

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	24 th January 2017
DIRECTOR	Pete Leonard
TITLE OF REPORT	External Funding for Transport Projects and 2017/18 Bus Lane Enforcement (BLE) Programme
REPORT NUMBER	CHI/16/280
CHECKLIST COMPLETED	Yes

1. PURPOSE OF REPORT

It is the purpose of this report to advise Committee of a number of external funding opportunities that have become available or will soon become available to the Council for transportation projects; to advise Members of progress to date in developing proposals for these; to obtain Committee approval for formally submitting funding applications and, where these are successful, to commence spending any funds obtained.

The report also provides an update on progress on developing a programme of expenditure for the net surplus income from bus lane enforcement (BLE) in 2016/17.

2. RECOMMENDATION(S)

It is recommended that Members:

Community Links PLUS

- a) Note that Aberdeen City Council has submitted an application to the Community Links PLUS design competition and is one of 10 shortlisted entrants to proceed to Stage 2 of the competition;
- b) Approve Aberdeen City Council's participation in Community Links PLUS, formally endorse the project to improve active travel connections between Westhill and Aberdeen and agree to the concept that any scheme ultimately realised will incorporate an element of roadspace reallocation in favour of walking and cycling;

- c) Approve expenditure of the £10,000 grant awarded by Sustrans Scotland to further develop proposals for submission to Stage 2; and
- d) Should the Council be successful in proceeding beyond Stage 2, approve the expenditure of up to £50,000 in grant funding to further develop proposals for submission to Stage 3.

Community Links Fund 2016/17 and 2017/18

- e) Note the award from Sustrans Scotland for improvements to pedestrian and cycle facilities on Dyce Drive and approve the expenditure of approximately £285,071 in grant funding;
- f) Note the award from Sustrans Scotland for the implementation of a pedestrian and cycle link from Grandholm Drive to Balgownie Drive and approve the expenditure of £150,000 in grant funding;
- g) Note the award from Sustrans Scotland to Aberdeen Harbour Board to enable an enhanced National Cycle Network Route 1 facility to be provided as part of the Nigg Bay development; and
- h) Authorise officers to submit a series of applications to the 2017/18 Community Links fund, based on the short-term priorities identified in the Aberdeen Active Travel Action Plan, authorise the expenditure of any grant funding successfully obtained from 1st April 2017 and instruct officers to report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with details of the full 2017/18 Community Links programme in Aberdeen.

Nestrans Capital and Revenue Programmes 2017/18

- i) Authorise officers to submit applications to the 2017/18 Nestrans capital and revenue programmes to deliver a series of transport projects in Aberdeen and, subject to the final programme being approved by the Nestrans Board, authorise expenditure of any funds successfully obtained by the Council from 1st April 2017; and
- j) Instruct officers to report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with full details of the Nestrans Capital and Revenue programmes of expenditure in Aberdeen in 2017/18.

Smarter Choices Smarter Places (SCSP)

- k) Authorise officers to submit a proposed SCSP programme for 2017/18 to Paths for All for consideration; and
- l) Authorise expenditure of any funds successfully obtained from 1st April 2017 and instruct officers to report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with full details of the proposed SCSP programme in Aberdeen City in 2017/18.

Cycling Development Officer Fund

- m) Approve the expenditure of approximately £50,000 available to the Council from the Nestrans / Sustrans Cycling Development Officer Fund during 2017/18 and keep this Committee up to date with progress of expenditure via the regular *Strategic and Local Transportation Projects Update* Bulletin.

Cycle Friendly Employer Workplace Grants Fund 2016/17

- n) Note the submission made to Cycling Scotland's Cycle Friendly Employer Workplace Grants Fund 2016/17 and approve the expenditure of any funds successfully obtained.

Bus Lane Enforcement (BLE)

- o) Authorise officers in the Transport Strategy and Programmes team to finalise a prioritised list of projects seeking funding from the remaining net surplus BLE money in 2017/18 and instruct officers to submit this to the May 2017 meeting of this Committee for approval by Members.

