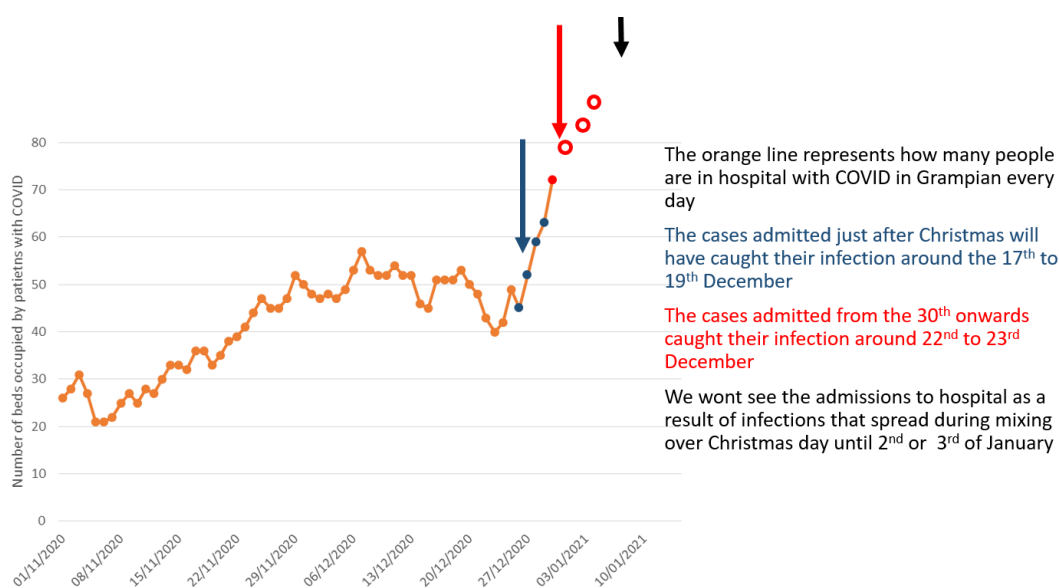


Fig 3. Hospital Admissions with COVID19

### 3.10 New Variant, Guidance and Advice

The new variant of COVID19 (B.1.1.7) is thought to be approximately 70% more transmissible than the original COVID19 virus. It is estimated that in the last week in Scotland 38% of cases were caused by the new variant. Nearly 16% of Scottish cases detected in the last week were from Grampian which is considerably more than would be expected from an area whose population base represents 11% of the Scottish population. The variant, with its higher transmission rate, is therefore circulating within the community raising concerns about a likely increase in infection rates. The guidance in relation to preventing the spread of COVID19 and the new variant have not changed, with physical distancing remaining a key weapon in the fight against COVID19. The ease of transmission means that avoiding crowded places and giving additional space are more crucial than ever. While the guidance has not changed the degree of rigour with which these should be adhered to must increase.

### 3.11 Vaccinations

The work on rolling out vaccinations is progressing but is still at an early stage. The current timetable is to have everyone over 50, and those with underlying health conditions vaccinated by May, but there are significant challenges to achieve this, not least of which is the spread of the new variant. A significant

increase in infections could impact on both the supply chain and getting the public to vaccination centres.

### 3.12 *Emergency Services.*

Officers have met with both Police Scotland and Scottish Fire and Rescue since the last committee and both have confirmed their continued support for the scheme. In particular both services have confirmed that the current interventions have had no impact on their service provision and dialogue and engagement with Council officers has been, and remains strong.

The emergency services have been involved in discussions around all of the interventions and their operational effectiveness has been considered at all times.

### 3.13 *Government Advice*

The Scottish Government's advice remains largely the same, that being outwith lockdown people should:-

- wear a face covering
- avoid crowded places
- clean hands and surfaces regularly
- stay 2m away from other people
- self-isolate and book a test if you have COVID-19 symptoms (new continuous cough, fever or loss of, or change in, sense of smell or taste)

The public are also advised to work from home if possible and not to travel. During the current lockdown travel except for specific purposes is prohibited by law.

## **ONGOING CONSULTATION AND SUPPORT FOR THE PUBLIC, AND BUSINESSES**

### **Cross Service Support – Guidance for Businesses.**

3.14 The cross service group set up to support business at the start of the pandemic has continued to work with business across the city in line with Scottish Government and Chief Planners guidance. This group includes officers from Environmental Health, Planning, Building Standards, Licensing and Comms, and engages with Police and Emergency Services as necessary.

To date this group has dealt with:-

- Over 100 proposals from businesses for outdoor seating, the majority being independent traders, cafes, restaurants and bars.
- 25 businesses have been in contact about Marquee's.
- Environmental Health have dealt with 417 requests for advice from businesses preparing to open. This is in relation to operating under the restrictions since the first lockdown.
- Environmental Health have also provided guidance to businesses that are in operation, in 3,566 cases, reflecting the complex and changing nature of the guidance, and the need to continue to support businesses.
- The *Guide for Businesses on Physical Distancing*, continues to be updated with the last version published in November, it can be found [here](#).

- Additional Guidance on outdoor seating and the use of heaters over the winter has been provided. They can be found [here](#) and [here](#)

3.15 Figure 4 and 5 show the support from Environmental Health plotted over the year. Of particular note Fig 4 shows that the early work undertaken with business has resulted in a reducing need to provide direction to business about their operations. Fig 4 and 5 do however show that when guidance changes there is often a corresponding spike in requests for support from business and enquiries from the public.

