

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	12 th November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	City Centre Masterplan Update
REPORT NUMBER	RES/21/266
DIRECTOR	Steven Whyte
CHIEF OFFICER	-
REPORT AUTHOR	Sandy Beattie
TERMS OF REFERENCE	2.1.5, 3.2, 3.3

1. PURPOSE OF REPORT

- 1.1 This report presents an update by officers on the execution of strategic streetscape projects established as priorities through the City Centre Masterplan (CCMP) review and the Spaces for People project and provides recommendations on next steps to continue to support initial economic and place-based recovery within the City.

2. RECOMMENDATIONS

Recommendations relating to this report are contained within the over- arching covering report due to interdependencies.

3. BACKGROUND

- 3.1 The Council's City Growth and Resources Committee agreed to review the City Centre Masterplan (CCMP) 2015 at its meeting on 03 February 2021. Subsequent reports on the progress of the review were reported to this Committee on 11 May 2021 (ref RES/21/115) and 25 August 2021 (ref RES/21/179). At the August 2021 City Growth and Resources meeting, officers were instructed to report back progress on, amongst other matters, a number of strategic streetscape interventions across the City Centre to this meeting. This instruction came further to the Committee's decision to progress initial visioning proposals for these areas towards detailed design. Members of the Committee also instructed the preparation of a Traffic Management Plan to accompany and inform this exercise.

4. PROCESS

- 4.1 As reported to the August 2021 meeting, Hub North Scotland (HubNS) have been engaged by the Council to act as the Project Management Office for the procurement and management of the necessary design, consultancy and technical work to develop proposals for various streetscape interventions and public realm works. A multi-disciplinary team for the City Centre Streetscape Improvements workstream commenced work on 5 July 2021.
- 4.2 Weekly progress meetings have been held and a series of workshops with technical officers from within Aberdeen City Council have been undertaken in order to progress the initial visioning exercises. The immediate focus of these workshops has been Union Street Central (between Bridge Street and Market Street) given the strategic importance of this area to retail, leisure, business, the development of the former Aberdeen Market and Union Terrace Gardens.

5. PROGRESS UPDATE

5.1 Streetscape Interventions

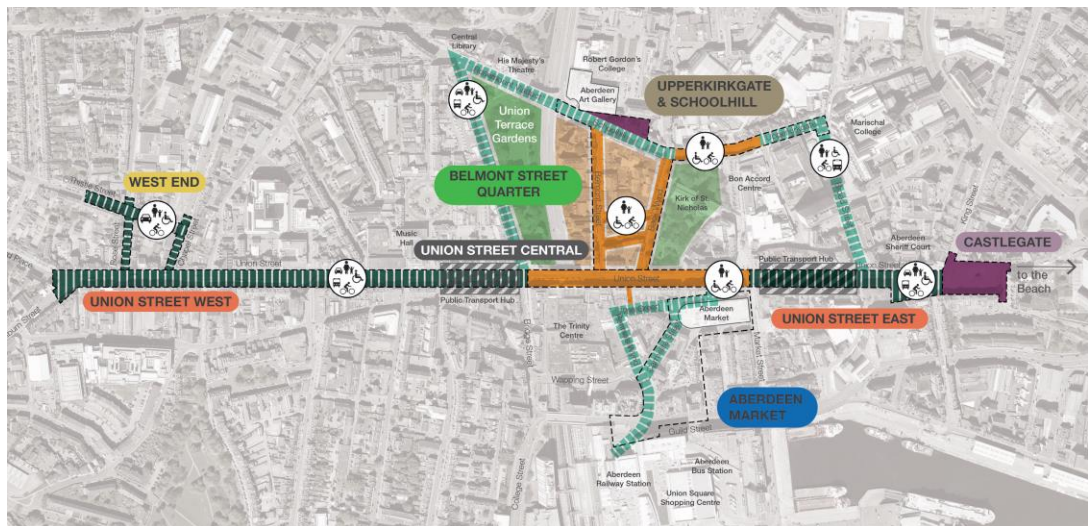
- 5.1.1. Appendix D: Streetscape Interventions provides further information on each of the following:

5.1.2.