3. FINANCIAL IMPLICATIONS

Success at Stage One of the Community Links PLUS competition resulted in the Council being awarded £10,000 from Sustrans to develop proposals for taking forward to Stage 2. As this was 100% grant funding, there was no impact on Council budgets, although this allocation is being complemented by 2016/17 Cycling Development Officer money available from Nestrans and Sustrans. Success in Stage 2 of the process will result in the Council being awarded up to £50,000 to finalise detailed proposals. Again, this is 100% grant funding, therefore it is anticipated that there will be no impact on Council budgets. Should Aberdeen City Council's submission ultimately be the winning project, Sustrans will provide up to 50% of the costs of implementation between 2017/18 and 2019/20. The Council will be responsible for sourcing the remaining 50% of the costs. Although funding sources have not yet been identified, it is anticipated that these will largely be sourced externally in the first instance, via the Nestrans capital programme, the Nestrans / Sustrans Cycling Development fund, the Council's CWSS (Cycling, Walking and Safer Streets) allocation from the Scottish Government, and via Developer Obligations resulting from development along the A944 corridor. There may also be opportunities for Aberdeen City Council to make up any shortfall in costs through future applications to the BLE fund and the Non-Housing Capital Programme (NHCP) Active Travel Action Plan fund should these continue to be available. As Westhill to Aberdeen is a key strategic cross-boundary route, Aberdeenshire Council has also indicated a willingness to contribute towards implementation costs.

Successful Community Links 2016/17 projects receive a maximum of 50% grant funding, with the remaining 50% to be sourced by the applicant. Dyce Drive, the Balgownie link and NCN1 improvements already have at least 50% funding committed from Nestrans, CWSS Active Travel Action Plan funding and, in the case of the latter, the works being undertaken by Aberdeen Harbour Board. There will be no impact on other Council budgets.

Any money requested from the 2017/18 Community Links programme requires match-funding to the tune of 50%. For the first year, Sustrans

are allowing this to be on a 'pooled' basis, meaning that any money the local authority or partners are investing in active travel infrastructure in the City can be used to draw in an equivalent value from Sustrans. In previous years, match-funding for Community Links projects has been offered via Nestrans, CWSS, the AWPR NMU (Aberdeen Western Peripheral Route Non-Motorised Users) Mitigation Fund, the Active Travel Action Plan Fund, the City Centre Masterplan (CCMP) and Developer Obligations and it is anticipated that such an approach will continue in 2017/18.

Nestrans provides up to 100% grant funding for projects. Any match-funding required will be sourced from existing Council budgets (such as the Active Travel Action Plan fund) or external sources (including Sustrans and AWPR NMU). There is therefore not anticipated to be any impact on other Council budgets.

The Council's Smarter Choices Smarter Places (SCSP) allocation requires 50% match-funding. In previous years, evidence of this has been supplied from a number of sources including:

- Council and Nestrans staff time;
- Nestrans, CWSS, BLE, NHCP and CCMP projects;
- Developer contributions; and
- Contributions from other public and private sector bodies.

It is anticipated that a similar approach will be pursued in 2017/18 and that there will be no impact on any other Council budgets.

Cycling Development Officer money is 100% grant funding with no requirement to match therefore is not anticipated to impact upon Council budgets.

Any money received from the Cycle Friendly Employer Workplace Grants Fund is 100% grant funding therefore is not anticipated to impact upon Council budgets.

As per the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011, any income remaining from the enforcement of bus lane violations, once the operating and resourcing costs of the system itself have been covered, must be recycled into projects emanating from the Council's Local Transport Strategy (LTS). Although the final net surplus income from 2016/17 is not yet known, projections are being made to allow a draft programme to be developed for 2017/18. There are not anticipated to be any impacts on other Council budgets at this stage.

There will be maintenance implications arising from new infrastructure installed in the City which will have to be accounted for in future revenue budgets.

4. OTHER IMPLICATIONS

None.