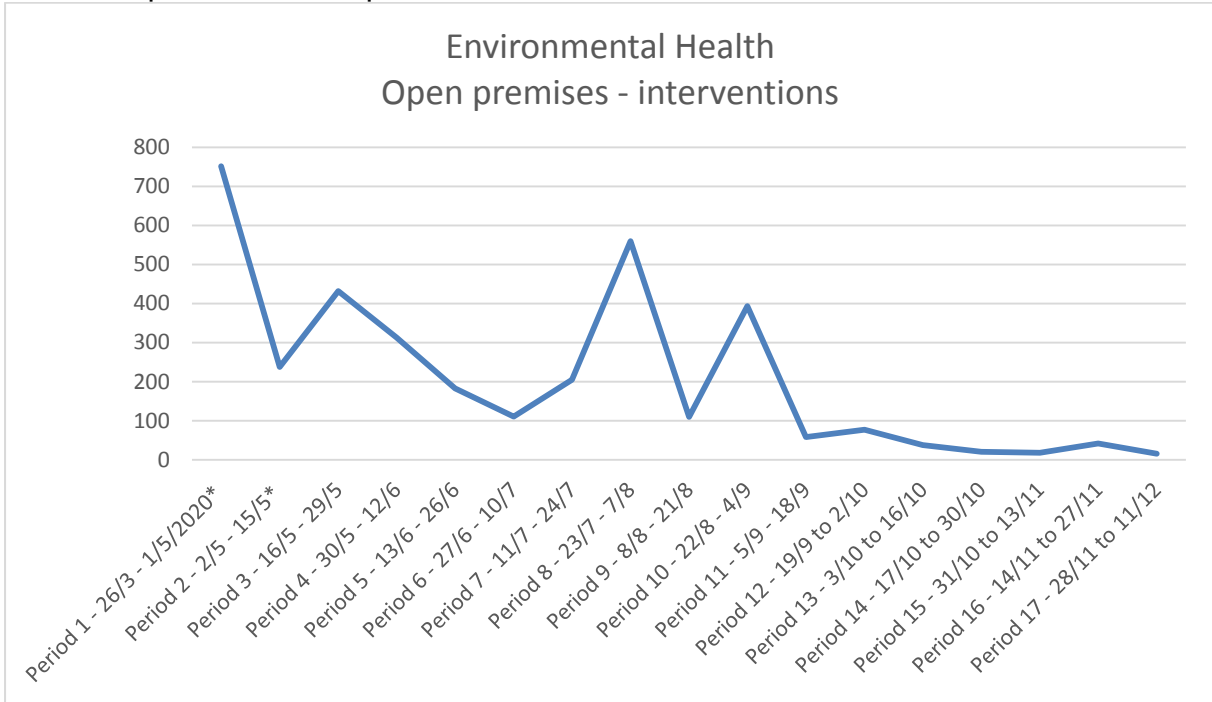


Fig 4. Interventions to provide advice to business on operating in compliance with guidance.

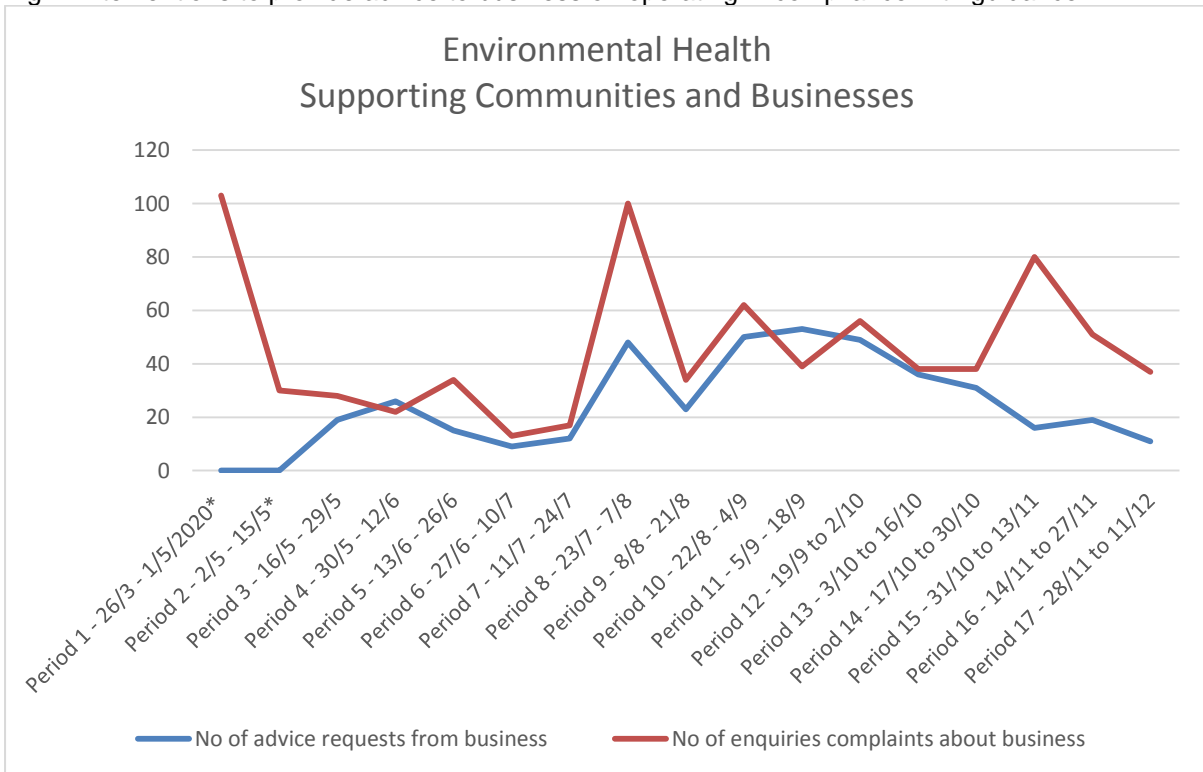


Fig 5. Advice Request from Businesses and Public Enquiries or Complaints about businesses.

## **Guidance for the Public**

- 3.16 Guidance for the public is also updated where necessary and kept live on the website. This includes:-
- A Physical Distancing Leaflet setting out help and guidance to people on how to stay safe, [here](#).
  - A map showing Blue Badge Parking spaces, [here](#).
  - A map showing Taxi Rank locations, [here](#).
  - A map showing Bus Stop Locations, [here](#).
  - A map showing City Centre School drop off and pick up points, [here](#).

## **Consultation with Stakeholders**

- 3.17 Consultation continues on a regular basis with stakeholders. There are regular meetings with:-
- Bus operators – A regular specific meeting to discuss technical issues on the network. This is held between all the relevant transport officers in the council and the bus operators.
  - The Disability Equity Partnership – Additional specific meetings have been set up since the last committee organised by the Director of Customer Services.
  - Transport user and operators' group – This includes the Disability Equity Partnership, Cycle Groups and the Bus Operators.
  - Taxi operators.
  - Business groups.

## **Communications**

- 3.18 The Spaces for People campaign was an integrated multi-modal campaign with a strong emphasis, first and foremost, on social media. The audience reach was on Facebook, Twitter and LinkedIn. The most link clicks were via Facebook (69%), and the top posts for clicks and reach were informative ones, for example, informing people roads were closing due to the start of Spaces for People works. The main social media campaign was run over a four-month period with 140 individual social media posts which had a 4.6million reach, and 1.6million impressions. Bespoke materials for social media were created including campaign content, 18 graphics, an animation, 6 vox pop videos, 5 other videos, several maps, and photographs. The aim of the campaign was to inform the public as to what was happening with as wide a reach as possible, and explain why the works were being carried out. The campaign was supported by 21 media releases which were also shared on ACC's social media, and in turn by the local media on their websites and social media.



## Consultation

- 3.19 A consultation was undertaken with business in relation to the interventions. Likely due to lockdown, the level of response was extremely low. At the time of preparing the report only 10 responses had been received. If the number increases substantially between the final report deadline and the committee a verbal update will be offered at the committee.

## SURVEY AND DATA COLLECTION

### Overarching Trends

- 3.20 As noted in the timeline set out in Section 4., over the course of the last 12 months the changes to restrictions have had a significant impact on travel patterns and these have been reflected in the survey data collected. The challenge that this presents is that periods of lockdown, such as that experienced in the last month, are not a fair representation of what a post lockdown travel pattern might look like. That said a number of trends are becoming clear looking at the data over the entire year.