Appendix D		Page
Strategic Plan and Objectives		4
Operational Plans		6
Engagement Summary		12
Union Street Central	Proposed Design	14
	Early Interventions	21
Belmont Street Quarter		28
Market Public Realm		38
Upperkirkgate and Schoolhill		44
Union Street East		54
Castlegate		60
Union Street West		70
West End		76

5.2 Strategic and Operational Plans

- 5.2.1. A strategic plan of the city centre presents the overall streetscape improvement and operational plans highlighting pedestrian/wheeled movements, cycle interventions, accessible parking, public transport, servicing and emergency access. It should be noted that streetscape interventions will be delivered on a phased basis in a rolling programme.



5.3 Engagement Summary

- 5.3.1. Further to the success of the public engagement exercise undertaken between June-July 2021 on “The Future of Aberdeen City Centre and the Beach”, to which there were 7,697 responses, focused engagement with key stakeholders has continued, with emails sent to over 300 groups or organisations inviting them to engage with the project team as detailed proposals for the City Centre, Market and the Beach develop. At the time of writing, 14 responses had been received to this exercise. Clipboard surveys with people on the street were conducted on 24 and 25 September 2021 and a summary of the feedback from these is available in Appendix E.
- 5.3.2. This exercise ran in tandem to stakeholder sessions with the Disability Equity Partnership, public transport operators, cycle groups, representatives of the taxi trade and the ACTUP (accessible users) group.
- 5.3.3. City Centre businesses were also invited to take part in a business stakeholder survey between 28 September 2021 and 15 October 2021, with leaflets having been issued to businesses on 8 October 2021 to complement social media posts from Council accounts. To support this, the project team has also undertaken a number of interviews with businesses face-to-face in order to determine individual issues affecting them and their immediate areas. Feedback from business stakeholders is also available in Appendix E.
- 5.3.4. Engagement with children and young people has also taken place, with a focus on both education settings such as schools and non-education settings such as youth groups. Primary 6 pupils from seven primary school across the city took part in sessions with creative practitioners to support children to think about the City Centre, how they feel about it and how they would like it to be in the future. Young people from four secondary schools also took part in a “send a postcard” exercise with questions on the future of key spaces. A summary of the responses to these exercises is available in Appendix E. In tandem, an interactive survey was launched to engage with children and young people outwith educational settings. This was sent out to local groups, including the Youth Tenants Association, Denis Law Legacy

Trust/Streetsport and the Foyer, also discussed at a meeting of the Aberdeen City Youth Council. The survey was also issued within the Council's Youth Work and City Warden teams, as well as other Community Planning partners such as ACVO. Further detail is again provided in Appendix E.

- 5.3.5. Should Members agree with the recommendations in Section 2, above, it would be the intention of Officers to continue to engage with key stakeholder groups as progress on the detailed design of the streetscape intervention areas continues.
- 5.3.6. Stakeholder engagement is ongoing throughout the design stages. A number of local businesses were invited to take part in a stakeholder survey between 28 September and 15 October 2021, with leaflets been issued to city centre businesses on the 8th of October to complement social media posts from ACC accounts. To support this, the project team undertook a number of interviews with businesses face-to-face in order to determine individual issues affecting them and their immediate areas. City Centre businesses made it clear that more affordable parking spaces were top of their priority list. 60 responses to the leaflets were received.
- 5.3.7. Online surveys and postcards were used to gather feedback from young people aged 12-25, who clearly indicated that they wanted more greenery and places for children to play.
- 5.3.8. The Streetscape team also engaged with disability groups within the city, which included meeting with Shopmobility, Disability Equity Partnership review of streetscape as presented at August City Growth and Resources Committee, DEP review of streetscape with Council officers and the design team and officers attending the DEP committee to give overview of the Transportation Management Plan Stage 1. Further engagement is also identified in the following sections relating to the development of that Plan in section 5.8 below.

