

Appendix 2 Proposed Programme of New BLE Schemes 2023/24

Projects recommended to be taken forward this round (2023/24)					
Any projects on the BLE list that have not been released by the end of programme will be included in the next round of funding if still requiring funds and will be reprioritised against any new applications for funding.					
	Project Name	Description	Funding Amount	Primary Score (/5)	Secondary Score (/31)
1	Contingency		£10,000	N/A	N/A
2	Transportation Team Member	Full time staff member to support, manage, promote, improve and delivery of the Local Transport Strategy.	£70,000	N/A	N/A
3	Craigshaw Drive Cycle Track	To provide segregated cycle lanes over the full length of Craigshaw Drive. This is an existing project that has a potential shortfall in funding. Funding from NESTRANS and SUSTRANS has already been allocated. Tullos and Altens, which this new link will improve access to, are significant trip generators, being busy employment sites south of the City. Craigshaw Drive itself contains a number of business premises generating a large number of trips every day. The carriageway width will be reduced to 7.3m which will allow unrestricted movement of people and goods.	£90,000	5	17
4	Aberdeen Active Travel Network Review	It is proposed to undertake a city-wide active travel network review, building upon various localised improvements that are currently being developed and/or delivered, to identify a coherent and holistic aspirational walking, wheeling and cycle network for Aberdeen. The outcomes will be used to develop a costed and prioritised Active Travel Network Plan, setting the strategic direction and establishing a 'pipeline' of projects for walking, wheeling and cycling infrastructure delivery within Aberdeen City Council for the next 10-20 years.	£100,000	5	22
5	Offshore Europe	Following a break due to the impact of the Covid19 pandemic, The Offshore Europe (OE) Conference and Exhibition will be returning to P&J Live 'The Event Complex Aberdeen' (TECA) in September 2023. This four day event has historically seen attendance levels of c. 50,000 and it is expected that with restrictions lifted and a desire from individuals to network face to face these levels will be achieved again in September 2023.	£75,000	5	15

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		<p>As in previous years, on-site parking during OE will be limited and Stagecoach plus First Bus routes will be running throughout the site. There will be a dedicated taxi rank in use not only for P&J Live but also to service the Aloft and Hilton Hotel for our visitors. There are over 150 cycle park spaces on site and the TECA team plus OE will be encouraging public transport, private shuttles as well as walking and cycling to the venue.</p> <p>In previous years, the OE organisers have been actively encouraged to consider and adopt the principles of sustainable transport and travel for their delegates to and from the event and throughout their time in the city. As a result, they have introduced bus services, which transport delegates on a daily basis to the event from major hotels and business parks, for 2023 this will include the use of hydrogen (FirstBus) and EV (Stagecoach) buses.</p> <p>In addition, the Council will encourage delegates to use electric bikes and walk between the, the city centre, hotels and the conference centre as well as walking routes from the park and ride sites and car parks, through the provision of a delegate welcome packs in all hotel rooms including details of the transport options including a maps and directional information in both hard copy and digital format.</p>			
6	River Don Path Flood Damage Mitigation Woodside to Persley	<p>The purpose of the project is to complete much needed repairs to the river Don Path footpath caused by periodic flash flooding from the river Don.</p> <p>By introducing improvements to this path, it will encourage more fully accessible usage of the pathway throughout the year and reduce long-term maintenance expenditure on tackling erosion and localised flooding through extreme weather events. This project is following a repair project funded by Nestrans in 2022/23. The aim is to improve drainage and longevity of the path to stop the cycle of erosion whenever there is a significant weather event.</p>	£60,480	5	12
7	Denburn Restoration Project	<p>The Denburn Restoration project will improve biodiversity and increase people's connection to nature via active travel, and in turn this will improve health and wellbeing for people, whilst taking steps to towards tackling twin crises of biodiversity loss and climate change.</p>	£250,000	5	21

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		<p>The restoration project is looking at a 2.3km stretch of the burn from Maidencraig wetland in the Den of Maidencraig Local Nature Reserve to Stronsay Park. There are three primary aims of the Denburn Restoration Project these are to improve biodiversity, reconnect people with nature and to provide sections of path to link communities and improve opportunities for recreational use. Part of the proposal is to improve a Core Path and deliver a new linking section of Core Path.</p> <p>The project also proposes to create a natural meandering burn, new wetland planting, new boardwalks and re-aligned paths to allow users to experience / interact with nature.</p>			
8	Funding Staff Use of Bike Hire Scheme	<p>Funding is being sought to purchase usage credit for hire time to enable staff to use the hire bikes of the recently launched electric Aberdeen bike hire scheme, operated by Big Issue Sharebike under contract with the Council. This will not only be to the benefit of staff, who will be able to use the bikes for site visits and other work-related travel, making them less car dependent, but also enables the Council to lead by example in promoting access to healthy, active and sustainable travel for staff and encouraging use of the bike hire scheme. If the public and businesses are seeing the hire bikes being used this gives a good impression of a successful scheme and will be likely to encourage them to use. Similarly, if staff have the opportunity to try the scheme in a work setting, they may be more inclined to use it in their free time too.</p>	£10,000	5	19