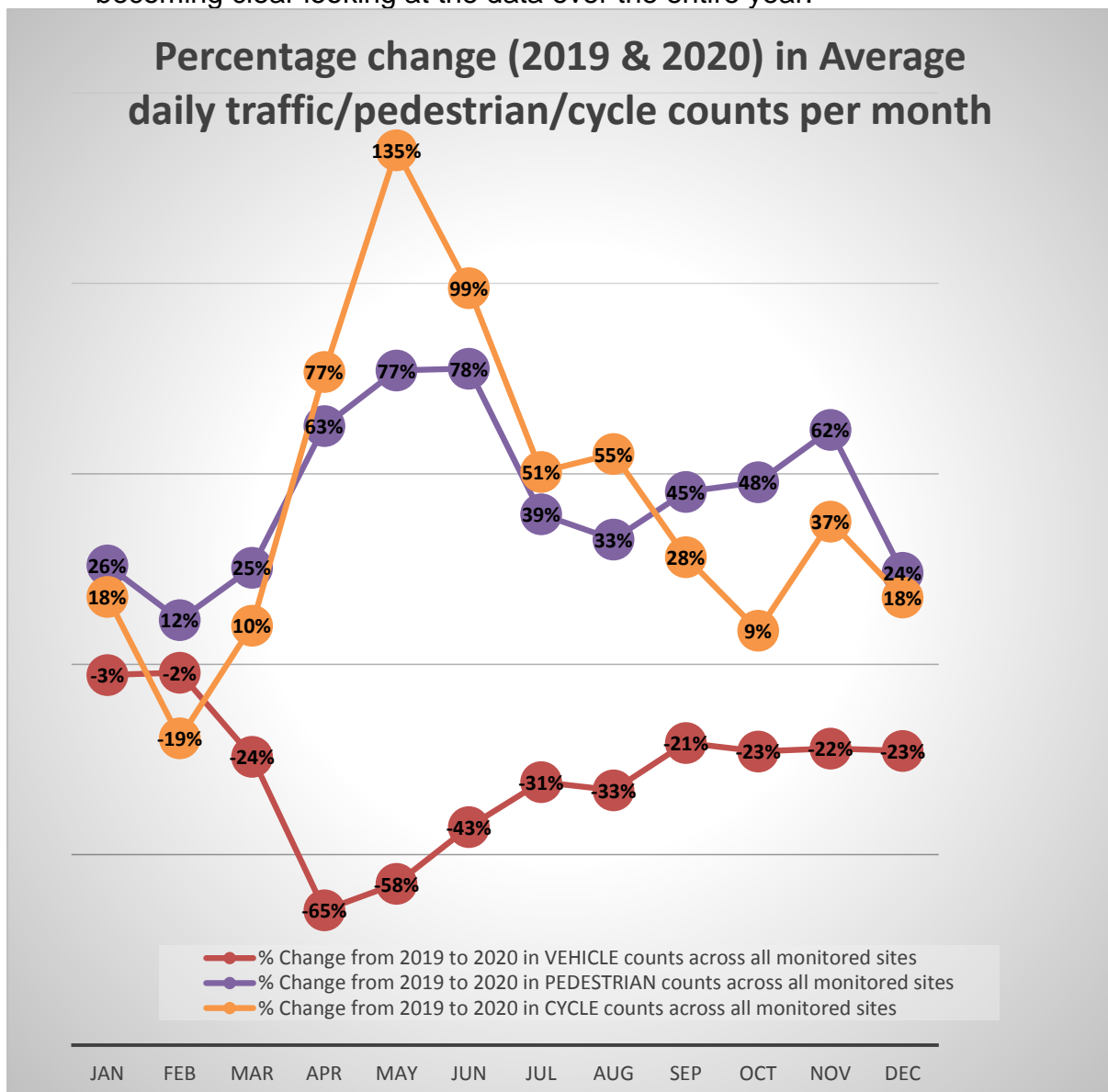


Fig 6. City Wide Transport Figures.

Figure 6 above shows that even taking away the peaks and troughs walking as a form of transport has increased, cycling levels have increased and car usage has fallen. Moreover many of the patterns experienced in the first lockdown have remained such as increased pedestrian and cycling activity at all of our recreational areas such as the Deeside Way, our major parks and the beach. Fig 7 and 8 below show that even in the winter months this pattern of increase continues.