5.4 Union Street Central

- 5.4.1. Critical to both the emerging Aberdeen Market proposals and Union Terrace Gardens, Union Street Central has reached an advanced concept stage which recommends this section of the street become a pedestrianised space with access for cycling, timed servicing and emergency services. Pedestrian priority of Union Street Central is one of the key features of the 2015 City Centre Masterplan and is one of the priorities identified during the recent public consultation. The area represents the heart of the city centre and, coupled with the aforementioned projects and recent announcement of the grant award from the Levelling Up Fund, it becomes a strong strategic focus of activity both socially and economically.
- 5.4.2. In addition, removing general traffic from this section contributes significant to the Council's proposed Low Emissions Zone in the city centre. The implementation of the South College Street Junction Improvements (Phase 1) and the Berryden Corridor Improvements projects, instructed by this committee, will provide the additional road capacity and alternative routing

options to accommodate the rerouting of vehicular traffic arising from the implementation of public realm enhancements along Union Street, Guild Street and Schoolhill. In particular, the South College Street project will enable the City Centre Masterplan and Bus Partnership Fund programme aspirations for bus priority measures along the Bridge Street, Guild Street, Market Street route. Making these road network improvements is a key step towards providing a transport network to meet Aberdeen's needs and city centre aspirations. References to these decisions are noted in 11: Background Papers.

- 5.4.3. Given the strategic connection to both Union Terrace Gardens and the new Aberdeen Market, it is recommended that Union Street Central be prioritised over the remaining streetscape proposals. Subject to this committee's approval of the principles and proposal budget for the project, detailed design will be developed in full consultation and engagement with stakeholders. Further details of the Union Street Central intervention are contained in Appendix D. The business case for reimagining Union Street Central is integrated with that of the new Aberdeen Market project and can be viewed as an appendix to that report.
- 5.4.4. A number of early interventions in advance of the proposed construction programme for Union Street Central are detailed in Appendix D. These will endeavour to enliven the area, supporting and encouraging future movement patterns in the area.

5.5 Belmont Street and Back Wynd

- 5.5.1. Concept designs for how Belmont Street and Back Wynd could develop a permanent café culture environment are also included in Appendix D. In order to progress proposals, it is recommended that a full business case be developed to be clear on design, delivery, maintenance and management implications. This would tie in with Union Street Central and complete the core public realm in the city centre. A prioritised sequence is necessary to ensure that the heart of the city is completed to link our major projects in the city centre together (Union Terrace Gardens, Art Gallery, Aberdeen Market, Broad Street, Provost Skene's House, Marsichal Square).

5.6 Remaining Work Packages

- 5.6.1. Following the detailed design work to deliver Union Street Central and Belmont Street/Back Wynd, it is recommended that all remaining streetscape interventions proceed to detailed design stage, including stakeholder engagement. Interventions will be prioritised in the following order:
1. Union Street Central
 2. Belmont Street/Back Wynd
 3. Aberdeen Market to Guild Street
 4. Schoolhill and Upperkirkgate
 5. Union Street East and Castlegate
 6. Union Street West and West End

- 5.6.2. It should be noted that the final streetscape projects priority will be influenced by the outcomes of the Stage 2 Traffic Management Plan, so may therefore be subject to change. In any event, construction works will have to be sequential in order to ensure appropriate access to the city centre at all times. In addition, Union Street East and Castlegate will necessarily depend on the outcomes of the Beach masterplanning and connectivity studies to ensure that they connect effectively to proposals at the Beach. A business case for each of the interventions will be developed to ensure that full costs, programme and benefits are explicit.
- 5.6.3. The sequence of delivery of each of the remaining streetscape interventions for Schoolhill, Upperkirkgate, Union Street East, Castlegate, Union Street West and West End will be subject to business cases and funding mechanisms being developed. Proceeding with design work at this stage for all areas will ensure that as and when central funding opportunities arise, the streetscape programme is best placed to apply to those sources. All timelines in this and the covering reports are therefore indicative at present due to factors such as statutory consents, procurement, supply chain, materials supply, project interdependencies, utilities and funding availability.
- 5.6.4. Appendix F sets out a sequential approach to streetscape delivery, however, the covering report suggests how these programmes may run in parallel to reduce the timeline and therefore minimise impact operationally throughout the city centre. This will be very much dependent on factors stated in 5.6.3 above.