5. BACKGROUND/MAIN ISSUES

5.1 Sustrans Community Links PLUS

- 5.1.1 In November 2016, Sustrans Scotland launched Community Links PLUS, a three-stage design competition seeking bold and innovative projects which restore the balance of Scotland's streets in favour of people walking and cycling.
- 5.1.2 Stage 1 of the competition was an Expression of Interest (EOI), where applicants were asked to set a vision and ambition for their project, to identify aims and objectives and to indicate viability. Officers submitted an EOI based around the concept of developing a high quality cycling corridor along the A944 between Westhill and Aberdeen City Centre. The application stressed the high volume of movements along the corridor in both directions on a daily basis and the number of key trip generators located along the A944, particularly the residential, retail and employment opportunities at each end, the leisure and retail facilities along the route and, crucially, the proximity to a number of NHS sites, particularly Aberdeen Royal Infirmary, with the NHS being the largest employer and trip generator in the region. As such, there is potential to transfer a significant number of everyday trips to active modes of transport should safe, coherent and continuous walking and cycling facilities be in place.
- 5.1.3 The EOI identified the challenges and opportunities with the corridor as it currently exists, in terms of existing provision and the possible disruption to this arising from implementation of the AWPR and the proposed new Aberdeen Football Club stadium at Kingsford, challenges with the width of the cycle facility outside Prime 4 (subject to a recent petition to the Council from Aberdeen Cycle Forum) and the fact that provision for cyclists is of various types, intermittent and with no onward provision from the Lang Stracht / Anderson Drive junction towards the City Centre. As such, it is necessary to undertake a review of the entire corridor to identify opportunities for enhanced provision.
- 5.1.4 In December 2016, Sustrans announced that Aberdeen City Council had been successful in Stage 1 of the application and would be awarded £10,000 to further develop proposals. It was suggested that this money would be used for further feasibility work and preliminary design of Kingswells to Aberdeen options, while approximately £12,000 of Cycling Development money (available to the Council from the Nestrans / Sustrans Cycling Development Officer) would be used for feasibility and design of options for overcoming existing and future constraints on the Westhill to Kingswells section. This work will be used to inform Stage 2 of the application, due to be submitted in February 2017.
- 5.1.5 Stage 2 invites each of the shortlisted applicants to submit more detailed proposals including feasibility studies, concept design options

and a business case, with proposals expected to demonstrate an element of roadspace reallocation in favour of walking and cycling. Entrants must also demonstrate community engagement and support for the project and political will to see proposals brought to fruition. Up to five of the highest quality proposals will be invited to proceed to Stage 3 and will receive a grant of up to £50,000 to finalise proposals. Progress at subsequent stages of the competition will be reported to this Committee when further information becomes available.

5.1.6 It is therefore recommended that Members:

- Note that Aberdeen City Council has submitted an application to the Community Links PLUS design competition and is one of 10 shortlisted entrants to proceed to Stage 2 of the competition;
- Approve Aberdeen City Council's participation in Community Links PLUS, formally endorse the project to improve active travel connections between Westhill and Aberdeen and agree to the concept that any scheme ultimately realised will incorporate an element of roadspace reallocation in favour of walking and cycling;
- Approve expenditure of the £10,000 grant awarded by Sustrans Scotland to further develop proposals for submission to Stage 2; and
- Should the Council be successful in proceeding beyond Stage 2, approve the expenditure of up to £50,000 in grant funding to further develop proposals for submission to Stage 3.

5.2 Sustrans Community Links Fund 2016/17 and 2017/18

5.2.1 Sustrans Scotland's Community Links Programme provides grant funding for the creation and enhancement of pedestrian and cycle infrastructure that will enable more people to walk and cycle for everyday journeys. The programme is funded through the Transport Scotland team within the Scottish Government.

5.2.2 The Council has been successful in an application to the 2016/17 Community Links fund to improve walking and cycling conditions on Dyce Drive. This will involve an extension of the existing section of shared pedestrian and cycle route northwards from Dyce Avenue to Kirkhill Place, installation of a toucan crossing, introduction of a pedestrian phase at the Dyce Avenue / Dyce Drive signalised junction and the installation of an area of hard standing and pavement to link the crossing with the existing bus stop on Dyce Drive. It is anticipated that the cost of the works will be £570,141. Sustrans has agreed to fund 50% of the cost of the works, with the remainder of the costs already committed from various sources, including Nestrans, Active Travel Action Plan funding and CWSS. Works are due to be completed by the end of March 2017.