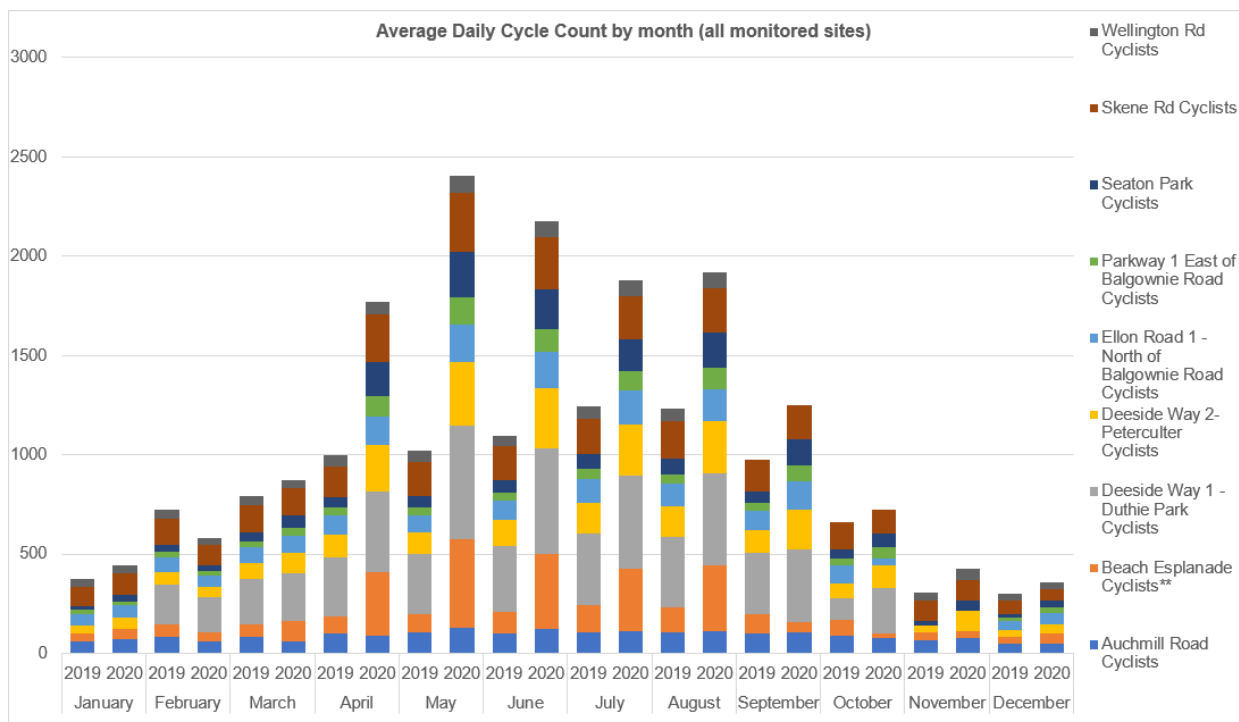


Fig 7. Average Daily Cycle Counts

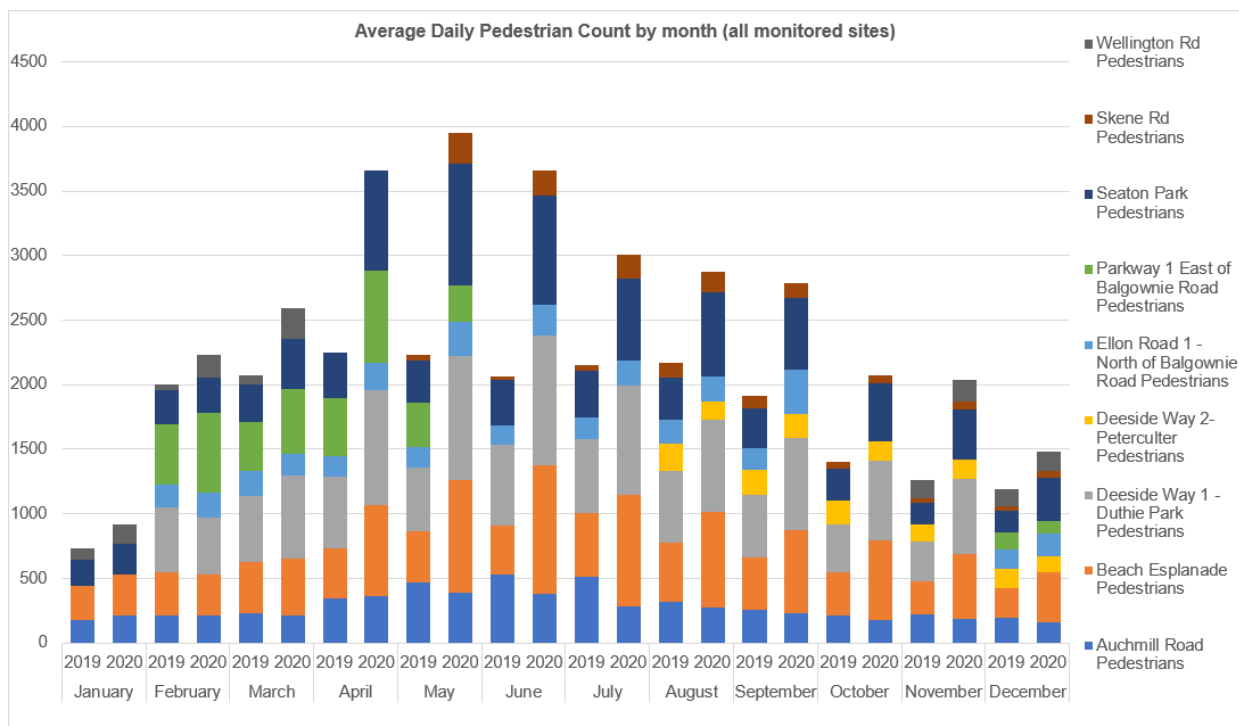


Fig 8. Average Daily Pedestrian Counts

Please note:-

- Sections of the Esplanade were closed from 31st of August 2020 for SfP Active Travel Corridor implementation works.
- Beach Esplanade Counts from September 2020 onwards do not include users of the newly installed bi-directional cycle lane, therefore the stated figure does not include all cycles passing this count site.
- Sections of the Esplanade were closed from 23rd of November 2020 for SfP Active Travel Corridor removal works.