5.7 Spaces for People

- 5.7.1. Given the easing of Covid-19 restrictions generally across the country it is now considered prudent to remove the majority of the Spaces for People measures. A number of these were instructed at the August meeting of this Committee and given the temporary nature of the structures involved, it is recommended that the remaining Spaces for People measures are now removed for all areas except Union Street Central, given its strategic role as a focus of pedestrian activity outlined above, and the Belmont Street area.
- 5.7.2. Removal of all other measures on Union Street will create additional capacity for the forthcoming Christmas period and also allow for the implementation of bus priority measures identified in the Stage 1 Traffic Management Plan.

5.8 Traffic Management Plan

- 5.8.1. Phase A of the Traffic Management Plan has focussed on central Union Street and is appended as follows:
- Appendix A – Executive Summary
 - Appendix B – Traffic Management Plan Phase A
 - Appendix C – Traffic Modelling Report

- 5.8.2. The Traffic Management Plan has been undertaken taking into account the following:
- the evolving streetscape design for central Union Street, east and west Union Street and the Market
 - engagement with ACTUP (Accessible City Transport Users Partnership), cycle groups, bus operators and taxi trade representatives
 - pre-covid and recent surveys for different modes
 - pre-covid and recent traffic modelling
 - the approved post Aberdeen Western Peripheral Route new Roads Hierarchy for the City
 - the sustainable travel hierarchy recognising priority for walking and wheeling, cycling, buses, taxis (and private hire) and servicing
 - the ambition for the city centre as stated in the approved City Centre Masterplan
 - the Bus Partnership Fund
 - the significant increases in walking and cycling arising from Covid 19 lockdowns, and Local Outcome Improvement Plan Stretch Outcomes to further increase this activity
 - the recently approved Low Emissions Zone boundary (*statutory consultation due to start on 1 November 2021*) with implementation in Spring 2022, should the Zone be granted Scottish Government approval,
 - the Council's Net Zero ambition
 - the need to support post covid economic recovery
 - comparison of options
- 5.8.3. The conclusion of the work undertaken to date and detailed in the appendices is that Union Street Central should be fully pedestrianised, with access designed within the streetscape for cycling, separated from pedestrians, and service access being permitted one way eastbound from 1800 to 1000. This supports both the Council's Net Zero ambition and the proposed Low Emissions Zone.
- 5.8.4. In recognition of the important role buses have in supporting the many people that do not have access to a car, and the need to facilitate a significant increase in footfall to/ from and within the city centre in an environmentally safe and efficient way, bus priority measures on Bridge Street, Market Street and Guild Street are required to accommodate bus re-routing and relocated bus stops. This priority should also include cycles and taxis (and private hire) as high priority modes within the sustainable travel hierarchy. Further traffic management measures are recommended on Schoolhill, Market Street and Union Terrace to support the efficient and safe movement of these modes. This significant new bus priority and associated traffic management changes will not only meet the objectives of the recently awarded Bus Partnership Fund, but also provide an accessible and resilient core network reflecting the sustainable travel hierarchy.
- 5.8.5. The overall predicted impact of the Phase A proposals recommended in this report is a significant reduction of general traffic overall within the core of the

city centre, a reliable and competitive bus network and improved facilities and infrastructure for pedestrians and cyclists, which correlates with the City Centre Masterplan ambition – a place for people.

- 5.8.6. The accessible parking and taxi rank impacts of these recommendations have been established and engagement continues with the appropriate groups to identify the relocation of these facilities where necessary, with an objective of no net detriment i.e. no reduction in current capacity afforded within the city centre. Options are included within the appendices and will continue to be explored and detailed with continued engagement. Of note is the relocation of the Back Wynd taxi rank, and an option to relocate this prime facility onto the east side of Union Terrace.
- 5.8.7. The relocation of the bus stops from central Union Street is also being investigated, including bus hubs and bus stop rationalisation, and in tandem with the evolving proposals for east and west Union Street and the Market.
- 5.8.8. Phase 2 of the Traffic Management Plan will identify the detail of the further changes required to support the remainder of the streetscape interventions, including changes to the traffic management environment in the Belmont Street/ Back Wynd area supporting the café culture ambition, and the Hadden Street/ Carmelite Street area, to support the proposal for the Market, the local businesses and residents and prevent rat running. This work will develop with the evolving streetscape designs and will be expanded to cover the Beach area.
- 5.8.9. Phase 2 will also assess the servicing requirements of the other priority intervention areas, including on-street parking and loading, as well as the opportunity to harmonise servicing times to create continuity, legibility and improve enforcement across the city centre. This will include the requirements for bin storage and waste collection.
- 5.8.10. The recommendations in Section 2.1, if approved, can be translated into Traffic Regulation Order schedules for statutory consultation. Progress on the remaining measures that will be detailed in Phase 2 of the Traffic Management Plan will be reported back to the 3 February 2022 meeting of this committee.