5.2.3 £150,000 has also been awarded to the Council from Sustrans for the implementation of a new pedestrian and cycle path linking Grandholm Drive with Balgownie Drive to enable residents of Balgownie Drive to easily access the Diamond Bridge pedestrian and cycle facilities.

Match-funding of this scheme will be provided by Active Travel Action Plan funding and the works should be completed by summer 2017.

5.2.4 As reported to this Committee in November 2016 (*Strategic and Local Transportation Projects Update Bulletin*), an application was made to the Sustrans Community Links Fund 2016/17 for improvements to the National Cycle Network Route 1 (NCN1) south of Aberdeen. As part of their planning obligations in relation to the new harbour at Nigg, Aberdeen Harbour Board is due to deliver a 2.0m wide off-road walking and cycling path adjacent to the Coast Road. NCN1 currently follows the Coast Road but the increase in traffic volumes, particularly heavy goods vehicles, anticipated to arise from the harbour development is likely to make the road unsuitable for the NCN, hence the need for the Harbour Board to provide an off-road alternative. A successful application was made to the Community Links Fund for additional money to allow the Harbour Board to increase provision to a 3.0m wide path (the recommended minimum width for shared pedestrian and cycle paths) where this can be achieved.

5.2.5 The portal for applications to the 2017/18 Community Links Fund opened on 11th January 2017, with a deadline for applications of 17th February. Projects submitted to the 2017/18 fund require match-funding to the tune of 50%. Accordingly, officers are now identifying suitable match-funding sources and preparing applications to the fund in time for the deadline. It is anticipated that successful projects will be announced by Sustrans in March/April 2017.

5.2.6 It is therefore recommended that Members:

- Note the award from Sustrans Scotland for improvements to pedestrian and cycle facilities on Dyce Drive and approve the expenditure of approximately £285,071 in grant funding;
- Note the award from Sustrans Scotland for the implementation of a pedestrian and cycle link from Grandholm Drive to Balgownie Drive and approve the expenditure of £150,000 in grant funding;
- Note the award from Sustrans Scotland to Aberdeen Harbour Board to enable an enhanced National Cycle Network Route 1 facility to be provided as part of the Nigg Bay development; and
- Authorise officers to submit a series of applications to the 2017/18 Community Links fund, based on the short-term priorities identified in the Aberdeen Active Travel Action Plan, authorise the expenditure of any grant funding successfully obtained from 1st April 2017 and instruct officers to report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with details on the full 2017/18 Community Links programme in Aberdeen City.

5.3 Nestrans Capital and Revenue Programmes 2017/18

5.3.1 Officers are currently identifying projects for submission to the Nestrans Board for funding from the 2017/18 Nestrans capital and

revenue programmes. It is anticipated that a final programme will be approved by the Board in February 2017.

5.3.2 It is recommended that Members:

- Authorise officers to submit applications to the 2017/18 Nestrans capital and revenue programmes to deliver a series of transport projects in Aberdeen and, subject to the final programme being approved by the Nestrans Board, authorise expenditure of any funds successfully obtained by the Council from 1st April 2017; and
- Report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with full details of the Nestrans Capital and Revenue programmes of expenditure in Aberdeen in 2017/18.

5.4 Smarter Choices Smarter Places

5.4.1 In December 2016, it was announced that, subject to final approval by Scottish Ministers, approximately £210,618 would be available to Aberdeen City Council from the Scottish Government's Smarter Choices Smarter Places (SCSP) initiative in 2017/18. This fund has existed for a number of years now, with the policy intent to achieve modal shift to active and sustainable travel, reducing driver only journeys. This is revenue funding which can be used for behaviour change or 'soft measures' to complement existing or new infrastructure e.g. promotion of a cycle route, a new bus route or a car club.

5.4.2 As in previous years, in order to take advantage of the full grant available, the Council must demonstrate that the equivalent value is being spent locally on active and sustainable transport projects. As well as the Council's own spend, the match can include other sources of funding, including expenditure by other public and private sector organisations, and staff time. The Council has been able to demonstrate the requisite match-fund in previous years and is confident it can do so again in 2017/18.