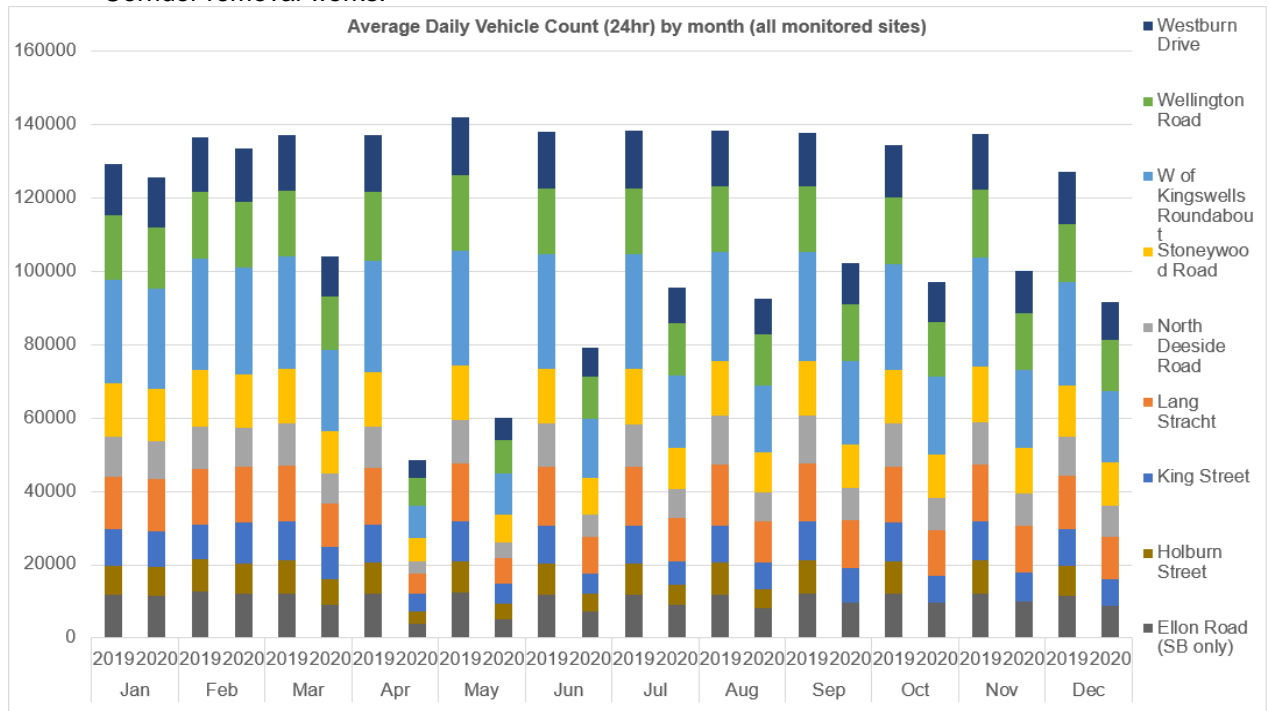


Fig 9. Average Daily Vehicle Counts

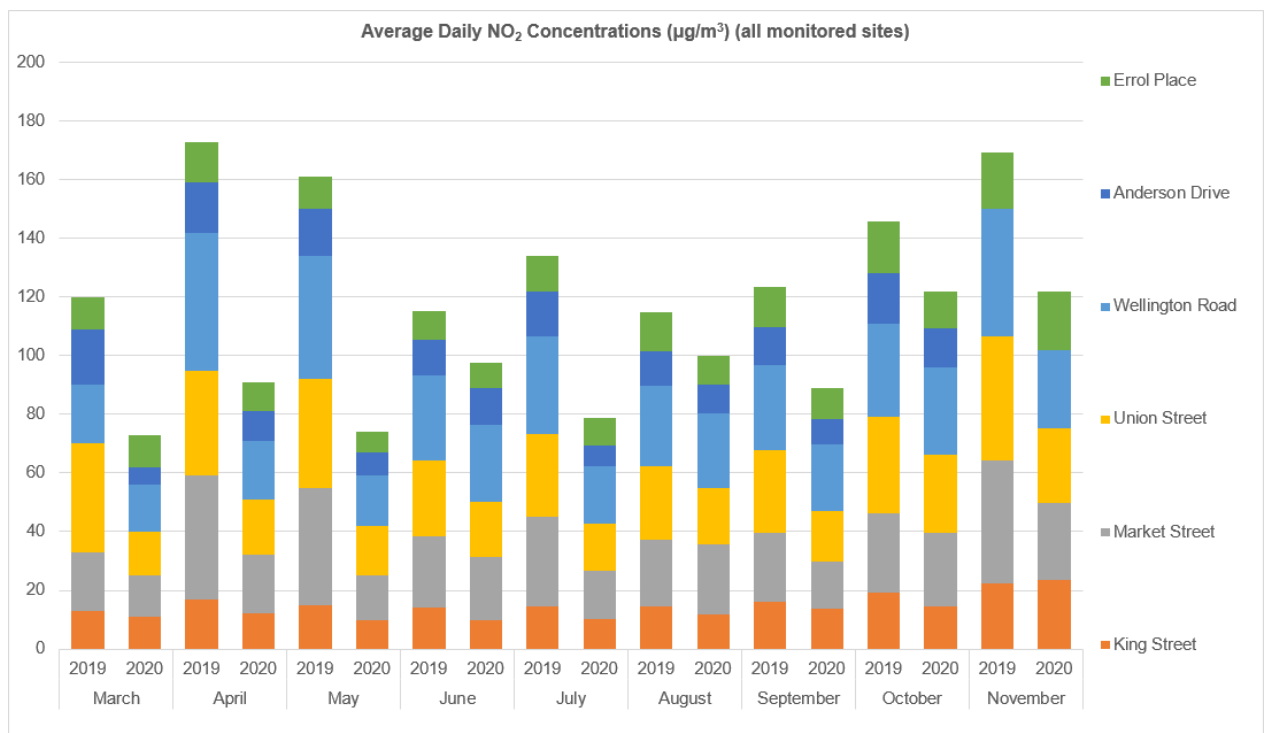


Fig 10. Average Daily NO<sub>2</sub> Concentrations

3.21 The reduction in vehicular traffic has also seen a corresponding improvement in air quality. Nitrous Oxide (NO<sub>2</sub>) levels have dropped dramatically between March and November, when the last data was recorded. These falls represented an average reduction of:-

- Union Street – 39%
- Market Street – 30%
- King Street – 20%
- Wellington Road – 29%
- Anderson Drive – 35%
- Errol Place – 19%

Of particular note is both Market Street and Union Street which have both experienced very significant improvements in air quality and are both subject to the proposed Low Emissions Zone due to be introduced in 2022.

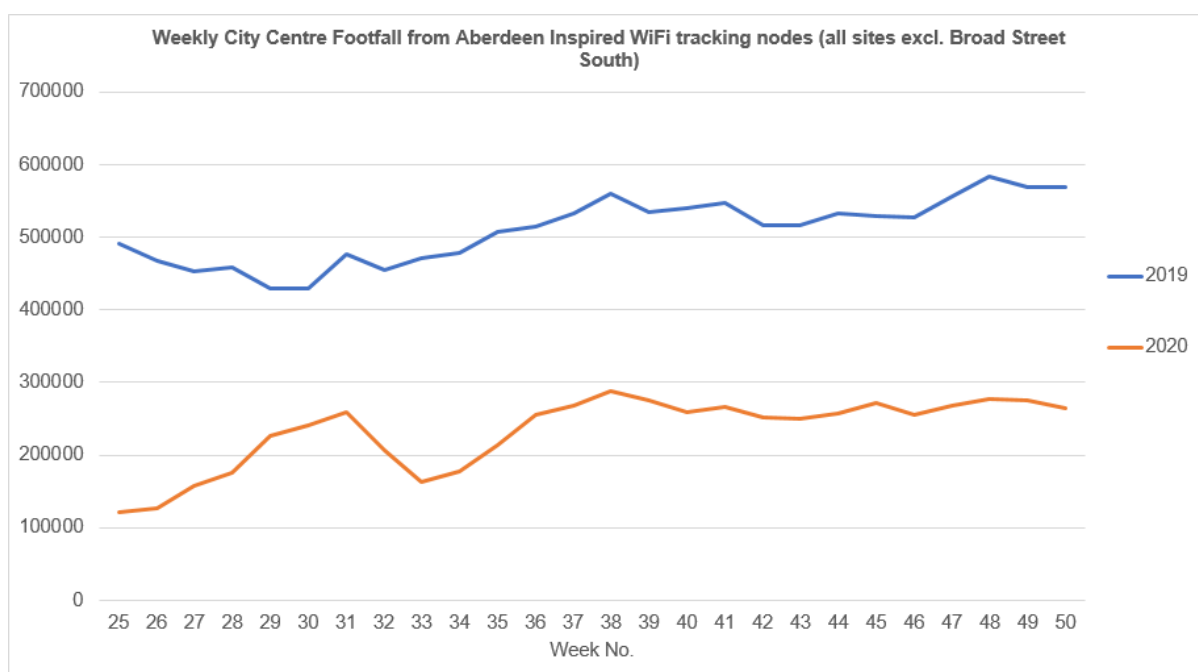


Fig 11. City Centre Footfall

3.22 While city centre footfall is still struggling to recover and is still well down on pre lockdown levels, it remains by far the busiest part of the city overall. Within the city centre the section of Union Street between Bridge Street and Market Street sees on average twice the footfall of any other section of Union Street. This is explored in the intervention areas below in 6.5.

### Public Transport

3.23 Across all modes of public transport patronage has been decimated over the course of 2020. This is due to a combination of factors including concerns over transmission of the virus, guidance from UK and Scottish Governments and the NHS to avoid public transport, and the travel restrictions imposed across the country.

3.24 The most recent data from the Transport Scotland for the period December 28<sup>th</sup> to January 3<sup>rd</sup> plotted against the same period last year, showed:-

- Concessionary bus journeys down by 70%
- Rail journeys down by 90%
- Ferry journeys down by 80%
- Air journeys down by 75%

While these are national figures the concessionary bus journeys are broadly in line with Aberdeen's experience. While this data period saw Scotland move into Tier 4 on the 26<sup>th</sup> of December, the figure across the year, as indicated in Fig 12, show that this pattern of low patronage has persisted across Scotland since the start of the pandemic.

