

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 23 February, 2010. – Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Dean, Convener; Councillor McCaig, Vice-Convener; and Councillors Adam, Allan, Boulton, Clark, Corall, Cormie, Crockett, Greig, Jaffrey, Milne, Penny, Robertson and John West (as a substitute for Councillor Kevin Stewart).

Councillor Hunter was in attendance for articles 1 to 5 only, as a substitute for Councillor Crockett.

The Lord Provost was in attendance for articles 1 to 5 only.

AGENDA

1. The Convener requested that the Committee agree to consider an additional item of business entitled “Planning Conveners’ Event”, following item 7.1 (Aberdeen Local Development Plan: Scheme 2) on the agenda. She also proposed that item 6.2 (South Aberdeen Coastal Regeneration Project – Next Steps) be considered following the first item of business on the agenda (South Aberdeen Coastal Regeneration Project (SACRP) Presentation).

The Committee resolved:-

- (i) that an additional item entitled “Planning Conveners Event” would be considered later on the agenda; and
- (ii) that item 6.2 (South Aberdeen Coastal Regeneration Project – Next Steps) be considered following the presentation by Professor Ritchie on this matter.

REQUEST FOR DEPUTATION

2. The Committee had before it a request for deputation in relation to item 8.1 (Request for 30mph Speed Limited – Section of Old Lang Stracht) (article 5 refers) from Mr. Alastair Gibb.

The Committee resolved:-

to hear the deputation from Mr. Gibb, and to consider item 8.1 (Request for 30mph Speed Limited – Section of Old Lang Stracht), following item 1.1 (South Aberdeen Coastal Regeneration Project (SACRP) Presentation), along with the accompanying report.

SOUTH ABERDEEN COASTAL REGENERATION PROJECT PRESENTATION

3. The Convener welcomed to the meeting Professor Bill Ritchie, University of Aberdeen, who delivered a presentation wherein he highlighted the progress to

date with the development of the South Aberdeen Coastal Regeneration Projects (SACRP) and outlined the steps to be undertaken in the future.

Professor Ritchie provided an extensive overview of the vision for the regeneration of the area wherein he advised that the feasibility study for the project which had now been completed had focused on a series of sub-projects to help regenerate Nigg Bay and adjacent areas. He also provided an explanation of the aim, application, general conclusion and next steps for each of the following six main sub-projects:- 1. Coastal Processes, 2. Marine Facilities, 3. Geological/Geomorphological Coastal Trail, 4. East Tullos Burn Wetland, 5. Coastal Re-Shaping and Landscaping, and 6. Local Information System. Finally, in terms of moving forward with the project he emphasised the importance of the following aspects, namely:- commitment, leadership, expert project groups, more detailed design, external//internal funding, and maintain community interest.

The Committee resolved:-

to thank Professor Ritchie for his informative presentation.

DECLARATION OF INTEREST

During consideration of the following article Councillor John West declared an interest in the subject matter of by virtue of being the Master of Mortifications. Councillor John West did not consider it necessary to withdraw from the meeting.

SOUTH ABERDEEN COASTAL REGENERATION PROJECT (SACRP) – NEXT STEPS – EPI/10/010

4. With reference to article 5 of the minute of the meeting of the former Area Committee South of 28 May, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the completion of the academic and scientific work identified in the scoping and feasibility study undertaken by the University of Aberdeen for the development of the South Aberdeen Coastal Regeneration Project (SACRP), and proposed the next steps for the development of the project and sub-projects as linked to existing city initiatives to assist in promoting sustainable economic development and green tourism, and alignment to social regeneration initiatives in Aberdeen and the North East.

The report provided a detailed overview of the aims of the study and provided an update on the current status and proposed a way forward for the following aspects of the study, namely:- Coastal Park, the East Tullos Burn, developing the Marine and Geoscience study centre, the environment of Torry Bay, and the Torry Battery.

Firstly, it was highlighted that a Coastal Park remained as a central development, which could encapsulate most of the other sub-projects, and to a degree, it could be argued that the “Park” as such exists already but needs to be developed to higher levels of landscape, educational use and amenity provision. With regards the development of a ‘Coastal Park’, it was advised proposed that a formal Project

Steering Group be established to take forward the implementation of the Coastal Park itself, along with five identified sub-projects.

Details of the role and proposed membership of the Steering Group were presented as were the following proposed terms of reference for the Group:-

- The Project Steering Group (PSG) would operate as a high level consultation group, addressing strategic issues and major points of difficulty and ensuring that all other stakeholders were committed to the project;
- The PSG would not have any powers that cut across the project owner's accountability and authority of the Council's Finance and Resources Committee as the Investment Decision Maker in this project;
- If a major issue could not be resolved with the Project Owner, PSG members should have recourse through their own structure of governance to the Finance and Resources Committee;
- The cycle of PSG meetings would be agreed to support the main project reporting requirements; and
- Should the PSG agree to make alterations to their remit, these would be included in a future report to the Finance and Resources Committee.

With regards the East Tullos Burn, it was advised that the SACRP Steering Group, with approval from the Council submitted at short notice a bid for future funding via the Department for the Environment, Farming and Rural Affairs (DEFRA), with the active support of the Scottish Government, to develop the Torry Community Wetland Project. However, officers had been advised that the project did not meet the eligibility criteria for funding in the current round of bidding, but the bid could be modified and re-submitted in time for the next submission deadline of September 2010.

Finally, in relation to the development of the Marine and Geoscience Study Centre it was advised that this long-standing commitment was being progressed for a facility at or near Nigg Bay and was regarded as a distinct sub-project within the proposed formation of a Coastal Park. The current design proposal envisaged the construction of a purpose-built building with educational, community and demonstration functions. It would have field-centre capacity and was deemed to be part of a re-awakening of interest in the Torry Community in its maritime heritage and its future potential.

In summary, the report endorsed the completion of the study undertaken by the University of Aberdeen and recognised that sustainable development and green tourism potential could be achieved once core funding streams could be secured. The information within the report could be regarded as a benchmark to begin the process to assess capital and recurrent costs and to determine the optimal phasing of the subprojects as detailed in the report. It was considered that there was value in engaging with all levels of education and in a wide range of disciplines, some of which were not exclusively environmental in the development of projects and sub-projects that had been identified in the study through the formation of a structured Project Steering Group with a broad interest of stakeholder organisations. It was also importance that further links be developed with the higher education sectors for the benefits that could accrue to schools and their communities.

The Committee resolved:-

- (i) to note the successful completion of the scoping and feasibility study as endorsed by the SACRP Steering Group at its meeting held on 26 November, 2009, and to record appreciation to all those organisations that provided support and assistance towards the completion of this work as referred to in Section 6.1 of the report;
- (ii) to agree to the creation of a formal, multi-agency Project Steering Group with proposed terms of reference, to re-affirm in principle the implementation of the Nigg Bay Coastal Park as a key project with special reference to the Community Wetlands Project, as set out in the main considerations of the report;
- (iii) to appoint the Vice-Convenor, Councillor McCaig, as the Council's member on the proposed Project Steering Group;
- (iv) to note the present stage for the development of the Torry Community Wetlands Project in the St. Fitticks Community Park and the on-going need to continue to attract external funding for the implementation of this project;
- (v) to note that a report on the proposed land use issues was to be presented to a future meeting of the Guildry and Mortifications Board as a land owner in the vicinity of the Bay of Nigg;
- (vi) to endorse the present stage with the development of external funding bids for conservation works for the Torry Battery, with a progress report on the identified funding to date to be presented to the June/July cycle of the Enterprise, Planning and Infrastructure Committee;
- (vii) to note that at no additional cost to the Council, commitment to some of the outcomes of the study would continue until 31 March, 2010 by the University of Aberdeen; and
- (viii) to request officers to submit a report back to the Committee from the Project Steering Group on the development of the sub-projects for the June/July cycle of the Committee.