5.9 George Street

- 5.9.1. As reported to the August 2021 meeting of this Committee, George Street has not to date been included in the visioning exercises due to the uncertainty over the future of the John Lewis building and the future plans of the Bon Accord Centre. John Lewis & Partners have confirmed their intention not to reopen their George Street store and it is currently being part occupied by NHS Grampian as a vaccination centre. A rolling lease agreement is in place and it is recommended that, prior to any further work on the George Street area is undertaken, NHS Grampian is currently investigating the short, medium and potential long-term ambitions for the

building. Public consultation and engagement will therefore be undertaken in the first half of next year when the NHS Grampian position is clear.

5.10 Café Culture

- 5.10.1. In relation to temporary outdoor areas being used during the COVID-19 pandemic, correspondence was issued to businesses currently utilising either public or private land for temporary outdoor seating/trading on 17 September 2021. This correspondence advised of the Committee's decision at the August City Growth and Resources meeting to require such temporary outdoor trading to cease from 23:59hrs on 24 January 2022, or to be regularised through the appropriate processes. This information has also been uploaded onto the Council's website and will continue to be publicised via the Council's social media accounts as the deadline approaches.
- 5.10.2. In recognition of the fact that a number of premises currently utilising temporary areas may wish to make these permanent, the Council's website has been updated to provide a "one stop shop" page for businesses ([Guidance on utilising outdoor spaces for pubs and restaurants | Aberdeen City Council](#)). This page provides links to the various services who regulate the provision of outdoor trading areas, for example planning, roads, building standards and licensing.
- 5.10.3. The Business Charter within the Socio-Economic Rescue Plan aims to ensure a joined-up delivery of the Council's business facing services in response to the needs of business in the city. As part of this wider initiative, officers are also investigating whether any further digital solutions would exist to align the consenting process any further, and the different legislative requirements of each service must be taken account of as part of this exercise. Officers from multiple services have met and agreed an initial scope of work for a project with Customer Experience colleagues which aims to create a business customer delivery model that provides the Council with a one view of the business customer. This approach will allow the Council to better understand their needs and intervene when necessary, thereby providing an integrated approach to service delivery.
- 5.10.4. As noted in Section 5.5 (above), design proposals to create a permanent café culture in the Belmont Zone (Belmont Street, Back Wynd, Little Belmont Street, Gaelic Lane) continue to be developed. In addition to this, officers were instructed at the August 2021 City Growth and Resources meeting to investigate the possibility of other Council-owned land allowing permanent outdoor areas to promote café culture. Appendix D illustrates the potential for café culture at the Castlegate, within the Union Street Central Zone, and elsewhere on Union Street and the West End where footways are proposed to be widened and where statutory consents may allow. However, if Council-owned land is to be used then these would be reviewed on a case-by-case basis as there may be tenancies, title restrictions or statutory requirements affecting individual titles, for example: on property held in the Common Good account, amongst other things, a public consultation may be required under the Community Empowerment (Scotland) Act 2015.