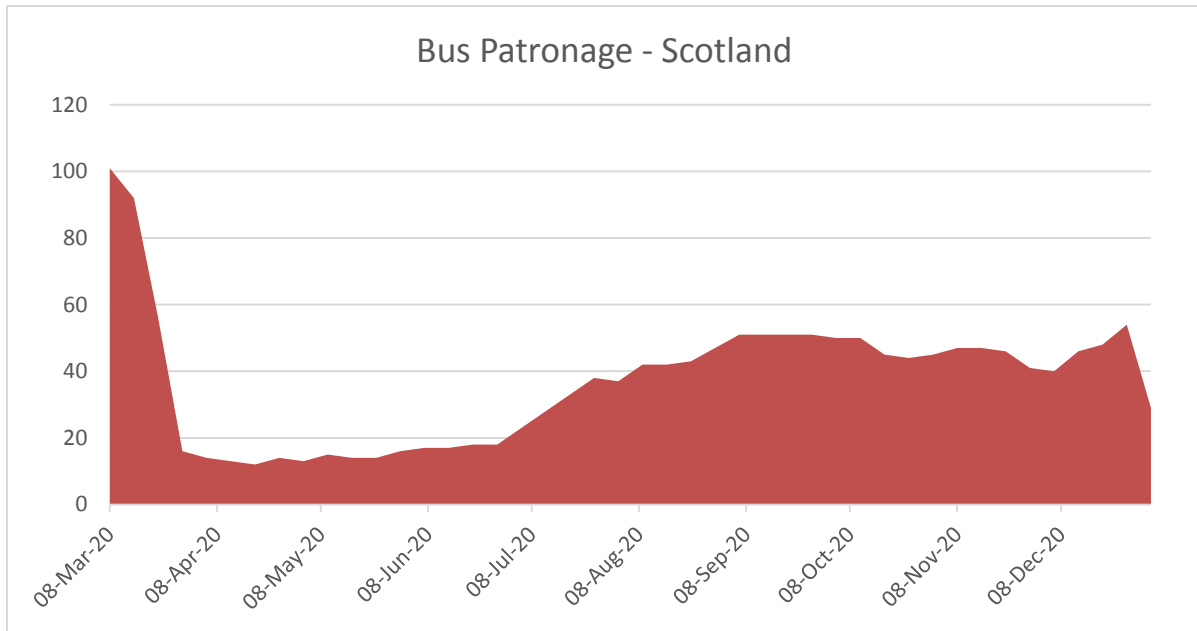


Fig 12. Bus Patronage Scotland.