OLD LANG STRACHT – REQUEST FOR 30MPH SPEED LIMIT – EPI/10/063

5. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure describing the background to concerns expressed by residents regarding the speed of traffic on the Old Lang Stracht, formerly the main link between Kingswells and Aberdeen.

This length of road had been bypassed in 1999 and was now rural in nature with a current combined daily traffic flow of the order of 200 vehicles a day (in comparison with the several thousand that would have used it previously).

A significant percentage of this vehicular presence was accountable to public service vehicles, these being the only category exempt from the prohibition of driving at the location, implemented by means of a bus gate on Lang Stracht.

There were 18 houses along the length of road in question, and access to these properties was permitted only via the junction with Fairley Road.

Access was restricted by a bus gate at the east end. This had originally been enforced by means of a fixed position red light camera, but, having been damaged, this had been out of use for some time. The report held out the hope that, in the

event that enforcement of bus lanes was eventually decriminalised, as was being pursued at the present time, it would be possible to convert the bus gate to a bus lane, thereby allowing the Council to assume responsibility for enforcement of the traffic regulation at the location.

With reference to Article 1 hereto, the Committee then heard from Mr. Alastair Gibb who was a resident at the Old Four Mile near Kingswells, and who went on to advance a series of arguments in support of a 30mph speed limit at this location instead of the 40mph limit being recommended by the roads officials in response to the aforementioned complaints about vehicular speeds.

The Committee also heard from the Lord Provost, who was one of the local members, in support of the introduction of a 30mph limit, albeit in the face of central government guidelines which indicated the suitability of a 40mph limit at most.

Discussion ensued on the status of central government guidelines, which were not mandatory but highly persuasive, and also the concern that adducing a special case here might create a difficult precedent to future requests for speed limits not supported by the guidelines.

The Committee resolved:-

to request the officials to take the necessary steps to promote a traffic order providing for the introduction of a 30mph speed limit at this location, notwithstanding the advice of officers that such a limit was unlikely to be an effective or viable solution to perceived problems on a rural section of carriageway, but to approve the officers' recommendation that the current bus gate be changed to a bus lane to allow for future enforcement by the Council if decriminalisation of bus lanes were to be secured as was intended.

At this juncture, the Convener left the meeting and the Vice Convener took the Chair.

MINUTE OF PREVIOUS MEETING

6. The Committee had before it the minute of its previous meeting of 12 January, 2010.

The Committee resolved:-

to approve the minute as an accurate record.

COMMITTEE BUSINESS STATEMENT

7. The Committee had before it a statement of pending and outstanding Committee Business, which had been prepared by the Head of Legal and Democratic Services.

The Committee resolved:-

- (i) to delete items 11 (Community Transport, Taxicard and Passenger Fleet Operations), 14 (Property Sales Investigation – Follow-up Report), 15 (Festive Lighting/Winter Festival), and 25 (2009/2010 Revenue Budget Monitoring) subject to the matter being dealt with later on the agenda;
- (ii) to delete item 12 (AECC Funding); and
- (iii) to note the updates contained within the statement.

The Convener rejoined the meeting at this point, and resumed the Chair.

MOTIONS LIST

8. The Committee had before it an update on the current status with the one outstanding motion under the Committee's remit, which had been prepared by the Head of Legal and Democratic Services. The list contained one motion at this tie

The Committee resolved:-

to note the update.

MOTION BY COUNCILLOR BOULTON – POTHoles CAUSED BY POOR ROAD REPAIRS CARRIED OUT BY UTILITY COMPANIES

9. The Committee had before it the following motion by Councillor Boulton, for consideration:-

“That a report be brought to the Enterprise, Planning and Infrastructure Committee on the number of potholes caused by poor road repairs carried out by utility companies. The report should outline the number of potholes created by poor repairs to the area dug up by utility companies, the cost to the Council and suggestions on how monies could be redeemed from the utility companies.”

Councillor Boulton was in attendance and spoke to her motion, explaining the rationale behind her request.

The Committee heard from Mr. Cheyne, Roads Manager, who provided an overview of the activities carried out by the roads inspection team as well as the current challenges experienced by the service, in particular highlighting the requirement for additional inspectors and advising that a report seeking to address this matter would be considered by the Finance and Resources Committee in due course. With regards the actual number of potholes caused by poor road repairs carried out by utility companies, Mr Cheyne provided details of the inspection process and explained that to date information on the performance issues from road repairs carried out by third parties, or information on the cause of the pot hole had not been recorded, however this information could now be recorded.

The Committee resolved:-

- (i) to note the information, and in particular that a report seeking approval for additional staff for the roads inspection service was to be considered at a future meeting of the Finance and Resources Committee; and
- (ii) to request officers to submit a report on the process by which road repairs undertaken by third parties were inspected and monitored to a future meeting of the Enterprise, Planning and Infrastructure Committee.

PERFORMANCE, MONITORING AND TARGET SETTING, 2009/2010 – EPI/10/061

10. The Committee had before it an update by the Director on the Enterprise, Planning and Infrastructure Service performance up to December, 2009.

The report presented the key management information and performance indicators for the Enterprise, Planning and Infrastructure Service which consisted of the following four sections:- (1) a progress report from the Directors; (2) a summary in the format of a performance indicators balance scorecard and detailed information supporting those indicators being considered this cycle; (3) a monitoring statement for the Non Housing Capital Programme 2009/2010 as at 31 December, 2009; and (4) a table providing additional information on performance of road defect repairs.

The Committee resolved:-

to note the performance to date.

TIED HOUSING WITHIN THE FACILITIES MANAGEMENT SERVICE – EPI/10/058

11. With reference to article 5 of the minute of the meeting of the Audit and Risk Committee of 8 September, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information regarding the existence, location and present occupation status of tied housing within the service; and provided confirmation as to any requirement for the provision of tied housing within the service.

Historically tied housing was provided to janitorial and school ground staff within the Council, where predominately, janitors took up occupancy of the lodge house attached to the school to which they were appointed as janitor and provided the services required to that building. However, over time this practice had changed to meet evolving needs, most recently, with the establishment of a city wide Facilities Management Service. In light of this change janitorial staff were no longer appointed to a single school site, and therefore it was less likely that the members of facilities staff resident in any particular lodge house would be required to have specific duties only with regard to the school the lodge was attached to. Despite this it was highlighted that many of the facilities staff resident in tied houses across the city remained on call out lists and/or hold keys for, and provided a first contact emergency response with respect to, the education property to which the tied house was attached. It was also noted that janitorial staff who did not reside in tied houses were also required to undertake on call and response duties. As such it

was no longer deemed necessary that houses and their occupancy be tied to the adjacent buildings. Details of the existent and present occupation status of tied housing within the service was provided.

The report recommended:-

that the Committee-

- (a) note the contents of the report;
- (b) concur that there was little future service need for the list of properties to be tied to the services provisions;
- (c) instruct officers to include this information along with that of other services in a future report to the Finance and Resources Committee on the overall future of the tied houses policy;
- (d) forward the minute of this item and the report to the Education, Culture and Sport Committee, as they requested, for their information; and

The Convener, seconded by the Vice-Convener, moved that the recommendations be approved.

As an amendment, Councillor Boulton, seconded by Councillor Adam, moved:- that the Committee approve recommendations (a), (c) and (d).

On a division, there voted:- for the motion (10) – the Convener, the Vice-Convener, and Councillors Clark, Corall, Cormie, Grieg, Jaffrey, Penny, Robertson and John West; for the amendment (5) – Councillors Adam, Allan, Boulton, Crockett and Milne.

The Committee resolved:-

- (i) to adopt the motion; and
- (ii) to request the Director of Enterprise, Planning and Infrastructure to advise Councillor Allan directly of the current status of the Victoria Road school lodge.