5.4.3 It is anticipated that a final decision on the applications will be announced by Paths for All (who administer the funds on behalf of the Scottish Government) in March/April 2017. It is therefore recommended that Members:

- Authorise officers to submit a proposed SCSP programme for 2017/18 to Paths for All for consideration; and
- Authorise expenditure of any funds successfully obtained from 1st April 2017 and instruct officers to report back to this Committee in May 2017 (via the *Strategic and Local Transport Projects Update* bulletin) with full details of the SCSP programme in Aberdeen City in 2017/18.

5.5 Regional Cycling Development Officer Fund

5.5.1 The regional Cycling Development Officer post, funded by Nestrans and Sustrans, has to date come with an annual budget of £100,000 to

add value to cycling projects being delivered by Aberdeen City and Aberdeenshire Councils. Approximately half of this (£50,000) is therefore likely to be available to Aberdeen City Council to be spent on relevant projects in 2017/18.

5.5.2 In previous years, this money has been utilised for undertaking feasibility studies and design work, resurfacing cycle routes, upgrading crossings for cyclists and installing pedestrian and cycle counters. Although projects have yet to be identified for 2017/18, these are likely to be in a similar vein.

5.5.3 It is therefore recommended that Members approve the expenditure of approximately £50,000 available to the Council from the Nestrans / Sustrans Cycling Development Officer Fund during 2017/18 and keep this Committee up to date with progress of expenditure via the regular *Strategic and Local Transportation Projects Update Bulletin*.

5.6 Cycling Scotland's Cycle Friendly Employer Workplace Grants Fund 2016/17

5.6.1 In December 2016 Cycling Scotland launched the Cycle Friendly Employer Workplace Grants Fund 2016/17, aimed at encouraging and supporting organisations and workplaces across Scotland to take a leading role in increasing the number of staff, contractors and visitors travelling by bike, specifically through capital investment in cycling facilities.

5.6.2 An application was submitted by officers on behalf of the Council, based around replacing the existing Marischal College staff cycling provision with two-tier cycle racks, which will have the effect of increasing the number of parking spaces that can be installed with no additional space required. This is crucial at a time when space is limited and the existing cycle parking provision is over-capacity with many staff on a waiting list for a permanent space. The application also suggested that a fixed electrical bicycle pump and repair stand also be installed in the cycle parking area to help staff who need to undertake maintenance of their bicycles when at work, in response to a suggestion raised on the staff 'Ideas Hub'. A grant of £10,000 was requested to progress these works, with Cycling Scotland due to make a decision on the application in February 2017.

5.6.3 It is therefore recommended that Members note the submission made to Cycling Scotland's Cycle Friendly Employer Workplace Grants Fund 2016/17 and approve the expenditure of any funds successfully obtained.

5.7 Bus Lane Enforcement Programme 2017/18

5.7.1 The total income in 2016/17 arising from penalty charge notices from bus lane offences by motorists will be known at the beginning of April 2017. Once the operating and resourcing costs of the system itself have been accounted for, the remaining net surplus income must be

used during 2017/18 to deliver projects that meet the objectives of the Council's Local Transport Strategy (LTS), in accordance with the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 at Part VII Financial Provisions, regulation 32(2), which states:

Any sums paid to an approved local authority by way of charges under these Regulations must be applied by that authority for the purpose of directly or indirectly facilitating the achievement of policies in that authority's Local Transport Strategy.

5.7.2 £300,000 of the net surplus has already been committed to Roads Maintenance in 2017/18 and current projections are that there will not be much left over afterwards for additional projects. Nevertheless, as per the approved policy, all Council services are being invited to submit proposals for expenditure of any remaining net surplus income in early 2017. Proposals will be assessed against their ability to meet the aims, objectives and outcomes of the LTS, while also taking into account the travel mode hierarchy, whole life costs and maintenance implications. Once the final remaining net surplus is known, officers will make recommendations for which projects should be pursued and which placed on a reserved list. The established monthly monitoring process for all confirmed schemes funded through the BLE programme will ensure that any underspend is quickly identified and can be reallocated where required.