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9	Secure Bicycle Storage Facilities	<p>This proposal represents a follow-up to the first phase of secure bicycle storage unit installations. This proposal is to install up to a further 16 secure bicycle storage units adjacent to high rise multi-storey housing blocks, in SIMD (Scottish Index of Multiple Deprivation) areas within Aberdeen City. These cycle storage units will be located upon land which forms part of Aberdeen City Council's Housing account. The exact locations will be chosen following advice and input from colleagues in the appropriate Housing teams and the Corporate Landlord. It is anticipated that there will be support for the installation of secure bicycle storage units with widespread take-up by tenants, given there has been high demand noted in the selected locations in recent tenant satisfaction surveys conducted by the Housing team. The locations for these units are still to be identified. Maintenance to be covered for a minimum of 5 years within the current tender for phase 1.</p>	£160,000	5	18
10	Back Wynd Stairs	<p>Back Wynd Stairs are located in the centre of Aberdeen and connect Union Street with The Green. The Back Wynd steps are also a direct route between the railway station, the bus station and Union Street; therefore, the stairs see a high volume of pedestrian traffic every day.</p> <p>The condition of the existing steps is poor and continues to deteriorate. Some of the steps require concrete repairs, and the anti-slip nosing strips need to be fully replaced. The balustrade to the top flight is in fair condition, but needs repainting and minor repairing. The balustrades and handrails to the lower flights are in very poor condition (beyond the point of economic repair) and need to be replaced.</p>	£110,000	5	17
11	Cycle Parking and Maintenance Stations	<p>It is proposed to expand the network of publicly available bicycle parking and maintenance stations. The Transport Strategy and Programmes Team regularly receives requests for such infrastructure but currently has no budget to fulfil such requests. A specific budget would allow current outstanding requests to be fulfilled and further units to be installed following engagement with members of the public on where additional infrastructure is required.</p>	£30,000	5	17

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12	Hazledene Road to Craigiebuckler Avenue - Footpath Renovation Project	The purpose of the project is to rebuild and resurface the existing footpath (Corepath 65 & 60) from Hazledene Road to Craigiebuckler Avenue. By improving the structure and providing a hard-wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park and the wider areas beyond.	£66,259.20	5	15
13	Hazledene Road Footpath Upgrade Project – Phase 1	The aim of the project is to improve public safety by upgrading the existing footpath network along Hazledene Road and construct a new footpath link along a desire line which is popular with school children, parents, and residents. The footpaths are important within the local area as they provide a vital transportation network for residents, children, and parents, (as a safe route to school) cyclists for leisure and recreation, and as a commuter route to Hazlehead park and the wider areas. This project also has Nestrans funding to complete.	£29,584.16	5	15
14	Hazledene Road Footpath Upgrade Project – Phase 2 & 3	The aim of the project is to improve public safety by upgrading the existing footpath network along Hazledene Road and construct a new footpath link along a desire line which is popular with school children, parents, and residents. The footpaths are important within the local area as they provide a vital transportation network for residents, children, and parents, (as a safe route to school) cyclists for leisure and recreation, and as a commuter route to Hazlehead park and the wider areas.	£106,211.84	5	15
15	Craigiebuckler Avenue to Springfield Road - Footpath Renovation Project (Core Path 60)	The purpose of the project is to rebuild and resurface the existing footpath (Core Path 60) from Craigiebuckler Avenue to Springfield Road. By improving the structure and providing a hard-wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park, Johnston Gardens, and the wider areas beyond.	£165,565.12	5	15

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16	Johnston Gardens West-Rubislaw Park Rd-Viewfield Gardens Footpath (Core Path 60)	<p>The purpose of the project is to regulate and compact the existing loose-fill stone and granite dust surface and resurface the existing access footpath section leading from Johnston Gardens West, toward Rubislaw Park Road in tarmacadam and extend the versatility of Core Path 60 and to formalise the link path from Johnston Gardens West entrance, through toward Viewfield Gardens by upgrading this unmade surface to that of Tarmacadam. By improving the paths' structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure on tackling erosion through extreme weather events.</p> <p>These access footpaths form an important part of the transportation network within the local area and are popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Rubislaw, Queens Road, Johnston Gardens and the wider areas beyond.</p>	£24,400	5	15
17	Springfield Road to Rubislaw Park Road (Core Path 60) - Footpath Renovation Project	<p>The purpose of the project is to rebuild and resurface the existing footpath (Core Path 60) from Springfield Road to Rubislaw Park Road. By improving the structure and providing a hard wearing surface it will encourage more usage of the core path network and reduce long-term maintenance expenditure. This footpath is an important part of the transportation network within the local area and is popular with residents, children, cyclists for leisure and recreation, and as part of a safe commuter route to Hazlehead park, Johnston Gardens, and the wider areas beyond.</p>	£77,358.40	5	14
18	Culter By-Pass Section - Craigiebuckler Drive to Countesswells Avenue. (Core Path 64)	<p>The purpose of the project is to regulate and compact the existing road-stone surface and resurface the existing access footpath section leading from Craigiebuckler Drive end through toward Countesswells Avenue bus stop, in tarmacadam, and upgrade the existing extended dust footpath section, improving the versatility of Core Path 64 and to formalise this section of the Culter By-Pass path. (Core Path 64)</p> <p>By improving the paths' structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure on tackling erosion through extreme weather events.</p>	£49,580	5	14

