

## ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	19 <sup>th</sup> May 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	External Funding for Transportation Projects
REPORT NUMBER	CHI/15/143
CHECKLIST COMPLETED	Yes

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### 1. PURPOSE OF REPORT

The purpose of this report is to inform Members of Aberdeen City Council's success in obtaining external funding for a range of transportation projects and to seek approval for the expenditure of the funds so obtained.

### 2. RECOMMENDATION(S)

It is recommended that Members:

- a) Note the award of £34,000 received by Aberdeen City Council from the Scottish Government's Air Quality Grant Scheme and approve the expenditure, for the purposes described in this report, of the funds so obtained;
- b) Note the additional award of £7,120 made to the Council from the Scottish Government's Smarter Choices, Smarter Places fund and approve the expenditure of this sum in accordance with the approved delivery plan;
- c) Note the awarding of £1,317,545 from Transport Scotland, via the Aberdeen Western Peripheral Route (AWPR) Managing Agent, for AWPR Offset Mitigation projects and approve expenditure of this sum for the purposes described in this report; and
- d) Note the successful submissions made to Sustrans Scotland's Community Links Fund 2015/16.

### 3. FINANCIAL IMPLICATIONS

Air Quality Action Plan and AWPR Offset Mitigation money is 100% grant funding, although staff time will be required to develop and deliver projects.

The Smarter Choices, Smarter Places fund requires 50% match-funding. This is being met using external budgets (including from the private sector) and existing staff in-house resource.

Projects funded from the Sustrans Scotland Community Links Fund each require 50% match funding – this is already secured, either from the Council's Non-Housing Capital Programme for the Third Don Crossing and A96 Park and Choose/Dyce Drive Link Road or from the Nestrans 2015/16 capital programme.

#### 4. OTHER IMPLICATIONS

None.

#### 5. BACKGROUND/MAIN ISSUES

##### 5.1 Scottish Government Air Quality Grant Scheme

5.1.1 The Scottish Government's Air Quality Grant Scheme is an annual scheme to support local authorities to implement measures included in their Air Quality Action Plans. Such measures can include, but are not restricted to, promoting public transport, improved traffic management systems, car clubs, Low Emission Zones or retrofitting local authority vehicles with emissions reduction equipment. Aberdeen has been successful in obtaining funding from this source in the past which has assisted in the delivery of events, promotions and infrastructure (to support the Car Club for example).

5.1.2 In February/March 2015, local authorities were invited to submit applications to the 2015/16 scheme. Council officers therefore submitted an application, stating that any funds successfully obtained would be spent on:

- Campaigns to raise awareness of air quality issues and to support sustainable transport - advertising, promotional items, leaflets and maps;
- Events for Climate Change Week, Air Quality Week, Bike Week and European Mobility Week;
- Journey Time Expansion – further expansion of Bluetooth technology on key corridors to connect to Variable Message Signs to highlight congestion and journey time comparisons between car and bus, and expansion of the Bluetooth network to establish delay points on the network and to determine whether signal amendments are required;
- The creation of a virtual model of the City Centre to support the Sustainable Urban Mobility Plan; and
- Car Club Infrastructure – signing, lining, and Traffic Regulation Orders for additional spaces and installation of telematics units.

5.1.3 In April, it was announced that a total of £34,000 was being awarded to Aberdeen City Council from the scheme. It is therefore recommended

that Members note the award and approve the expenditure, for the purposes described above, of the funds obtained.

## 5.2 Smarter Choices, Smarter Places

5.2.1 As reported to this Committee in March 2015 (EPI/14/128: Roads and Transport Related Capital Budget Programme 2015-2016), Aberdeen City Council was successful in securing £208,000 in match funding from the Scottish Government's Smarter Choices, Smarter Place Fund for a soft measures sustainable transport programme during 2015/16. The Committee approved the expenditure of these funds in accordance with the delivery plan provided in that report.