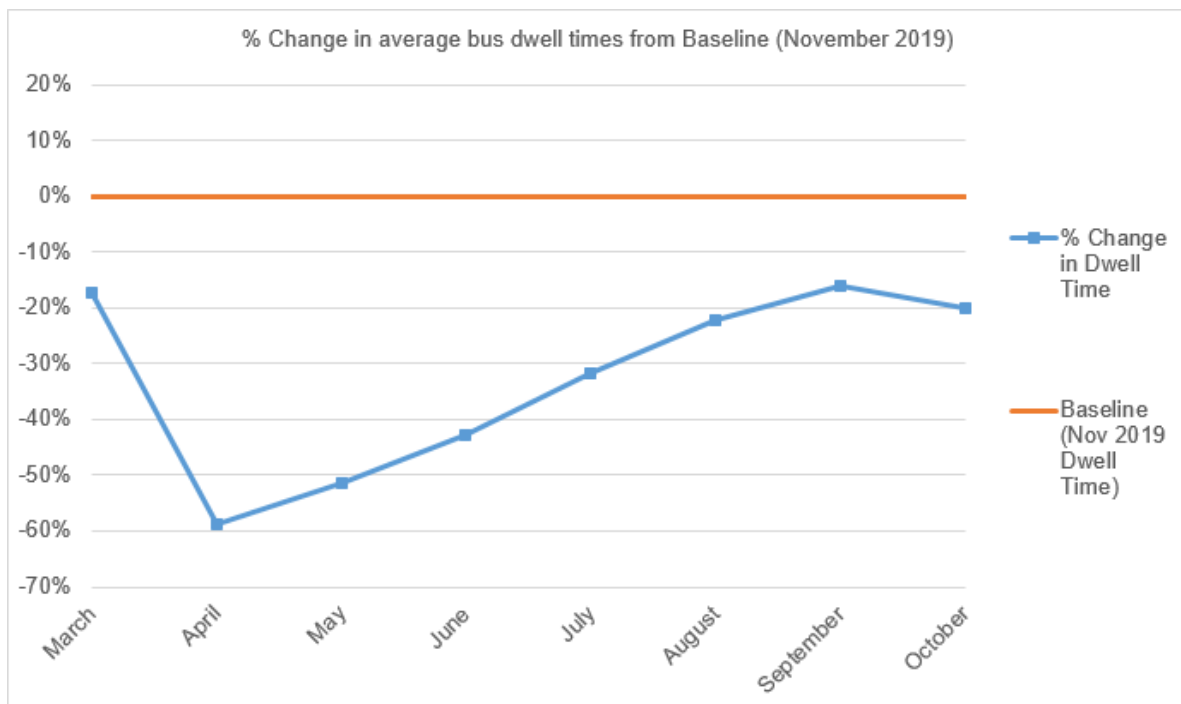


Fig 13. Bus Dwell Times

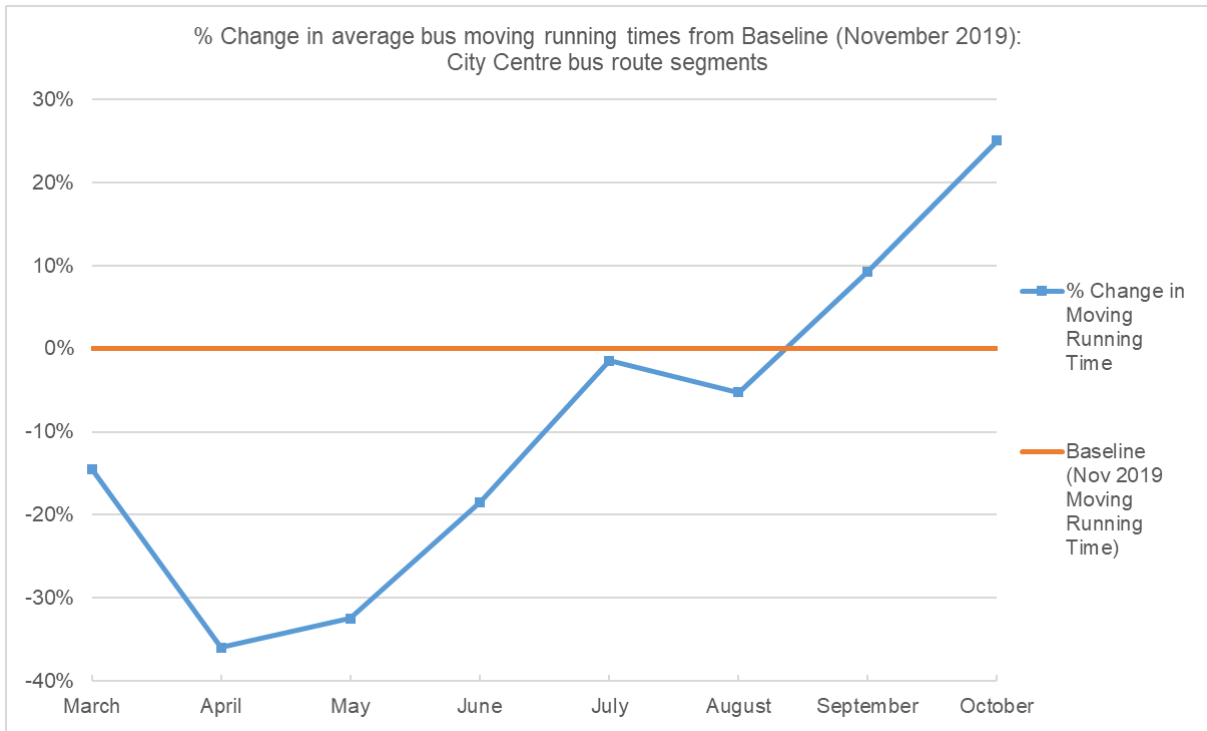


Fig 14. Running Times City Centre

Since the initial interventions went in in June they have impacted on the City Centre element of the journey times for public transport, as traffic has returned. While this delay will be made up across the overall journey in some cases, in others it will not be possible. We do not have data on what the percentage impact this is on the overall journey, ie how much does the City Centre element make up of that journey, or what percentage the City Centre is of the overall journey length.

## Hands Up Surveys

3.25 The recent survey of travel to school also reflected the broader travel patterns with all forms of active travel higher. As a City Centre School Robert Gordons has been included as an example.

Primary								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	54.9%	5.2%	2.7%	10.3%	22%	4%	0.7%	0.2%
2019 mode split	49.7%	5.9%	2.6%	10.6%	24.8%	5.4%	0.9%	0.1%
% change in 2020	5.2%	-0.7%	0.1%	-0.3%	-2.8%	-1.4%	-0.2%	0.1%
Secondary								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	51.0%	3.40%	0.4%	6%	13.1%	25.5%	0.7%	0.3%
2019 mode split	49.3%	3.1%	0.2%	3.9%	13.8%	28.1%	1.3%	0.3%
% change in 2020	1.7%	0.3%	0.2%	1.7%	-0.7%	-2.6%	-0.6%	0.0%
Private								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	23.4%	5.7%	2.3%	18.5%	23.6%	14.0%	9.5%	2.7%
2019 mode split	18.6%	3.2%	1.1%	12.6%	36.2%	15.5%	9.6%	3.0%
% change in 2020	4.7%	2.5%	1.2%	5.9%	12.6%	-1.5%	-0.1%	-0.2%
Case study - RGU								
Mode	Walk	Cycle	Scooter/ skate	Park and stride	Driven	Bus	Taxi	Other
2020 mode split	14.9%	0.9%	0.5%	34.9%	28.0%	15.3%	0.0%	5.6%
2019 mode split	9.6%	0.1%	0.2%	25.2%	36.2%	22.6%	0.2%	6.0%
% change in 2020	5.2%	0.8%	0.2%	9.6%	-8.1%	-7.3%	-0.2%	-0.4%

Fig 15. Hands Up Survey Results.

## Intervention areas

- 3.26 Survey work has been undertaken across all the intervention areas. This survey work included:-
- Camera surveys – Counting pedestrian and cycle movements.
  - Clipboard Surveys – Interviews of 956 people across the intervention sites.
  - Visual surveys – To assess behaviour.
  - Ongoing traffic counts.

As an overview a summary of the Clipboard Surveys is included below.

**Appendix 1 to this report has summaries of the travel data across all of the sites.**

### Clipboard Survey.

- 3.27 The results of the clipboard surveys which were commissioned on behalf of the Council to assess the impact of the interventions are summarised below, and the full data is included in the Appendix 4. 956 people were surveyed over the 18<sup>th</sup> and 19<sup>th</sup> of December which is a very encouraging number particularly in the context of the pandemic. People were surveyed at all locations and were given the opportunity to comment on their experience of any interventions across the city. Overall, the response was very positive towards the interventions and the following are a selection of the questions asked and the responses received.
- 3.28 **What was their opinion on the temporary measure brought in to help enable physical distancing?**  
People were asked to score their view of the interventions from “**Very Positive**” to “**Very Negative**” across 5 options. Across all sites an average of 80% of people said their experience was “**Very Positive**” or “**Positive**”. All sites scored “**Very Positive**”, “**Positive**” or “**Neutral**” for the top three responses except for Union Square which had a third-place score of 11% of people stating, “**Generally Negative**”. The beach scored the highest “**Very Positive**” at 63%.
- 3.29 **How did people visit these locations?**  
In all cases the top three modes of transport to get to the locations were on foot, by car as a driver or by car as a passenger. For two of the locations cycling entered the top three options, those were the recreational sites of the beach and the parks.
- 3.30 **Why have they visited certain locations less?**  
People were given a number of options to choose from for this question and could choose more than one option. There was a joint top score for this question with “**Working from home**” and “**Fear of Contracting COVID**” both scoring 70%, “**Fear of being unable to social stance**” was second at 67%. Interestingly the “**Ability to shop online**” was given by 62% as a reason for not visiting.



3.31 **Why had they visited certain locations more?**

For this the majority said “**Because they felt safer**”, then “**To be around other people**” and finally “**For exercise**”. The parks also scored well for “**Mental health benefits**”.

3.32 **Have people been visiting the intervention locations to the same degree as pre COVID?**

People were given three options for this question, that they visited more, the same or less frequently. Across all the locations the highest scored response was the “**same frequency**” ranging from 45% for the City Centre to 72% for George Street and Rosemount. This higher percentage for residential locations such as Rosemount and George Street is probably reflective of the residential population shopping locally. Three locations saw a second highest score for “**more frequent**” these were the Beach and the Parks, both in the mid 30%’s. The City Centre saw the most significant second preference “**less frequent**” response at 43%. This reflects the overall drop in footfall in the City Centre.

3.33 **Other points**

**Walking and Cycling** – Almost 90% of people agreed or totally agreed that they felt safer walking and cycling. 94% found it easier to walk or cycle.

**Access Bus Services** – 41% of people found accessing bus services the same with 34% saying it was easier and 24% saying it was harder.

**Parking** – 39% of people disagreed that access to car parking was easier, while 35% were neutral and 13% felt it was easier.

## **NEXT STEPS**

### **Committee Instructions**

- 3.34 (vi) *“to instruct the Chief Officer – Strategic Place Planning to monitor the remaining interventions and report to the next meeting of this committee at the earliest opportunity, to assess all modal data for the city centre, Rosemount and George Street and Torry and review the requirement for the measures to stay in place, including the possibility of opening Union Street to buses only in consultation with communities and the Disability Equity Partnership (DEP); and access for cars at the top end of Union Street and Market Street;”*

- 3.35 In the context of the above data, the recommendations from the Director of Public Health at NHS Grampian, the new highly transmissible variant of COVID19, and the current lockdown, it would be counter productive to alter the interventions at this time.

It is clear that with the new variant circulating within the population and the expected roll out of the vaccine in the coming weeks and months, that any change that could increase pressure on the NHS and risk delaying the roll out of the vaccine would not be advisable.