5.11 Building Condition Survey

- 5.11.1. In response to issues raised during the “The Future of Aberdeen City Centre and the Beach” public engagement exercise in June-July 2021 regarding building conditions in Union Street, a visual building condition survey for Union Street Central has been undertaken. The survey includes recommended improvement measures, including costs, constraints, methodologies and an implementation programme. Further survey work is proposed to cover the remainder of Union Street and the complete survey will be reported back to the next meeting of this committee in February 2022.
- 5.11.2. All survey work is being shared with both the Aberdeen City Heritage Trust and Union Street Conservation Area Regeneration Scheme project officers to ensure that there is no duplication and a strategy for future repair work can be co-ordinated effectively.
- 5.11.3. As part of the recent consultation on the CCMP the condition of the buildings on Union Street was identified as a priority by many of the respondents. This echoes responses to previous consultations on the City Centre but with the majority of these buildings in private ownership it raises significant issues.
- 5.11.4. To address some of these issues, and to work with the current buildings owners, the Union Street Conservation Area Regeneration Scheme (CARS) was developed. This is a six-year, £2.4 million initiative aimed at the regeneration of Aberdeen's main thoroughfare funded jointly by Aberdeen City Council and Historic Environment Scotland (HES) with the support of Aberdeen City Heritage Trust and Aberdeen Inspired. The aim of the scheme is to encourage the repair and enhancement of the physical fabric of historic properties within a defined area of Union Street.
- 5.11.5. The Union Street CARS scheme is identified in the City Centre Masterplan document as a key project for reinvigorating the city centre. The project which began in 2017 and will run until the 31st of March 2023 is now oversubscribed and will see 20 projects along Union Street supported out of the original fund. 2022 will see the majority of these projects completed, and as the fund is nearing its close, there has been a significant level of additional interest in the scheme.
- 5.11.6. Three additional priority projects have come forward which are seeking funding, and which would also seek to complete next year, these buildings are 222-224, 226-228 and 183-189 Union Street. The purpose of the CARS based recommendations relating to this report are therefore to note the work undertaken, the work due to commence in 2022 under the current CARS fund, to seek approval for additional funding to support three more projects as noted above, and to seek support for a second round of CARS funding given the strong interest shown by building owners.

5 **NEXT STEPS**

- 6.1 A significant amount of work has been undertaken in a short timescale since the August 2021 City Growth and Resources committee as the project team

continue to work on establishing the detailed designs across all of the City Centre Streetscape Intervention areas.

6.2 At the August 2021 meeting it was recommended that Union Street Central be the priority area for the project team in order to support the development of not only the International Market site, but also to ensure connectivity to Union Terrace Gardens. Now that work on this area has been progressed, and recommendations in relation to this presented to Members above, the next steps for the project team will be to continue to work up the remaining streetscape visioning works and to expand the Traffic Management Plan in tandem with this. These works should be undertaken alongside further stakeholder engagement and as reported previously, will also require cognisance of existing committed work relating to a City Centre Low Emission Zone (LEZ) and the Bus Partnership Fund.

6.3 The following sequence of delivery will therefore be implemented with an assumed start date immediately post committee, pending approval, and be supported by ongoing stakeholder and public engagement:

	Project	Indicative completion*
1	Spaces for People temporary measures removed as per recommendations	December 2021
2	Market to Guild Street public realm detailed design	March 2022
3	Union Street Central early interventions (incl Bus, taxi and cycle priority measures)	March 2022
4	Belmont Street area Café Culture Business Case	February 2022
5	Union Street Central detailed design and roads construction consent	Q4 2022
6	Streetscape detailed design (all other areas)	Q4 2022
7	Union Street Central construction and delivery	Q4 2023
8	Schoolhill/Upperkirkgate construction and delivery	Q4 2023
9	Union Street East and Castlegate construction and delivery	Q1 2025
10	Union Street West construction and delivery	Q4 2024
11	West End construction and delivery	Q4 2023

*Indicative completion dependent on statutory consents, procurement, supply chain, materials supply, project interdependencies, utilities and funding availability etc.

6 FINANCIAL IMPLICATIONS

7.1 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.

7.2 The Council will continue to facilitate the next phase of design works with Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost. Detail of projected costs for the next stages are included in the over-arching covering report.

7.3 The UK Government has announced that Aberdeen City Council has been successful in its bid to the Levelling Up Fund and has been awarded £20M. This sum is to contribute to the delivery of the new Aberdeen Market and associated streetscape interventions, including Union Street Central.