2009/2010 REVENUE BUDGET MONITORING – EPI/10/065

12. With reference to article 10 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 12 January, 2010, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the City Chamberlain advising of the revenue budget performance for the current financial year to date as at 31 December, 2009. The paper confined itself to services relating to this Committee, outlined areas of risk that were immediately identifiable, and explained the responses to these.

Appended to the report was a summary monitoring statement for the revenue budget 2009/2010 which outlined the budget for the year, detailed the actual spend to 31 December, 2009, and explained variances. The current position reflected a projected overspend of £576,000, representing a deterioration of £98,000 since the last update to Committee. The balance incorporated the expected additional cost of winter maintenance and was subject to further savings being identified by the Service. Since the last report, additional savings of £266,000 had been identified by the Head of Resources Development and Delivery. In particular the report highlighted that, in light of the current downturn in building work within the city,

income from building applications was not expected to meet the budget for the year. Similarly, planning application income had shown a significant downturn to date. The current forecast income for the year for these two elements combined was £1.5 million, compared with a budget of £3.1 million. To offset the impact of the reduction of building and planning income, the management of vacant posts was being actively pursued as a source of savings and the service was continuing to work with other Heads of Planning and COSLA to lobby the Government for increases in planning fees. Also, it was highlighted that the prolonged adverse weather conditions over the three week period from 17 December 2009, had necessitated an exceptional winter maintenance effort; the current estimate was that this had resulted in additional unbudgeted expenditure of approximately £500,000. Any further winter maintenance over the remainder of the year would increase this figure.

The Committee resolved:-

- (i) to instruct officers to continue to review budget performance and report on service strategies as required to ensure a balance budget; and
- (ii) to otherwise note the information on management actions and risks that was contained in the report.

CAPITAL BUDGET PROGRESS REPORT – EPI/10/066

13. With reference to article 11 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 12 January, 2010, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the City Chamberlain provided an update on the progress made on various projects in the non Housing Capital Programme previously approved by the Council (now aligned to the Enterprise, Planning and Infrastructure Services).

Appendix A to the report outlined the Non Housing Capital Programme Projects aligned to the services and provided, for each project, the budget for 2009/2010, spend to date to the end of December 2009, and the forecast outturn position. Comments on particular projects, where appropriate, were included in the narrative.

The report advised that the spend to the end of December 2009 only reflects payments made and processed and therefore excluded any commitments that had been made which would be due to be paid by the end of the year. Such commitments would be reflected in the forecast position.

It was highlighted that as a direct result of the adverse weather conditions experienced during December 2009, and January 2010, work on a number of projects had been delayed; as a result the timing of expenditure had had to be reviewed, resulting in these projects having to carry forward expenditure into 2010/2011. The outturns for the current year had been updated to reflect the revised position.

The Committee resolved:-

to note the content of the report in relation to the project outlined at appendix A.

MITHER KIRK PROJECT – CG/10/038

14. The Committee had before it a report by the City Chamberlain which advised of the background to a request for financial support of £200,000 to assist with the completion of Phase 1 of the Mither Kirk project.

By way of background the report advised that the Mither Kirk Project aimed to transform the former East Kirk building into a multi-purpose facility named Open Space which would include a cafe and retail outlets along with other facilities. The initial design and development work was supported by the Council, through the City Growth Fund, to the extent of £100,000. The Fund had also allocated £300,000 towards the predevelopment archaeological excavation works required. Following the completion of the archaeological works, it was the Board's intention to complete the project in two phases, with phase 1 making the building safe from the elements and phase 2 focusing on developing the Open Space facility. In terms of funding both phases it was advised that previously funding of £200,000 and £300,000 respectively from the City Growth Fund had been earmarked to assist with each phase, however due to delays in the project neither was provided before the Scottish Government discontinued this form of support.

With regard to Phase 1, it was advised that the Mither Kirk Project Board had advised that funding of £1.4m was required for this phase. To date funding of the sums of £389,000 and £372,000 had been allocated by from Historic Scotland, and the Heritage Lottery Fund respectively, however this both sums was dependant on £200,000 being provided by the Council as was originally envisaged. If the funding was not provided then it was likely that the project would stop leaving the building, which was a Category A listed building, in a state which was likely to deteriorate over time. Finally, it was advised that this work would still be required whether Phase 2, developing Open Space, proceeded or not.

Further details of Phase 2 were provided wherein it was advised that a detailed business case for the proposal had been produced, however this was developed before the recent financial downturn, and recent development suggested that some expected funding was no longer likely to be received. At this time there was no commitment by the Council to provide any funding for Phase 2 and the need for Phase 1 was not dependent on Phase 2 proceeding.

With regards the request for funding of £200,000, members were reminded that City Growth Fund/Energising Aberdeen had ceased to receive support from the Scottish Government with effect from 2009/2010, and therefore funding for this item, if approved, would require to be found elsewhere. The funding could be met from unallocated elements of the budget for the City Development Company.

The Committee resolved:-

to approve the request for financial assistance of the sum of £200,000 from the Mither Kirk Project.

MATTER OF URGENCY

The Convener intimated that she had directed in terms of Section 50 (B) (4) (b) of the Local Government (Scotland) Act 1973 that the following item of business be considered as a matter of urgency to enable the Committee to consider an elected members attendance at the Planning Convener's meeting as a substitute for the herself as Convener.

PLANNING CONVENERS' MEETING

15. The Committee heard from the Convener who advised that in accordance with the terms of Standing order 37 (10) (2) regarding attendance of Conveners at meeting within the UK convened by or with other local authorities, government departments, other statutory bodies or organisations of the European Union at which matters relevant to the interests of that Committee would be considered, she was due to attend the next Planning Conveners' meeting in Edinburgh on 22 and 23 February 2010. However, as a result of the scheduling of the Appointments Panel and also with the Committee meeting today, it was not possible for either herself, or the Vice-Convener to attend. In light of this, she had asked Councillor Cassie to substitute for myself on this occasion, and therefore now sought homologation from the Committee for Councillor Cassie attendance at the event.

The Committee resolved:-

to homologate Councillor Cassie's attendance as a substitute for the Convener at the Planning Conveners' Meeting in Edinburgh on 22 and 23 February 2010.

DECLARATIONS OF INTEREST

The Convener and Councillors Allan and Clark declared an interest in the subject matter of the following article by virtue of being the Council's appointed representatives on the International Football Festival Board. None of the Councillors felt it necessary to withdraw from the meeting.

APPLICATIONS FOR FUNDING FROM THE INTERNATIONAL TWINNING BUDGET 2009/2010 – EPI/10/030

16. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure outlining an application for financial assistance from the 2009/2010 International Twinning Budget.

The report recommended:-

that the Committee:-

- (a) decline the request for £29,640 to cover the travel costs from the Gomel team and the cost of accommodation and meals for the teams from Gomel,

- Regensburg, and Stavanger to participate in the 2009 Aberdeen International Football Festival; and
- (b) approve an award of £7,250 to the Aberdeen International Football Festival to cover the cost of bringing one of the teams to the 2010 Festival, or as a contribution towards the cost of bringing more than one team.

The Committee resolved:-

- (i) to approve recommendation (b) as detailed above; and
- (ii) to defer consideration of the remaining amount of funding (22,390) requested by the Aberdeen International Football Festival until after the International Twinning Budget for 2010/2011 had been set by the Finance and Resources Committee.

DECLARATIONS OF INTEREST

During consideration of the following article Councillor John West declared an interest in the subject matter of by virtue of being the Master of Mortifications. Councillor Crockett also declared an interest by virtue of being the Councils appointed representative on the Guildy and Mortifications Fund Board. Neither of the Councillors felt it necessary to withdraw from the meeting.

THE DEE CATCHMENT PARTNERSHIP FUNDING REPORT – EPI/10/029

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval to continue the Council's membership and report of the Dee Catchment Partnership, and consideration as to whether the Council wished to continue to fund the Partnership.

A detailed overview of the aims and role of the Partnership was provided wherein details of the activities undertaken by the Partnership to date was highlighted.

