

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Capital Programme
<b>DATE</b>	26 May 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	B999/ Shielhill Road Junction Improvement Progress Report
<b>REPORT NUMBER</b>	RES/21/138
<b>DIRECTOR</b>	Steven Whyte
<b>CHIEF OFFICER</b>	John Wilson
<b>REPORT AUTHOR</b>	Alan McKay
<b>TERMS OF REFERENCE</b>	1.3

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### 1. PURPOSE OF REPORT

- 1.1 This report is to update the Committee on the progress of the B999/ Shielhill Road Junction Improvement project.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the updates to the programme milestones and the associated financial implications.

### 3. BACKGROUND

- 3.1 The current B999/ C19C Shielhill Road junction alignment is currently sub-standard presenting difficulties to road users attempting to negotiate the junction. The western approach to the junction along the C19C Shielhill Road also suffers from poor forward visibility detrimental to the use of the road. With the development of the Local Development Plan's (LDP) OP10 site, Denmore North, change to the usage of the junction was anticipated.
- 3.2 As part of the granting of Planning consent for the nearby North Denmore development funding contributions towards improvements to address these issues was secured through a Section 75 agreement.

This funding is to be utilised to undertaken detailed design and delivery of the realignment and reconfiguration of the B999/ C19C Shielhill Road junction and forward visibility improvements on the C19C Shielhill Road.

Preliminary work on the project identified that developer obligation contributions would not cover the full cost of developing and implementing an improvement.

At its meeting of 3 March 2020, the Council provided additional funding within the capital plan to progress the project.

In advance of the planned improvement interim measures have been taken on the junction approaches. These include large more conspicuous warning signage with additional road markings. Additionally, the speed limit has been reduced to 40mph over the length of Sheilhill Road adjacent to the completed development.

Currently LDP OP10 site is not fully developed, therefore the project will be developed giving due cognisance to possible access requirements.

### **Progress**

- 3.3 At the start of 2020, planning for the resourcing and progression of the project following Council decision in March was underway. However, due to the COVID-19 pandemic, work was not initiated.

### **COVID-19 Pandemic**

- 3.4 The COVID-19 pandemic has resulted in no progress being made with the project in 2020/21.
- 3.5 In May 2020, the *Spaces for People* Programme commenced which involves a number of projects that require the adaption of the Public Road to enable users to adhere to Scottish Government physical distancing guidance. This became an urgent priority for all Road Service Teams and resources from capital projects were temporarily reallocated to work on these projects. The remaining limited resource was allocated to higher priority capital projects. The removal of this resource placed the project in abeyance for 2020/21.

### **Programme Milestones**

- 3.6 With the *Spaces for People* Programme now in a more operational phase and the finalisation of the service redesign has allowed work on the project to restart and progress to be planned for this year.

Indicative programme milestones are shown in the table below for the two scenarios, depending if the CPO is required:-

<b>MILESTONES</b>	<b>INDICATIVE TIMELINE</b>
Design and Prep	FY 21/22
Land Assembly	FY 22/23
Construction	FY 23/24

- 3.7 The above timeline assumes voluntary acquisition of land required. It should also be noted that the timescales above do not take any account of any future uncertainties relating to COVID-19 restrictions.

#### 4. FINANCIAL IMPLICATIONS

4.1 The current preliminary project estimate is £0.64m.

Financial implications are that Developer Obligation contributions amount to £0.3m and the Capital plan has currently budgeted for a cost of £0.34m.

The North Denmore Section 75 agreement requires obligation contributions to be committed by October 2026.

4.2 The financial implications will be managed through detailed budget monitoring.

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Failure to implement a suitable improvement would impact of the sustainable development and roads related objectives of the Local Development Plan and Local Transport Strategy	M	This will be mitigated by progressing the Project.
<b>Compliance</b>	Failure to follow statutory procedures.	L	This will be mitigated through ensuring sufficient time is given to checking documents and eradicating any potential errors.
<b>Operational</b>	Failure to implement a suitable improvement would result in known sub standard junction concerns persisting alongside increased use of the junction.	H	This will be mitigated by progressing the project.

<b>Financial</b>	Delay to progressing the project to a suitable stage may place developer obligation contributions at risk of return.	M	This will be mitigated by progressing the project.
<b>Reputational</b>	There is a risk that Aberdeen City Council will experience reputational damage from supporters of the project if it does not proceed.	H	This will be mitigated by progressing the Project.
	There is a risk that Aberdeen City Council will experience reputational damage from objectors to the project if it proceeds.	M	This will be mitigated by trying to address issues raised by objectors but this may not be achievable in all instances.
<b>Environment / Climate</b>	It is possible that the proposals will lead to some detrimental impacts in the locality to the project.	L	Impacts are likely to be acceptable against the relevant standards and commensurate the wider improvements.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	<p>The project aims to mitigate the impact of and deliver wider community benefits associated with the development of LDP OP10 site, Denmore North.</p> <p><b>Economy Policy Statement 7.</b> Continue to maximise community benefit from major developments.</p> <p><b>Place Policy Statements 2;</b> Support efforts to develop the Energetica corridor,</p>
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	Successful delivery of the project is the intent of the Section 75 agreement which facilitated the

	<p>consenting of development proposals for LDP OP10 site, Denmore North.</p> <p><b>Stretch Outcome 1</b> – 10% increase in employment across priority and volume growth sectors by 2026</p>
Prosperous People Stretch Outcomes	<p>Successful delivery of the project will provide a safer road network for all users.</p> <p><b>Stretch Outcome 11</b> – Healthy life expectancy is five years longer by 2026.</p>
Prosperous Place Stretch Outcomes	<p>Successful delivery of the project will provide a safer road network for all users, including cyclists.</p> <p><b>Stretch Outcome 15</b> - 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p>
<b>Regional and City Strategies</b>	The road improvements associated with the project support delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans and Road Safety Plan.
<b>UK and Scottish Legislative and Policy Programmes</b>	N/A

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment required
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

None.

## 10. APPENDICES

None.

## 11. REPORT AUTHOR CONTACT DETAILS

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