5.2.2 Following the allocation of that award, the Council were informed by Paths for All, who administer the funding on behalf of the Government, that an additional award of £7,120 was being made to the Council to support the delivery of further feasibility work in the three target areas.

5.2.3 It is therefore recommended that Members note the additional award made to Aberdeen City Council from the Smarter Choices, Smarter Places fund and approve the additional expenditure in accordance with the delivery plan.

## 5.3 Aberdeen Western Peripheral Route (AWPR) Offset Mitigation

5.3.1 The Aberdeen Western Peripheral Route (AWPR) will cross numerous routes (minor roads, paths, rights of way, etc.) used by non-motorised users (NMUs). Although most minor roads are retained and a number of crossing points have been provided, diversions will increase journey lengths in a number of cases and amenity value will decrease along other sections of existing routes to local facilities and countryside areas are therefore likely to be adversely impacted.

5.3.2 Offset Mitigation projects have therefore been identified to provide safe access to pedestrians and cyclists around the proposed route corridor and to address issues of NMu fragmentation. These projects are:

### **Core Paths (Total: £237,545)**

Peterculter – Milltimber: Community severance is identified as severe between Peterculter and Milltimber, with journey lengths and amenity impacts very significant. The proposal is therefore to construct a new section of path to link Peterculter with Milltimber.

Bucksburn – Brimmond Hill: The proposal is for a new section of path which would allow a safe and direct route between these two locations to mitigate the new severance caused by the AWPR.

Bucksburn Valley (Core Path 42): The proposal is for a link path between Kingswells and Brimmond Hill via the North Kingswells junction in response to severance issues identified for Kingswells.

Standing Stones: The project will involve installing a new path between Howe Moss and the Kirkhill Forest Standing Stones to compensate for new severance, journey length and amenity impacts.

### **Strategic Cycle Projects (£1,080,000)**

A96 Aberdeen to Blackburn: part of a longer distance strategic route linking Aberdeen City and Aberdeenshire.

A90 Ellon Road: Part of a longer distance route from Balmedie to the City Centre.

- 5.3.3 A funding breakdown of these projects, along with anticipated timescales, based on the timetable for AWPR construction, is provided in Tables 1 and 2 below.

Table 1: Core Paths

Path	Cost	Year
<b>Peterculter – Milltimber</b>		
Design, preparation and access agreement	£9,000	2016/7
Implementation	£77,822	2017/8
<b>TOTAL</b>	<b>£86,822</b>	
<b>Bucksburn – Brimmond Hill</b>		
Design, preparation and access agreement	£8,000	2016/7
Implementation	£40,620	2017/8
<b>TOTAL</b>	<b>£48,620</b>	
<b>Bucksburn Valley (Core Path 42)</b>		
Design, preparation and access agreement	£6,000	2016/7
Implementation	£47,483	2017/8
<b>TOTAL</b>	<b>£53,483</b>	
<b>Standing Stones</b>		
Design, preparation and access agreement	£7,000	2016/7
Implementation	£41,620	2017/8
<b>TOTAL</b>	<b>£48,620</b>	
<b>TOTAL</b>	<b>£237,545</b>	

Year	Total spend for year
2016/7	£ 30,000
2017/8	£207,545

Table 2: Strategic Cycle Routes

Path	Cost	Year
<b>A96 Aberdeen to Blackburn</b>		
Detailed design and preparation	£45,000	2016/18
Implementation	£305,000	2018/20
<b>TOTAL</b>	<b>£350,000</b>	
<b>A90 Ellon Road south of Murcar</b>		
Design and construction of southern leg	£200,000	2015/17
<b>TOTAL</b>	<b>£200,000</b>	
<b>A90 Ellon Road north of Murcar</b>		
Detailed design and preparation	£50,000	2016/18
Implementation	£480,000	2018/20
<b>TOTAL</b>	<b>£530,000</b>	
<b>GRAND TOTAL</b>	<b>£1,080,000</b>	

Year	Total spend for year
2015/16	£200,000
2016/17	£95,000
2018/20	£785,000
<b>TOTAL</b>	<b>£1,080,000</b>

5.3.4 It is therefore recommended that Members note the awarding of £1,317,545 from Transport Scotland, via the AWPR Managing Agent, for AWPR Offset NMU Mitigation projects and approve expenditure of this sum for the purposes described above.