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		This access footpath forms an important part of the transportation network within the local area and are popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Countesswells, Hazlehead, Rubislaw and the wider areas beyond.			
19	Cleaning and Maintenance of Aberdeen City Council wayfinding totems	Aberdeen City Council currently has a network of 69 pedestrian wayfinding totems located at various points throughout the city centre and at gateway points to the city. These are large, two sided, freestanding structures, with directions, mapping and details of facilities in the city centre displayed upon them. A budget was obtained from NESTRANS in 2022/23 to ensure that monies were made available for the maintenance, including ad hoc repairs, and the monthly cleaning of the totems by the Council's, with the cleaning organised by the Council's Environmental Manager. This was required to ensure that the totems can be maintained and continue to be easily read and used by people navigating the city on foot and by wheeling. However, further monies were unable to be obtained for the 2023/24 financial year. Without approval of this project, insufficient funds would be available for cleaning and to carry out any necessary and ad-hoc repairs which may result from accidental damage and vandalism.	£14,100	5	13
20	Pedestrian crossings drainage issues (ponding)	To locate all crossings where there are ponding issues and then implement a programme of design and remediation to remove this issue thus improving pedestrian infrastructure.	£100,000	5	11
21	Powis Terrace shops footway ponding/drainage at dropped kerb	Survey where ponding occurs, design a solution and follow on works to remedy ponding across the dropped kerb.	£10,000	5	11
22	Visirail - replacement of damaged units	To refurbish/replace Pedestrian Safety Barriers damaged at key areas where pedestrians may be more vulnerable to motor vehicle movements.	£45,000	5	6
23	Deeside Way Footpath Step Access Project	The aim of the project is to improve public access and safety on the Deeside Way by replacing the steps and improving footpath access. If left they will continue to deteriorate and will fall into a state of disrepair, which will increase maintenance costs to repair or could result in them being closed. These step accesses are important within the local area, providing a vital link in the transportation network as a commuter corridor to the city centre and the wider countryside areas by residents, visitors, and the	£45,501.12	5	11

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		<p>wider communities, while also providing leisure and recreation opportunities for health and wellbeing.</p> <p>Replacing the steps, building new foundations, and improving access points, will ensure wear and tear and adverse weather issues can be addressed. And by using modern materials and construction methods, the prolonged existence of the steps will be assured for the future.</p>			
24	Hazlehead Park - Proposed Link Path (Core Path 56 – Core Path 61)	<p>The purpose of the project is to create a much needed new link path within Hazlehead Park, in a permanent tarmac surface and edged in PCC edging, extending from the Parks eastmost entrance and running around the park perimeter toward and past the existing play area, improving greatly the versatility of Core Path 56 and providing an additional link toward Core Path 61.</p> <p>By introducing this new link path and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Park's Play Facility throughout the year as well as to the Core Path network and reduce long-term maintenance expenditure on tackling erosion and localised flooding to the lower park, through extreme weather events.</p>	£83,272	5	11
25	Allan Park, Park Brae, Cults. Pond Circuit Footpath	<p>The purpose of the project is to regulate the existing loose fill surface and resurface the existing footpath and extend the versatility of Core Path 64. By improving the path structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure.</p> <p>This footpath forms an important part of the transportation network within the local area and is popular with residents, children, and cyclists for leisure and recreation purposes, and as part of a safe commuter route to Cults, Bieldside, the River Dee and the wider areas beyond.</p>	£42,000	5	11
26	Allan Park, Park Brae, Cults. Access Roadway / Footpath	<p>The purpose of the project is to regulate and compact the existing loose-fill stone and granite dust surface and resurface the existing access roadway /footpath in tarmac and extend the versatility of Core Path 64. By improving the path structure and providing a permanent hard-wearing surface it will encourage more fully accessible usage of the Core Path network and reduce long-term maintenance expenditure and erosion through extreme weather events.</p>	£49,280	5	11

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Total			£1,873,591.84		
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