It was highlighted that if the Council was unable to commit to the Partnership, this could have an effect on the overall impact of the Dee Catchment Management Plan, the objectives linked to it, and the sustainable development of the River Dee catchment area. A copy of the Dee Catchment Business Plan was attached as an appendix to the report.

With regards to the financial implications it was advised that Council contributions to the Partnership had averaged at £334,000 per annum over the past six years. An annual contribution of £3,000 had been identified from Environmental budget to contribute to the Partnership for the next three years. These were specifically £1,500 Environmental Awareness Budget and £1,500 Environmental Policy Budgets. Overall, this reduced the original allocations within the current budget plan by £2,000. This funding would also be fixed for three years. It was also advised that the Interreg IVB Project Sustainable Urban Fringes (SURF) was contributing £3,000 per annum specifically concerning Urban Fringe Catchment management, community engagement and outputs from projects. This would benefit trans-national learning as the Partnership demonstrated excellent

community and stakeholder engagement and excellence in collaboration which had been both nationally and internationally recognised. However, this contribution could only be made with match funding from the Council either in kind or financially or a mix of both.

The Committee resolved:-

to continue membership of the Dee Catchment Partnership and to endorse the annual contribution of £3,000 for the next three years to be matched by a further £3,000 per annum from the Interreg IVB Sustainable Urban Fringes Project (SURF).

INTERNATIONAL TRADE PLAN 2010 – 2011 – EPI/09/045

18. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for the Council's planned international trade development activities for 2010/2011.

The report advised that it was the vision of ACSEF was for Aberdeen City and Shire "to be recognised by 2025 as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that would attract and retain world-class talent of all ages". To achieve this vision, and ensure sustainable growth and prosperity for the region Aberdeen City and Shire's public and private sector organisations needed to work in partnership to deliver on the following seven strategic priorities in the four key industry sectors of energy, life sciences, tourism and food and drink:-

1. Deliver a fully integrated transport network
2. Maximise our intellectual capital – people and expertise
3. Anchor the oil and gas industry
4. Deliver city centre redevelopment
5. Attract and develop skilled people
6. Improve the efficiency of planning decision-making
7. Location of choice for company headquarters

The report outlined how the Council's international trade team would contribute to the delivery of these priorities, particularly items 2, 3, 5 and 7.

A table outlining the key international trade development activities and corresponding budget for 2010/2011 was appended to the report. It was highlighted that as a result of the current staffing resource for the team, market prioritisation had been considered carefully to ensure that the resources were targeted where they could deliver most value and benefit to local companies. A detailed overview of the activities to be undertaken within each of the four sectors was provided.

With regards the proposed international trade plan 2010/2011, attached as appendix one to the report, and specifically in relation to member attendance at events on behalf of the Council, Councillor Allan requested that only the Lord Provost attend the events on the Council's behalf. In response the Convener advised that of the three overseas events included in the Plan, the Committee had already approved attendance of both the Lord Provost and the Leader of the Council at two of thee, namely:- the Offshore Technology Conference (OTC), in Houston in May 2010, and the Offshore Northern Seas Conference in Norway on 24-27 August, 2010. That left one remaining overseas event, the WECF AGM and

trade mission in Perth, Australia on 27 October 2010, where it was being proposed that one elected member attend on behalf of the Council. At this juncture the Committee heard from Mrs. Scott, Events Manager, who advised that in relation to the latter event, the Lord Provost had intimated his intention of attending this on behalf of the Council, subject to the Committee's approval, and that if he could not attend due to diary commitments another member would attend as a substitute on his behalf. Councillor Allan intimated that she was content with the information provided by the Events Manager.

The Committee resolved:-

- (i) to approve the report, including the 2010/2011 international trade plan, attached at Appendix 1 to the report, subject to its approval by the Scottish Government in the normal manner; and
- (ii) to request officers to submit a bulletin report to the Enterprise, Planning and Infrastructure Committee on each event undertaken in the plan.

INTEGRATION OF THE TAXI INSPECTION TEAM INTO FLEET MANAGEMENT SERVICE – EPI/10/075

19. With reference to article 40 of the minute of the meeting of the former Resources Management Committee of 26 August, 2008, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought reaffirmation of the transfer of the Council's Taxi Inspection team to be integrated into the Fleet Management service, in order to provide an improved service to customer through having a wider resource available and to generate efficiencies, and also provided additional clarity in relation to various aspects of the service redesign queried by affected staff and their union representatives during the consultation process.

The report advised of the previous decision of the Council's former Resources Management Committee regarding this matter, and provided an update on progress made to date on implementing the decision and on the ongoing dialogue between management and staff within both legal and fleet services on the details of the job content, the structure of the service taking on board the additional staff, and the task to be undertaken by the current inspection team. Details of the job matching policy and the new terms and conditions for the three employees affected were provided as were details of the negotiations and differences of opinion between management and the individual employees and their trade union representatives in this regard. It was advised that every effort would be made by management to reach a conclusion prior to the Committee, however in the event that a negotiated position was not reached, the Committee was asked to reaffirm the original decision in regard to the integration of the Taxi Inspection Team to Fleet Services, that the job matching policy would apply to enable the Taxi Inspection Team to move to Fleet Services, and works on the MOT station were to proceed as a matter of urgency in order to optimise the potential income to the Council.

Finally, the comments/suggested amendments received from the employees and their trade union representatives during consultation of the report were presented in full along with a response to the comment from management.

The Committee resolved:-

- (i) to reaffirm the original decision in regard to the integration of the Taxi Inspection Team into Fleet Management;
- (ii) to agree that the job matching policy would apply to enable the Taxi Inspection Team to move to Fleet Services; and
- (iii) to instruct the works on the MOT station to proceed as a matter of urgency in order to optimise potential income to the Council.

TOWN CENTRE REGENERATION FUND – SAFER PLACES, IMPROVED SPACES –EPI/10/038

20. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure providing an account of the latest position vis-à-vis works being carried out through the Town Centre Regeneration Fund (TCRF) by means of the grant awarded by the Scottish Government to Aberdeen City Council in November 2009 to support improvements to the District Centres in Rosemount, Cults, Peterculter and Mastrick.

On that occasion, the Council had been awarded £686,031 (revised later to £678,700) from the TCRF monies for expenditure on projects in the four town districts in question. This funding was bound to be spent in the current financial year (2009/2010) and the recipient of the grant was obliged to provide evidence of expenditure (or submit a legal commitment to pursuing the works) by 17 March, 2010, the date of submission of the final claim form. A full breakdown of the projects and expenditure was provided in the central part of the report.

The Committee resolved:-

- (i) to approve the works to be carried out as detailed in the report;
- (ii) to approve costs being aligned to existing budgets where similar works had been authorised, on condition that these would be reimbursed by the TCRF funding;
- (iii) to approve the formalisation of a project team to monitor and co-ordinate the works associated with the grant; and
- (iv) to request the Director of Corporate Governance to issue a letter to the Scottish Ministers confirming that the funds would be utilised in this way, as required by the funding rules.

ABERDEEN BUSINESS IMPROVEMENT DISTRICT – EPI/10/064

21. With reference to the minute of meeting of the Committee of 26 November, 2009 (Article 11 refers), there had been circulated a report by the Director of Enterprise, Planning and Infrastructure providing an account of the most recent progress made towards the establishment of the Aberdeen Business Improvement District (BID) and outlining anticipated commitments from existing budgets and resources.

A Business Improvement District was a partnership between a local authority and the local business community established with the objective of developing and implementing projects services to benefit the trading environment within the

commercial area in question. Aberdeen BID operated through a private company limited by guarantee with no share capital (Company No. SC352258) in the light of the Council's approval of this company's formation (see Minutes of Meetings of the Council on 13 August, 2008 – Article 12 refers). The Board of Directors consisted of the Director, Councillor Kevin Stewart, John Michie of Aberdeen City Centre Association and Barry Matheson, the Managing Director of John Lewis Aberdeen and Edinburgh.