#### 5.4 Sustrans Scotland's Community Links Fund 2015/16

5.4.1 At the March meeting of this Committee, Members were advised of a series of match-funding applications made to Sustrans Scotland's Community Links Fund 2015/16 for pedestrian and cycle infrastructure improvements throughout the City, and approved the expenditure of any funds successfully obtained.

5.4.2 In April 2015 the Council was informed that the all of the City's applications had been successful, as follows:

- Third Don Crossing Cycle Facilities - £480,000;
- A96 Park and Choose/Dyce Drive Link Road Cycle Facilities - £139,168;
- Ellon Road Cycle Links Phase 2 (The Parkway to Murcar) - £177,500;
- Riverside Cycleway (Bridge of Dee to the Robert Gordon University) Feasibility and Design - £15,000;
- Formartine and Buchan Way Access Improvements - £30,000; and
- The Parkway Cycle Route Phase 1 - £155,000.

Total - £996,668.

5.4.3 Funds obtained for the Third Don Crossing and A96 Park and Choose/Dyce Drive Link Road cycle facilities will complement the already committed, via the Non-Housing Capital Programme, budget for these schemes. The remaining projects have already secured the other 50% of their funding from the 2015/16 Nestrans Capital Programme.

5.4.4 The Third Don Crossing, including accompanying cycle facilities, is due to be completed in December 2015. The Dyce Drive link road is due to open late 2015, with the Park and Choose operational from mid-2016. All other projects will be delivered during 2015/16, with regular updates on progress provided to this Committee via the Strategic and Local Transport Projects Update Bulletin.

## 6. IMPACT

Delivering the projects describes in this report will significantly improve pedestrian and cycle infrastructure in the City, encouraging more

journeys to be undertaken by foot or by bike. As well as the infrastructure improvements outlined in this report, the promotional and awareness-raising campaigns proposed will encourage people to adopt healthier and sustainable modes of transport, with positive impacts on health, wellbeing, transport emissions, air quality and congestion reduction.

The contents of this report link to the Community Plan vision of creating a *sustainable City with an integrated transport system that is accessible to all*.

All of the projects referred to in this report will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: *We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking, and We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.*

The projects identified in this report will assist in the delivery of actions identified in the Single Outcome Agreement (SOA) 2013, in particular the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).

This report may be of interest to members of the public as it concerns various transport schemes taking place throughout the City which have the potential to affect all members of the travelling public.

An Equality and Human Rights Impact Assessment (EHRIA) has not been undertaken as the projects listed in this report flow from the Regional Transport Strategy and the existing and emerging Local Transport Strategies, all of which have been, or will be, subject to their own EHRIs.

A Privacy Impact Assessment (PIA) has not been undertaken as implementation of the projects outlined in this report should not impact on the privacy of any individual.

## 7. MANAGEMENT OF RISK

Proposed footway and cycleway improvements have no identified maintenance budget of their own and could impact on the Council's maintenance budgets in the future. This represents a potential Hazard and Financial Risk to the Council. This will be minimised by the use of high-quality design and installation materials which should ensure longevity of infrastructure. The risks of inaction (not improving pedestrian and cycle infrastructure) are also significant in terms of a poor quality environment, poor reputation for the City of Aberdeen and a decline in active travel which would have significant implications for the health and wellbeing of the citizens of Aberdeen (Opportunity, Environmental and Customer/Citizen Risks).

8. BACKGROUND PAPERS

None

9. REPORT AUTHOR DETAILS

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