7 LEGAL IMPLICATIONS

8.1 The Road Traffic Regulation Act 1984 gives the Council the power to promote traffic regulation orders (TROs) which are the legal mechanism used to introduce permanent changes to a road's layout and how traffic uses it. There are statutory consultation and advertising processes that must be complied with under the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999.

8.2 The use of Council owned land will need to be assessed on a case-by-case basis, as title restrictions and statutory requirements will differ in individual titles.

8 MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Risks inherent in not addressing the changing circumstances in the City Centre will have a significant effect on the delivery of our City and Regional economic strategies.	M	Continue to progress with revised Masterplan objectives, as agreed by this Committee in August 2021.
Compliance	Statutory consents may have an impact on cost and programme	L	Continue to monitor throughout the review.
Operational	Resource capacity for our staff involved in the Streetscape Interventions works.	H	To date Hub North Scotland have supported the review and provide project

	<p>Note the potential conflict between streetscape works generally, Union Street Central specifically and the impact on events in the city centre.</p> <p>Risks in supply chain, contractors and materials, utilities.</p>	<p>H</p> <p>H</p>	<p>management support. Continued programme monitoring and potential re-routing during construction works</p> <p>Mitigate through Hub North Scotland and Council procurement frameworks</p>
Financial	<p>It is expected that there will be emerging financial implications as a result of this paper being approved, particularly around where best to support recovery.</p> <p>Cost impact across the programme in light of inflation in the construction sector</p> <p>There may be funding risks regarding the Bus Partnership Fund grant award, particularly around demonstrating continued partnership working.</p>	<p>H</p> <p>H</p> <p>H</p>	<p>Financial implications for the Council in terms of city centre recovery and programme delivery will be identified as the project progresses.</p> <p>Work with Hub North Scotland to seek best value from supply chain.</p> <p>Continued positive and constructive collaboration with bus operators, Aberdeenshire Council and Nestrans – partners with this Council in the North East Bus Alliance</p>

Reputational	Not proceeding with the recommendations could have significant reputational damage for the Council as a “place leader”.	M	Taking appropriate action in the short term will assist in building confidence in the city.
Environment /Climate	Environment and climate implications may potentially be in danger of being undermined in favour of short term economic gains	M	Any risks will take into account the Council’s own Net Zero targets.

9 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.
Aberdeen City Local Outcome Improvement Plan	
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, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan

10 IMPACT ASSESSMENTS

Assessment	Outcome
Equalities & Human Rights Impact Assessment	Neutral Impact – full document available to view here .
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage.

11 BACKGROUND PAPERS

- Aberdeen City Centre Masterplan
<https://www.aberdeencity.gov.uk/services/strategy-performance-andstatistics/city-centre-masterplan>
- Report to City Growth and Resources 11 May 2021
<https://committees.aberdeencity.gov.uk/documents/s120310/210511%20CGR%20City%20Centre%20Masterplan%20Review.pdf>
- Committee Decisions 11 May 2021
<https://committees.aberdeencity.gov.uk/documents/g7688/Decisions%2011th-May-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>
- Report to City Growth and Resources 25 August 2021
<https://committees.aberdeencity.gov.uk/documents/s123828/CCMP%20Review%20Report%20-%20Final%20Version.pdf>
- Committee Decisions 25 August 2021
<https://committees.aberdeencity.gov.uk/documents/g7956/Decisions%2025th-Aug-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>
- RES/21/184 - City Growth and Resources Committee - Berryden Corridor Improvement Business Case Update – 25th August 2021
- RES/19/271 - City Growth and Resources Committee - South College Street Junction Improvements Business Case Update – 26th September 2019

12 APPENDICES

- Appendix A: Traffic Management Plan exec summary
- Appendix B: Traffic Management Plan
- Appendix C: Traffic Management Plan Modelling
- Appendix D: Streetscape Interventions

Appendix E: Engagement Report
Appendix F: Programme and Risks
Appendix G: Supplementary Information
Appendix H: George Street Engagement Area

13 REPORT AUTHOR CONTACT DETAILS

Name	Sandy Beattie
Title	Queen Street Masterplan Manager
Email Address	sbeattie@aberdeencity.gov.uk
Tel	01224 522155