The Board of Directors was advised by a Steering Group partnership consisting of a majority of representatives drawn from the local business community and a limited number of senior officers from Aberdeen City Council.

The Steering Group's function was to provide advice and guidance to a BID development team during the developmental stages of the project up to and beyond the ballot point (the Planning Etc. (Scotland) Act 2006 – Part 9 : Business Improvement Districts – gave the Council a power of veto over a BID proposal, which effectively determined whether or not a ballot was held.

The Council was required to submit such a proposal within a prescribed period (70 days) and give notice that it would or would not veto it. If exercising a veto, the local authority was bound to set out the reason for so doing, and to give details of the right of appeal. If the authority did not intend to exercise a veto, it was again bound to set out its reasons.

In the present case, upon receipt of the BID proposal document, the Committee would be asked to consider it in terms of these powers. Other statutory deadlines included a requirement for Aberdeen BID Development Company to notify the Council of its intention to go to ballot (not less 154 days), the submission of a BID proposal document (not less than 98 days), the option to go to veto (not less than 70 days), and the request to hold a ballot (not less than 56 days).

The Energising Aberdeen Board of 26 March, 2008 had approved the award of £200,000 (subject to a £15,000 clawback provision in the event of Aberdeen BID Development Company securing additional funding from the Scottish Government) and the overall funding requirement was supported by evidence from other BID projects throughout Scotland that suggested that total funding in excess of this amount was generally required to take such projects up to the point of ballot.

At the time, it had been known that this level of funding was not considered sufficient for this purpose, and that additional funding would be needed to meet the objective. Whilst the initial funding allocation had not yet been fully exhausted, Aberdeen City Council had identified further support, both in terms of staff and also in terms of monies up to a maximum of £200,000 from the Enterprise, Planning and Infrastructure Directorate Budget allocated towards the City Development Company project to meet the anticipated current and future requirements of the BID. Accordingly, financial resources would be transferred from Aberdeen City Council to Aberdeen BID Development Company subject to the achievement of specified performance deliverables and under the authority and approval of the Director for Enterprise, Planning and Infrastructure.

It had been identified that £1.5m would be required for the first three years' operating costs of the City Development Company, and a total of £1.9m had been

allocated leaving a balance of £400,000 which was proposed to fund the BID (together with a separate project).

In this respect, it had been identified that the Aberdeen BID Development Company would require to be provided with some assistance with cash flow, as there would be various activities that the Company would wish to undertake early in its life, before the proceeds of the BID levy collection had been passed from the Council to the BID Company. The proposed financial allocation of £200,000 from Enterprise, Planning and Infrastructure Directorate - relating to money allocated to the South of the City Regeneration Company and now transferred to the City Development Company – would cover this requirement in the event that a successful ballot was realised, as well as operational expenses in the lead up to this event.

The Committee resolved:-

- (i) to note the progress made towards the establishment of an Aberdeen BID; and
- (ii) to approve the proposed financial transfer of £200,000 from the Enterprise, Planning and Infrastructure Directorate's Budget to Aberdeen Business Improvement District Company Limited, subject to agreed performance outcomes.

RETAIL ROCKS! – ABERDEEN PROPERTY ACQUISITIONS – EPI/10/025

22. The Committee had before it a remit from the Finance and Resources Committee of 28 January, 2010 (Article 24 of the Minute refers) concerning a report by the Director of Enterprise, Planning and Infrastructure seeking authority to enter into negotiations for property acquisitions relating to the project known as "Retail Rocks! Aberdeen", an innovative project supported by the Scottish Government directed towards the regeneration of town centres by focusing on the creation of successful local retail businesses.

The Finance and Resources Committee had heard from the Economic and Business Development Project Director who had advised that he had been in discussions with the Scottish Government and that they had intimated that they would accept this project as legally committed as soon as it had been approved by two standing committees of the Council. Accordingly, the matter had been referred to the Enterprise, Planning and Infrastructure Committee in this regard.

The Committee resolved:-

to approve the original report, and support the decision of the Finance and Resources Committee to authorise the use of up to four empty retail units in Torry (owned by the Council) as an "in kind" match funding to the town centre regeneration fund, and to authorise the Head of Resources, Development and Delivery to undertake immediate negotiations for the acquisition (through lease and/or purchase) of up to five additional privately-owned properties, all in connection with the project to be known as Retail Rocks! Aberdeen.

ABERDEEN LOCAL DEVELOPMENT PLAN SCHEME 2 – EPI/10/041

23. The Committee had before it a report presenting the second Development Plan Scheme, a detailed timetable and programme for the preparation of the Local Development Plan. This was a requirement of the Planning, Etc. (Scotland) Act 2006 and had to be reviewed and produced annually, and submitted to the Scottish Ministers. The current report sought approval of the second scheme which would then be published (including electronic publication), sent to the Scottish Ministers, and also placed in public libraries, all in accordance with the act.

Also, the report suggested that it would be beneficial to send it to the key agencies and consultees listed in Appendix 2 of the Aberdeen Local Development Plan Scheme, or at least that it be drawn to the attention of those parties.

The Committee resolved:-

- (i) to approve the adoption of the Aberdeen Local Development Plan Scheme 2, its publication (including electronically) and sending it to Scottish Ministers, and
- (ii) to request officers to send the document to, or inform, the key agencies and consultees listed in the Aberdeen Local Development Plan Scheme.

ABERDEEN CITY COUNCIL (STREETS IN THE VICINITY OF MILE END PRIMARY SCHOOL) (20MPH SPEED LIMITS) ORDER 2010 – CG/10/016

24. The Committee had before it a report by the Director of Corporate Governance dealing with a single objection received after the statutory advertisement of the above-named order, which provided for the establishment of a wider part-time 20mph speed limit zone in the vicinity of Mile End Primary School (i.e. Midstocket Road, Raeden Park Road, Woodstock Road, Cairnaquheen Gardens, Richmondhill Road, Richmondhill Place, Richmondhill Gardens, Camperdown Road, Harcourt Road and Raeden Avenue).

The order was also drafted so as to provide for the revocation of 20mph speed limits in Gordondale Road, Hosefield Avenue, Rosebery Street and (different parts of) Midstocket Road.

The objector, Mr. James D. Ferguson, lived at 19 Rosebery Street. He had suggested that the boundary of the new zone be moved so that it was approximately thirty-seven metres west of the west arm of Richmondhill Gardens. The significance of this was that it would result in a reduction of three part-time 20mph flashing signs, a proposal attractive to local residents who would then have to contemplate significantly less visual intrusion, and attractive also to the Council because of the consequent financial saving of (between £6,000 and £8,000).

The original boundary of the zone was to have been at a point thirty-six metres east of the east arm of Richmondhill Gardens, this being the former boundary of the former zone outside the old Mile End School. Retaining the former boundary had looked arguably sensible but was perhaps an idealised proposal, and, in the light of an objection, the reasonableness of its content, and the financial saving, the recommendation was to implement the order with the amended zone boundary.

The Committee then heard from Councillor Cormie, one of the local members, who expressed his strong resistance to this recommendation, stressing that, notwithstanding what the officials might have believed, it was by no means a consensual proposal, and that, in particular, the parent council of Mile End Primary School was fiercely opposed to.

The Committee resolved:-

that the objection be overruled and the order made as originally envisaged, with no amendment to the zone boundary.

COMMUNITY TRANSPORT SCHEME – EPI/10/059

25. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure advising members of the implementation plans for community transport services in the city that were due to come into operation on 29 March, 2010.

The Committee on 1 September, 2009 (Article 20 of the minute refers) had noted plans for introducing community transport schemes, and also an assessment at that time of the impact of changes to the TaxiCard scheme. In particular, this had drawn attention to discussions with the Red Cross and the Scottish Ambulance Service on the possibility of providing joint transport services, and those discussions were still continuing with a view to establishing shared schedules to increase utilisation and reduce costs.