Space, and the 2m recommended separation distance remain the key weapons in the fight against COVID19 and one of the tools which the Council is best

placed to provide. Removing this space at this time when the data shows the space is being used and is needed, would be counterproductive.

- 3.36 It should be noted that due to the extended nature of the pandemic there has already been an overlap between these temporary measures and consultation on the long-term future of the city centre with regard to the Low Emission Zone (LEZ). It had been the aim of officers to keep any consultation on permanent works to the City Centre separate from these temporary measures, however due to the timelines that is simple not possible. Given the expected implementation date for the LEZ of 2022, a report is due to come back to City Growth and Resources with recommended options in June. Further to the committee instruction officers are looking at options to reintroduce buses as soon as it is safe to do so.
- 3.37 *(vii) “to agree to the removal of the temporary cycle lane at the Beach Esplanade, leaving the one way system between Beach Boulevard and Wellington Street only, and continue to consult on options which could form part of a Beach Masterplan;”*
- 3.38 The removal of the temporary cycle lane at the Beach is now complete.
- 3.39 *(ix) “to instruct the Chief Officer – Strategic Place Planning to write to Sustrans/Transport Scotland to seek clarification on the date by which the funding must be spent, in the context that National Health Services (NHS), UK and Scottish Government advice suggests that the current pandemic conditions are likely to remain in place throughout the winter, and report back to the 3 February 2021 City Growth and Resources Committee for direction on the removal of the interventions”*
- 3.40 Further to the instruction from committee the Chief Officer of Strategic Place Planning wrote to Karen McGregor Scotland Director at Sustrans on the 24<sup>th</sup> of November 2020 (Appendix 2). The letter set out our position in relation to the 14<sup>th</sup> of May 2021 deadline, by which the funding had to be spent, and the likely implications of that deadline on our support for the NHS in tackling COVID19.

On the 18<sup>th</sup> of December Sustrans responded confirming that subject to certain criteria the funding could be carried forward (Appendix 3).

These Criteria are as follows:-

1. *By end February 2021 – Partners have requested an extension and provided Sustrans with an updated spend profile and programme.*  
**(Officers are currently preparing a submission)**
2. *By end March 2021 – The majority of interventions have been delivered and are on the ground (at least 90% of the planned interventions).*  
**(100% of our interventions are in place)**
3. *By end April 2021 – At least 60% of funding has been drawn down and claims are in the portal (if it hasn't, consider reducing the grant request amount).*

- (We are currently at approx. 50% claimed and have an additional claim to submit that will bring us over the 60%)**
4. *By 14th May 2021 – All planned interventions are on the ground.*  
**(As noted in 2. above 100% of our interventions are in place)**

None of the criteria set out pose a difficulty and officers are currently preparing a submission to Sustrans to extend the time frame.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The table below shows the financial position as at the end of Quarter 3 2020/21.

Gross Budget	Spend to Date
£1.760m	£0.865m

- 4.2 The funding situation remains the same as the previous report. A second claim is currently being prepared as details of the funding extension have now been agreed and the works to the beach are completed. This claim will include all works done to date.

#### 5. LEGAL IMPLICATIONS

- 5.1 While there are no direct legal implications arising from the recommendations of this report, the funding will be required to be spent in accordance with the legal agreement for the grant award. To date Sustrans have confirmed their satisfaction with the projects that the grant has been spent on and have paid the first invoice. Sustrans are being kept up to date with all progress and expenditure.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Public harm, allowing the COVID-19 virus to spread with the associated high risk of death through contacting the virus.	H	All interventions are now in place working within the funding envelope. A task force group has been set up to manage the programme with meetings to monitor progress and address any issues – drawn from senior staff across the Council.
	Failure to deliver the Socio-Economic Rescue Plan 2020/21	H	Close collaboration across other Clusters.

<b>Compliance</b>	Officers breach grant conditions.	L	All interventions have now been completed within the scope of the original grant award. Funds for maintenance and removal have been held back.
	Failure to comply with national Covid-19 legislation and guidance	L	Comply with legislation and guidance.
<b>Operational</b>	Insufficient staff to undertake the full programme.	L	All interventions are in place the risk is now limited to maintenance and removal.
<b>Financial</b>	Maintenance and removal cost exceed remaining budget.	L	Costs will be monitored on a regular basis.
<b>Reputational</b>	Programme not delivered.	L	Working within the budget envelope the maximum number of interventions have been delivered.
<b>Environment / Climate</b>	Air quality deteriorates and carbon emissions increase as more people start to travel, using the car more often due to advice to minimise use of public transport which will have reduced capacity for some time.	M	Performance of the road network will be closely monitored, including reviewing air quality data that is collected locally.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	In addition to responding to the current public health emergency and imminent easing of lockdown requirements, this programme of temporary Covid-19 public health measures supports 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

	<p>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 temporary Covid-19 public health measures 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 enabling people to comply with physical distancing requirements.</p>
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**Aberdeen City Local Outcome Improvement Plan**

<p>Prosperous Economy Stretch Outcomes</p>	<p>The programme of temporary Covid-19 public health measures supports 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 supporting the lockdown easing measures which will enable the economy to recover and people to get back to work where they cannot work from home. The temporary Covid-19 public health measures will enable people to move around by walking and cycling where possible, while protecting access to public transport and enabling compliance with physical distancing requirements.</p> <p>The temporary Covid-19 public health measures will also support businesses re-opening by providing additional space for customers and create space, where possible, for outdoor seating and leisure activities.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>The programme of temporary Covid-19 public health measures within this report support the delivery of Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health. The temporary Covid-19 public health measures are also designed to enable physical distancing while moving around, thereby minimising the risk of Covid-19 transmission and the likelihood of a second wave of the disease.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>The temporary Covid-19 public health measures support the delivery of Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's</p>

	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 temporary Covid-19 public health measures improve and/ or create active and sustainable travel infrastructure.
<b>Regional and City Strategies</b>	The temporary Covid-19 public health measures support the delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic Strategy and Action Plan, Health and Transport Action Plan, Local Outcome Improvement Plan, Air Quality Action Plan and Powering Aberdeen by encouraging more people to walk and cycle to work, health care and other services and destinations and as a result of the public health emergency, to be able to do this whilst also complying with physical distancing requirements. This is particularly important due to the imminent lockdown easing which will see more people travelling to work and other destinations as businesses start to re-open. Although bus travel will remain significantly reduced for some time, the temporary Covid-19 public health measures also help to ensure that this mode can still be used safely too.
<b>UK and Scottish Legislative and Policy Programmes</b>	The measures directly contribute to Public Health and Scottish Government requirements and legislation relating to the Covid-19 Pandemic, and in particular support physical distancing in public spaces. They will also support businesses as they start to re-open in accordance with the lockdown easing phases. The temporary Covid-19 public health measures will also 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.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not Required

<b>Data Protection Impact Assessment</b>	Not required
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## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1: Summary of Survey Data  
Appendix 2: Letter to Sustrans  
Appendix 3: Response from Sustrans  
Appendix 4: Survey Data Clip Board Surveys  
Appendix 5: NHS Data

## 11. REPORT AUTHOR CONTACT DETAILS

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