5.7.3 It is therefore recommended that Members authorise officers in the Transport Strategy and Programmes team to finalise a prioritised list of projects seeking funding from the remaining net surplus BLE money in 2017/18 and instruct officers to submit this to the May meeting of this Committee for approval by Members.

6. IMPACT

Improving Customer Experience –

The projects described in this report will benefit all members of the travelling public as they are intended to make it easier, faster and safer to move around the City and the wider region by all modes of transport, particularly sustainable modes.

Measures to enable more walking and cycling will enable people to be more physically active and maintain a healthy weight, thus improving health and wellbeing, including mental health. Regular exercise is known to prevent incidences of many health conditions such as heart disease, stroke, diabetes and various types of cancer.

Sustainable transport interventions that encourage a shift away from single-occupancy car travel will have environmental benefits by improving air quality and reducing noise (both of which also impact upon health), and contributing to a decline in carbon dioxide and other harmful emissions.

Improving Staff Experience –

Staff living and/or working in the City will experience the same benefits from the proposed programmes of work as those described for the customer above. Enhancements to cycle parking and maintenance equipment in Marischal College will benefit those staff who currently cycle to work and enable others to adopt this clean and healthy mode of transport.

Improving our use of Resources –

Taking advantage of external funds allows the Council to maximise spend and to deliver an increased level of service, resulting in net benefits for the taxpayer.

The long-term health benefits accruing from more physically active lifestyles should reduce public sector expenditure on health and social care in the future.

Similarly, the long-term environmental benefits resulting from an increase in sustainable travel at the expense of single occupancy vehicle travel could have financial benefits for the organisation through the reduced likelihood of fines being imposed as a result of air quality breaches and a reduced need for expenditure on responses to events attributable to climate change and on infrastructure measures to cope with such events in the future.

Corporate -

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.*

They also link to the following Primary Drivers articulated in the Local Outcome Improvement Plan 2016-2026:

- *We will regenerate our city centre to become a vibrant and attractive place to live, work and invest in;*
- *We will develop infrastructure for commuter, visitor and freight transportation; and*
- *We will improve deployment of low carbon transport in the city and urban areas, through active travel networks.*

These projects will also contribute towards meeting the following goals and objective of the Planning and Sustainable Development Service Plan:

- Goals
 - *Quality of Life (active travel; application of Designing Streets); and*
 - *Smart Mobility (clean transport for the city).*
- Objective:

- *Negative outcomes of transportation are minimised (casualties from accidents, air and noise pollution, built environment).*

Public –

This report may be of interest to members of the public as it details proposed new transport projects, designed to make travelling throughout the City and the wider region easier, quicker and safer for everyone, particularly those travelling by sustainable transport modes.

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken as the projects described in this report flow directly from the Council's Local Transport Strategy 2016 and the Nestrans Regional Transport Strategy, both of which have been subject to their own EHRIAs.

A Privacy Impact Assessment (PIA) has not been undertaken as none of the proposed projects impacts on the privacy of any individual.

7. MANAGEMENT OF RISK

In the current financial climate the Council faces clear reputational damage should it not take advantage of all available external funding opportunities that will allow an enhanced level of service to be delivered to the customer with fewer Council resources. Using external funding to deliver projects also allows the Council to share financial risk with other organisations.

New infrastructure proposed for implementation has no identified maintenance budget and will therefore impact on the Council's maintenance budgets in the future, representing a financial risk to the Council. Officers take every opportunity to minimise this through procuring maintenance and warranty agreements alongside goods and services where this is possible and through the use of high-quality design and construction materials to ensure the longevity of new infrastructure. Whenever ad hoc repairs or upgrades are required, external funding will be sought in the first instance to minimise reliance on Council budgets

Conversely, the risks of inaction (not improving conditions for the travelling public) are also significant and are likely to result in a poor quality environment, increasing emissions contributing towards climate change, 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.

8. BACKGROUND PAPERS

None

9. REPORT AUTHOR DETAILS

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