The TaxiCard scheme would cease to operate on 28 March, whereupon 2500 people would be looking towards other modes of transport, and the model of taxicard use (outlined in the earlier report) had guided plans for the community transport schemes now being advanced.

In particular, the previous report had proposed a survey of taxicard users who had lost entitlement. This had been requested by the Civic Forum, and the Forum had been given a copy of the resultant report which drew attention to changes in travel patterns. This again had helped to shape the development of the new community transport initiatives.

Also, a group set up with the assistance of the Disability Advisory Group had met on 30 November, 2009, and this too had had an input.

In particular, it had been agreed that future initiatives should progress as planned prior to the decision to end taxicard arrangements, but that the strong feeling remained that carers should travel free.

Work also continued on introducing greater potential for connection between all areas in the city.

The five operating areas were shown on plans circulated with the report, and were as follows:-

Route 1: Kingswells – Hazlehead – Ashley/Queen’s Cross – Airyhall – Broomhill – Garthdee

- Route 2: Northfield – Mastrick – Sheddocksley – Summerhill – Aberdeen Royal Infirmary – Berryden – Midstocket – Rosemount
- Route 3: Dyce – Bucksburn – Woodside – Old Aberdeen – Tillydrone
- Route 4: Bridge of Don – Danestone – Tillydrone – Seaton – Old Aberdeen
- Route 5: Kincorth – Torry – Ferryhill

Bus Service 93 (Peterculter/Garthdee/City Centre) was supported by Aberdeen City Council, Asda and Sainsburys (through development contributions at Garthdee) and served the Lower Deeside area. This service had been launched to replace a First Aberdeen service in July, 2009. Funding would be reviewed in 2010 to establish whether a community transport scheme would be more cost effective here than the current arrangement.

The report recommended:-

that the Director for Enterprise, Planning and Infrastructure go ahead and implement the schemes as set out in the report and report back.

The Committee resolved:-

to approve those recommendations, to request that the report back be within six months, and to emphasise in particular the importance of smooth and transparent administrative arrangements and good marketing measures, and to add sheltered housing to the eligibility list.

MULTI-OPERATOR AND THROUGH TICKETS FOR ABERDEEN CITY – EPI/10/060

26. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of discussions with First Aberdeen, Stagecoach Bluebird and Aberdeenshire Council in relation to the introduction of a multi-operator ticketing scheme and through ticketing scheme for bus services within Aberdeen City.

Firstly regarding the introduction of a through ticket scheme it was proposed that this scheme be implemented on the route 14 (Buchan/King Street corridor to the Aberdeen Royal Hospital. It was anticipated that the scheme would promote through travel from the Buchan/King Street corridor at St Machar Drive to Aberdeen Royal Infirmary, thus reducing the journey time for passengers from the North to ARI by avoiding the City Centre. details of the potential journey time benefits for the passengers was demonstrated on a diagram, namely:- St. Machar to ARI, 12 minutes; St. Machar to Union Street, 6 – 8 minutes; and Union Street to ARI, 12 – 19 minutes. Details of the interchange plans for the route were also provided and it was highlighted that a number of the elements required had been funded by Nestrans. The cost of the ticket would be set by the operators at a commercial level.

Secondly, in relation to the implementation of a multi-operator ticket it was highlighted that within Aberdeen there were two major bus operators: First Aberdeen and Stagecoach Bluebird, and that purchasing a ticket on a bus service in Aberdeen, only allowed you to travel on the services provided by that operator. To travel on another operator's bus services would require the purchase of a second ticket from the other operator, and for many individuals, this could be a barrier, an inconvenience or a financial disincentive to bus use. In light of this position it was recognised that the travelling public could benefit by being able to purchase one ticket to travel on both networks. This could be a day ticket allowing unlimited travel all over the City on any bus or a season ticket allowing unlimited travel anywhere within Aberdeen City and a corridor within Aberdeenshire, such as to Stonehaven. As such it was proposed that the following multi-operator ticket schemes be introduced:- (a) Aberdeen City boundary, unlimited travel on all bus services within Aberdeen City; and (b) unlimited travel on all operators services on each radial corridor and within the City. The Council would manage agreement between bus operators that would reimburse revenue from the ticket, which would be charged at a commercial rate ideally lower than the total cost of the two constituent tickets. The reimbursement for the City ticket scheme (a) (as detailed above) was currently proposed to be based upon the mileage operated by services within the city boundary. This would initially allow for a fair and measurable methodology for reimbursing revenue to operators.

In terms of progressing the multi-operator ticket it was advised that discussions with operators and Aberdeenshire Council were ongoing, and a progress report would be submitted to the next meeting of the Enterprise, Planning and Infrastructure Committee. It was anticipated that such schemes could be operational in 2010 with annual reviews of the reimbursement mechanisms. In addition the Local Authority Bus Operators Forum (LABOF) had formed a Task and Finishing Group to assist with the progression of the schemes and to look at the wider remit of smart cards, electronic ticketing and other schemes.

The Committee resolved:-

- (i) to approve the establishment of a through ticketing scheme on the Buchan/King Street corridor to the Aberdeen Royal Hospital site (Route 14);
- (ii) to agree, in principle, to the establishment of a multi-operator ticketing scheme subject to a more detailed report on the operation of the scheme being submitted to the Enterprise, Planning and Infrastructure Committee in due course; and
- (iii) to instruct the Director of Enterprise, Planning and Infrastructure to progress the negotiations on ticketing schemes as set out in the report.

DECLARATIONS OF INTERESTS

During consideration of the following item the following members declared an interest in the matter by reason of their involvement with the North East of Scotland Transport Partnership (Nestrans):- the Convener and Councillor Boulton as Board members of Nestrans, and Vice-Convener and Councillor John West as substitute Board members of Nestrans. None of the members involved considered it necessary to

leave the meeting during the Committee's deliberation on the report before it.

The Vice-Convenor also declared an interest during consideration of the following report by virtue of his employment as a researcher for Maureen Watt, MSP.

ABERDEEN WESTERN PERIPHERAL ROUTE – PROGRESS REPORT – EPI/10/046

27. With reference to article 22 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 26 November, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which discussed progress of the Aberdeen Western Peripheral Route (AWPR) and the next steps following the Scottish Ministers' decision to authorise the construction of the road.

The report provided a detailed background to the AWPR which included an overview of the statutory process undertaken to date.

Thereafter, it was advised that on 21 December, 2009, following consideration of the Reporters Report of the Public Local Inquiry, the Scottish Ministers' decision on the AWPR was announced. The decision being to proceed with the AWPR and make the Schemes and Orders subject to a number of detailed modifications to the published draft Schemes and Orders. The decision was a significant step forward in the progress towards delivery of the AWPR and had been welcomed by both Councils and the business community.

With regards to moving forward and the next steps in the process for the AWPR, it was advised that the relevant Schemes and Trunk Road Orders were now subject to an affirmative procedure in the Scottish Parliament, which required them to be laid before Parliament for forty parliamentary days. Thereafter, the Schemes and Orders would be subject to scrutiny by the Transport, Infrastructure and Climate Change Committee and ultimately a Parliamentary vote. Subject to a favourable outcome, the Parliament would publish a notice stating that the Orders had been approved by resolution and when the Orders would come into force.

Finally, it was highlighted that in making their decision on the AWPR the Scottish Ministers' stated that, subject to completing the necessary statutory procedures, it was planned to seek suitably qualified contractors in 2010/2011 with an expectation that construction would start in 2011. Assuming Parliamentary approval was given, there would be a need to review the remaining stages of the project, to produce a definitive timetable. Details of the procurement procedure for the AWPR were provided.

