

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	29 August 2017
REPORT TITLE	External Transportation Links to Bay of Nigg - STAG Pre-Appraisal and STAG Part 1 Appraisal
REPORT NUMBER	CHI/17/176
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1. PURPOSE OF REPORT

This report seeks approval from Members to commission a Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal and STAG Part 1 Appraisal for External Transportation Links to the Bay of Nigg Harbour Development. The project is being progressed through City Region Deal.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a) Note the content of the 'Transportation Links to Bay of Nigg Harbour' Business Case (Appendix 1) and specifically that, under Aberdeen City Region Deal, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support external connections to the Harbour Development; and
- b) Approve the commissioning of a Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal and STAG Part 1 Appraisal for External Transportation Links to the Bay of Nigg Harbour Development, and add the £100,000 project and associated City Region deal match funding to the Council's Non-Housing Capital programme; and
- c) Approve the estimated expenditure for the procurement exercise detailed in exempt Appendix 2; and
- d) Subject to approval of b) and c), instruct the Head of Planning and Sustainable Development to undertake the procurement exercise identified in exempt Appendix 2 for the work.

3. BACKGROUND/MAIN ISSUES

- 3.1 Aberdeen Harbour Board is developing a new harbour facility at the Bay of Nigg in direct response to capacity constraints at the existing harbour, in order

to retain current business and expand into new markets. The principle of the new harbour facility is established as a National Development by the Scottish Government in the National Planning Framework 3 (NPF3):

<http://www.gov.scot/Publications/2014/06/3539>.

The site is identified as Opportunity Site OP62 in the Aberdeen Local Development Plan 2017.

http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_local_development_plan.asp.

- 3.2 The Harbour Revision Order and Marine Licenses for Harbour Extension at the Bay of Nigg were granted by the Scottish Government in December 2016. Construction is estimated to be complete by 2020.
- 3.3 The development framework for the Bay of Nigg Harbour Development was approved by Aberdeen City Council in January 2016. It identifies a series of key infrastructure interventions or gateways, where investment is required to realise the potential of each of the masterplan areas. These are set against future development plan reviews and stage by stage will unlock the key phases of development. These gateways have been identified as the following:
 1. A new harbour at Bay of Nigg
 2. Upgrading the road network in and around Altens
 3. Providing a direct link from Bay of Nigg to East Tullos
- 3.4 The Harbour Development is expected to be a major trip and destination generator in the area and will have a significant impact on the surrounding transport network. The development framework identifies that external road upgrades are required in order to realise the wider economic development. Gateway 2 aligns with a medium term option to upgrade the coast road and the road link via Altens. Gateway 3 is described in the development framework as the most significant infrastructure requirement over and above the new harbour itself, and is offered as a solution to provide direct access from the harbour into East Tullos and onwards to Wellington Road. An option appraisal is required to determine the most appropriate response to the development framework, and the needs identified in the City Region Deal.
- 3.5 The proposal is to commence with the pre-appraisal and first stage of an option appraisal for in relation to external transportation links to the Bay Of Nigg Harbour Development. This will follow established guidance (Transport Scotland's Scottish Transport Appraisal Guidance). The pre-appraisal stage includes gaining an evidence based analysis of problems and opportunities; the setting of SMART objectives; the generation and sifting of a long list of options; and an initial appraisal against objectives, appraisal criteria including economy, environment, safety, accessibility and integration; and implementability issues including key risks. By carrying out option appraisal at this stage, Aberdeen City Council and partners hope to identify the

appropriate infrastructure upgrades required to maximise the wider economic benefits of the development on the surrounding transport network.

4. FINANCIAL IMPLICATION

- 4.1 Under Aberdeen City Region Deal, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support the harbour expansion. The budget for this project will come from this funding stream and along with other capital funded projects will be subject to the capital plan review.
- 4.2 A State Aid Assessment will be required as part of the assessment of “implementability” of road upgrade options, although this assessment would not be required for the initial appraisal of options.

5. LEGAL IMPLICATIONS

None at this time although all options assessed will likely have property and environmental implications which will require legal input as part of the delivery of any preferred and approved option.

6. MANAGEMENT OF RISK

- 6.1 Financial - There is no financial risks as a result of the recommendations of this report. However, there is a risk inherent in not progressing a key transport infrastructure improvement set out in the City Region Deal which will deliver a range of benefits including improved access to a major new development facility in the south of Aberdeen.
- 6.2 Employee - There is a risk that there will be insufficient staff resources available to deliver the proposed infrastructure. This situation will be monitored and workloads of Officers will be managed to optimise resources to best meet milestones/deadlines.
- 6.3 Customer/Citizens - There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and personal health and wellbeing and specifically in access requirements for the movement of people and goods to major new development facilities.
- 6.4 Environmental - There are no environmental risks as a result of the recommendations of this report and further consideration to such risks will be addressed through the assessment process and in future reports to committee at each key stage.

- 6.5 Legal - There are no legal risks as a result of the recommendations of this report, however, further consideration to any such future risks will be addressed through the future reports to committee.
- 6.6 Technological - There are no technological risks as a result of the recommendations of this report, however, further consideration to any future risks will be addressed through the future reports to committee.
- 6.7 Reputational - There is reputational risk to the City of not investing in transport infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of a major transport facility.

7. IMPACT

7.1 Economy:

Positive decision making informing the progressive implementation of transport infrastructure improvements for the Harbour Development at Bay of Nigg directly supports a range of policies and strategies that will benefit the economy including:

Aberdeen – the Smarter City vision:

- We will invest in the city where that investment demonstrates financial sustainability based on a clear return on investment
- We will encourage cycling and walking.
- We will provide and promote a sustainable transport system, which reduces our carbon emissions.

Local Outcome Improvement Plan:

The Local Outcome Improvement Plan (LOIP) 2016-26 for Community Planning in Aberdeen (CPA) recognises a commitment to investing in infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of business along with extensive air and sea links. Delivery of transport improvements for the Harbour Development at Bay of Nigg will assist in the priority of improving access to a key facility within Aberdeen.

7.2 People:

A defined, fully resourced programme of delivery for transport schemes, which includes implementation of transport infrastructure improvements for the Harbour Expansion at Bay of Nigg, will assist in improving access to a major new facility and enabling all people to share in the success that such a facility will provide to the City.

The contents of this report are likely to be of public and media interest as it relates to transport infrastructure at a key location to the south of the city and therefore would contribute to a significant improvement to the movement of people and goods for the City and Region. A Privacy Impact Statement is not required for this report.

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as the City Region Deal from which the transport infrastructure scheme is an integral part has been subject to the appropriate assessments. Future Committee reports on the detailed design of any preferred option would be the subject of an EHRIA.

7.3 Place:

The contents of this report and the recommendations relate to the delivery of transport infrastructure improvements for the Harbour Development at Bay of Nigg, which is a key intervention that will assist in improving access to a major new facility. All options assessed will likely have environmental implications which will require appropriate mitigation as part of the delivery of any preferred and approved option. Consideration will be given to environmental impact through the assessment process.

7.4 Technology:

The assessment will include consideration of the use of appropriate intelligent transport technology to assist in improving access to this major new facility, therefore enabling all people to share in the success that such a facility will provide to the City.

8. BACKGROUND PAPERS

Bay of Nigg Development Framework (supporting document to the Aberdeen Local Development Plan):

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=74595&slD=14394>

9. APPENDICES

Appendix 1 - Business Case - Transportation Links to Bay of Nigg Harbour
Appendix 2 – Procurement Cost Estimate (Exempt Appendix)

10. REPORT AUTHOR DETAILS

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