Appended to the report were:- (1) the Memorandum of Understanding; (2) the report to Scottish Ministers on this matter on 30 June, 2009; (3) the Scottish Ministers' decision letter to the Chief Executive of Transport Scotland dated 21 December, 2009; and the Ministerial Statement on the matter on 13 January, 2010.

The Committee resolved:-

- (i) to welcome the Scottish Ministers' decision to proceed with the AWPR; and
- (ii) to instruct officers to provide a further report to the appropriate Committee during the procurement process providing an updated cost estimate and programme.

LOW EMISSIONS ZONE FEASIBILITY AND ASSOCIATED PROJECT – EPI/10/040

28. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for a process for public consultation on the Low Emissions Zone (LEZ) Feasibility Scheme and associated projects, and also to report on progress with establishing a car club for the city and finally to appoint a Councillor to champion the Care North Project in Aberdeen.

The report reminded members that the Economic Development Sub-Committee had approved the Council's participation, along with seven partners, in CARE North, a European project. The project brief was to 'develop innovative carbon reduction strategies for urban transport to maintain and improve accessibility in a more carbon responsible way, and to make the NSR a leader in carbon-efficient accessibility'. The particular work package the city was involved in was an assessment of ecological and economic impacts / calculation of CO₂-reduction for which The Robert Gordon University was the lead partner. The primary project the University would study for this work package was allied to Aberdeen's submission to Interreg which was a feasibility of a Low Emissions Zone (LEZ) for the City Centre. A detailed definition and description of an LEZ was provided including details of other areas where LEZ's operated. It was highlighted that in tandem with the LEZ Feasibility Study there were a number of other associated projects and studies currently ongoing, including the consideration of a car club, electric car bays, emissions based charging, bicycle rental, off-bus ticket machines, clean vehicle goods distribution and the feasibility for a consolidation centre which was being explored under the Stratmos project.

In particular in terms of the Aberdeen Car Club it was advised that in October 2009 the Council commissioned its term consultant, AECOM, to establish whether a Car Club was feasible for the City. A Car Club was an organisation that owned and maintains a fleet of cars from which its members could book a car for however long they need it. The Club pays for all tax, insurance, servicing, cleaning and fuel, whilst members usually paid a joining fee and for each journey they made. The benefits of a car club were outlined. The feasibility study had now been completed and had found that:- the conditions for a successful car club existed within Aberdeen; a number of car clubs had expressed informal interest in operating in Aberdeen; there were a number of suitable on and off-street locations within the City for a car Club; the Council would have to provide promotional support, and would initially have to be a main customer of the scheme for any growth to occur; a model of using pool cars would reduce initial capital investment and act as a catalyst to allow faster growth; and finally that the Council as the local authority would need to provide the on-street infrastructure including the progression of a traffic regulation order, lining and signing (an application for funding was currently with Nestrans and the Scottish Government to cover these costs).

With regards financial implications it was advised that the proposed model limited the amount of investment required by the Council. Revenue 'costs' would be in the form of a loss to the annual parking income of one or two on-street parking spaces. There might be some potential to off-set some of the revenue implications of the free on-street parking namely through the procurement of vehicles through the Council and then release at market value back to the Car Club. The Council already had up to 7 pool vehicles available for participation in such a scheme without any requirement to purchase vehicles through procurement. Further detail on the models considered was attached as Appendix 2 to the report.

Given the number of benefits, and the ability to minimise and then off-set costs to the Council, authorisation was sought for officers to proceed with a tender exercise in order to establish commercial interest and then engage a provider for a Car Club in the City. Details of the proposed public engagement to be undertaken was provided wherein it was advised that the results, findings and recommendations would be presented to the Enterprise, Planning and Infrastructure Committee in 2011 in a report produced by the University. Given the transnationality of the project and the work being undertaken by the University, it was proposed that a steering group, with representatives from across Scotland was set up. Given the Council would be leading on the LEZ it was recommended that a Councillor be appointed to champion the project.

The Committee resolved:-

- (i) to approve the programme of public engagement developed with the Robert Gordon University to engage with residents, businesses and other stakeholders with regards to a potential Low Emissions Zone and associated projects for the city centre, which would include workshops and potentially a conference;
- (ii) to give authorisation for officers to proceed with a tender exercise in order to establish commercial interest and then engage a provider for a car club in the city; and
- (iii) to appoint the Convener, whom failing the Vice-Convener, to represent the Council at the Care North Partners meeting in mid-September 2010, to be hosted by the Robert Gordon University, represent the City on a potential Steering Group for the project and champion the Low Emissions Zone and associated projects.

COMPLEMENTARY USES OF EXISTING AND FUTURE PARK AND RIDE / CHOOSE SITES – EPI/10/045

29. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the opportunities and challenges in increasing the patronage of bus based Park and Ride services at the current and future planned Park and Ride/Park and Choose sites, and balancing this with the need to effectively and efficiently manage these considerable assets by maximising their usage and where possible minimising the associated cost to the Council. The balance must continue to recognise, support and promote the primary function of these assets which was to support the provision of Park and Ride / Park and Choose services.

By way of introduction the report advised that the Council had been approached by external organisations, both commercial and non-commercial, with requests to use the Park and Ride car parking facilities. Prior to discussing the opportunities and challenges of such approving such requests details of the current ownership, management and operation status of the Kingswells and Bridge of Don Park and Ride sites was provided wherein it was advised that as the Park and Ride facility at the Bridge of Don was not in the full control of the Council it was suggested that at this time it was not considered relevant for the purposes of the remainder of the report. Should of course, the facility be relocated at some point in the future and be within the ownership and control of the Council, then any processes in place at that time for the consideration of any complementary uses would become applicable. An overview of the current role and aims of the existing and planned Park and Ride/Park and Choose sites was also provided.

Turning to consideration of the opportunities and challenges in increasing the patronage of bus based Park and Ride services, it was firstly advised that the future A96 and A90(s) Park and Ride/Park and Choose facilities were both being designed for around 1000 spaces each. Aberdeenshire Council were designing the A90(s) site and were including consideration of an HGV overnight parking facility to replace the one currently operating at Altens, as well as a possible weigh station in discussion with VOSA. From this it was clear that there was an opportunity to utilise these facilities for complementary uses, and where this was built in from the start the associated planning, legal and procurement considerations could be addressed from the outset. For existing facilities, and the new uses being requested more recently, processes would be required to be followed.

It was highlighted that there might be two distinct categories of complementary uses which would require to be addressed separately, as follows:-

- (1) temporary, ad hoc events which required no permanent set up e.g. promotional, community, special events, training and awareness;
- (2) permanent facilities and/or routine events which would require fixed or invasive set up, or which would require lease arrangements.

In both of the above categories, there should at the very least be no additional costs to the Council in supporting, facilitating or enabling any agreed complementary uses. A recent request for the use of the lower car park at Kingswells had been received to undertake cycle training which, if considered appropriate, could be used as a trial for developing a process for category 1 uses, as well as to inform a process for category 2 uses.

In conclusion, it was advised that the Council and partner organisations had clear transportation strategies which supported the key element of Park and Ride/Park and Choose facilities, which the Council would continue to deliver, promote and support. Complementary uses could be accommodated when the car park sites were not fully utilised which would further the objectives of the respective organisations in promoting awareness of the facilities, as well as encouraging increasing use of sustainable modes of transport. It was also important that the process for the consideration of applications for complementary uses must be transparent, equitable and in accordance with all necessary legislations. The Council should also ensure that whatever might or might not be developed in terms of a process, that it took into account that these sites were part of a network of local and regional facilities, with the future locations considered to be of national

importance. A trial as suggested above could be used to inform a draft process for the consideration of Category 1 and 2 uses.

The Committee resolved:-

- (i) to instruct the appropriate officers to develop a draft process for the consideration of Category 1 uses in the first instance, similar if possible to the school lets system; and
- (ii) to instruct the appropriate officers to explore and report back to the Committee on the possibilities associated with Category 2 uses; and
- (iii) in assisting in the development of a draft process to agree a trial 'cycle training' event at Kingswells Park and Ride Site in May 2010 with feedback on this to be included within a future report to the Committee.

COMMUNITY FESTIVE LIGHTING – EPI/10/068

30. With reference to article 9 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 27 October, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which informed of the decision regarding the installation, maintenance and storage of community festive lighting in Aberdeen.

By way of background the report outlined the previous arrangements for the installation, maintenance and removal of community light fittings and advised that in light of current budget constraints, along with the high number of features, the cost for erection and removal and the ever increasing costs in maintenance meant that it was no longer feasible to carry these costs within the lighting services budget. Accordingly, Community Councils etc were advised of the position, following which a number of issues had arisen including the change in ward boundaries, members past and present using ward budgets to purchase lighting but having no additional monies available for ongoing maintenance, installation, removal and storage, members inheriting lights they did not want, some community councils buying their own lights but the Council paying for installation, some community councils buying, installing and storing their own lights and community councils being left with lights they didn't buy and could not afford to install, maintain or store. From these discussions it was clear that a blanket approach to payment for ward lighting could not be applied as every ward approached community festive ward lighting differently.

In light of this, the Committee at its meeting on 27 October 2009, agreed to support the Community Festive lighting for the season 2009/2010 and to store the lights until their erection in October/ November 2010. Following this decision, a letter was issued to all Community Councils etc, advising of the position and an attempt was made to establish current allocation/ownership of the various features. It was intended to write to all community councils/relevant members again to advise them of the current position and the requirement for them to take control of the features themselves.

In terms of the current and future storage of the Council's and potentially community festive light fittings it was advised that along with the Council's festive illuminations, the existing 250 plus ward features were currently occupying the same storage facility paid for by the Common Good Fund that required to be

vacated as it was earmarked for demolition. A short term alternative site had been identified but in the longer term the Council needed to know which Communities wish the Council to store costs festive/ward lighting in order that suitable arrangements could be made.

The Convener, seconded by the Vice-Convener, moved that the Committee:-

- (a) confirm that going forward the Council would no longer fund the installation, maintenance and storage of community festive lights;
- (b) confirmed that the Council would store the features up to November, 2010 and thereafter that the communities must make alternative arrangements for their future storage, maintenance and erection;
- (c) agree that a fee for the erection, the removal, storage, maintenance and energy of £100 plus VAT per feature or part thereof dependant on the Council involvement be paid for by the community councils and community groups; and that this cost be reviewed on an annual basis;
- (d) that any festive light not maintained by the Council required an electrical safety inspection certificate prior to erection;
- (e) to request officers to circulate a letter to all Councillors, community councils and community groups reminding them of the future implications of erection, removal, storage, maintenance and energy costs;
- (f) to extend the opportunity, outlined at recommendation (c) to local businesses if possible; and
- (g) to request officers to alert community councils and community groups that the Council might not be the only contractor who could deliver this service.

As an amendment, Councillor Crockett, seconded by Councillor Allan, moved:-

That the Committee confirm the provision of the erection, removal, storage, maintenance and energy of community festive lighting in 2010 the same as provided in 2009 with the funding to come from the Winter Festival Budget.

On a division, there voted:- for the motion (8) – the Convener; the Vice-Convener; and Councillors Corral, Cormie, Greig, Jaffrey, Robertson and John West; for the amendment (6) – Councillors Adam, Allan, Boulton, Crockett, Milne and Penny; and declined to vote (1) – Councillor Clark.

The Committee resolved:-

to adopt the motion.

PAN GRAMPIAN RADIO NETWORK - TENDER FOR THE REPLACEMENT OF THE TWO WAY RADIO SYSTEM – EPI/10/069

31. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the current state of the radio network within the roads services.

The report provided a detailed background to the development of the current radio network which was created to provide voice communications between frontline road maintenance staff and also voice and telemetry communication for Water Services

within the Grampian Area. An overview of the changes to the network since its installation was provided.

Thereafter, it was advised that the radio network now only provided voice communications principally for the operational staff who provided the road and winter maintenance services for the three local authorities who are now responsible for the system. There was also limited use by Landscape Services in Aberdeenshire. The estimated useful life of the system was now limited as more of the equipment became obsolete and spares were no longer available. As such alternative ways to provide communication between operational staff would be required in 2010. Whilst mobile telephone networks now provide more comprehensive coverage they were often jammed in a major emergency and retention of the privately operated radio network would provide continuity in the circumstances. In light of this position, Howard Martin Consultancy Limited was commissioned to prepare a report reviewing the current system and providing advice on how the service could be improved and, if possible, extended in the future. The report recommended that a tender be issued for the replacement of the existing mobile radio network. Subsequently the consultants were instructed to prepare, in consultation with the Central Procurement Unit, tender documents for the future management, maintenance and service provision of a replacement for the current network jointly owned by Aberdeen City, Aberdeenshire and Moray Councils. The contract documents invited bids for a replacement radio system which would be capable of linking to existing software applications.

Following a tender process in 2009 only three firms were assessed as complying with all the requirements of the specification and contract documents. The consultants assessed the returned tenders and advised on one that best met the future needs for the radio telephone communications within an overall communications strategy. The cost to carry on the Pan Grampian Radio were excessive for Aberdeen as some of the additional benefits of the system were already being provided by other systems such as Broadband links to schools. As the development of technology and the potential applications of the systems moved with such speed there were likely alternatives using wi-fi or other mobile devices that could be more cost effective. In the circumstances officers believed that the costs involved in the system far outweighed the benefits and therefore the Council should explore the other technical solutions which could be applicable to a wider group of services.

The Committee resolved:-

- (i) to note the contents of the report, but not to progress any further with the purchase of this radio system; and
- (ii) to request the Director of Enterprise, Planning and Infrastructure to examine options for improving overall communications through the use of either a replacement microwave network or the provision of suitable mobile phone technology.

WINTER MAINTENANCE – SALT STOCKS

32. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which informed of the use of salt during the current winter operation, the Council's current stock holding and future supplies.

Although current salt stocks across the UK were very low, and with the amount of salt available from suppliers being restricted to the daily output from their mines, the Council working with its supplier, Cleveland Potash, had managed to maintain a working stock of salt throughout the Christmas and New Year period up to its last delivery on 17 January, 2010. Up to December 2009 with the management of daily uses salt stocks had been sufficient, however with the heavy snow showers at the end of January/start of February requiring almost continual ongoing treatment of the priority routes had resulted in a drop in the Council's salt stocks of more than 50% to 1,900 tonnes. (Further details were attached as Appendix 1 to the report.)

In light of this and with the current forecast was for the North East corridor to continue with cold weather, snow showers and overnight frosts, a delivery of 900 tonnes of salt had been programmed for the city on 4 February (as part of a joint delivery for the Council, Aberdeenshire Council and Bear Scotland) but after that date there were no further programmed deliveries. However, on 29 January, Aberdeen City and Shire managed to secure an order for delivery of 3,500 tonnes of salt from Spain with a delivery date expected to be the 13 February. The city's share of this delivery was 1,500 tonnes.

With regard to the financial implications it was advised that the salt from Spain would have the increased cost of £9.16 per tonne, therefore an additional £13,750. In addition use of a salt/sand mix or pure sand onto roads and footpaths would increase the costs of sweeping and gully cleaning operations. The additional costs of disposing of the sand to landfill following street sweeping and gully cleaning operations would be £80 per tonne.

The Committee resolved:-

- (i) to note the current position with respect to salt stocks;
- (ii) to note that in order to keep a supply a salt, a delivery of 3,500 tonnes of salt has been ordered from Spain and this would be shared with Aberdeenshire Council; and
- (iii) to approve the decision under the circumstances, to order salt outwith the current contract to ensure supplies were available to treat roads given the weather pattern over the past nine weeks.

- COUNCILLOR DEAN, Convener.