

ABERDEEN CITY COUNCIL

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| COMMITTEE | Strategic Commissioning |
| DATE | 30 th April 2018 |
| REPORT TITLE | External Funding for Transport Projects 2018/19 |
| REPORT NUMBER | PLA/18/019 |
| DIRECTOR | Gale Beattie |
| CHIEF OFFICER | Gale Beattie |
| REPORT AUTHOR | Alan Simpson |
| TERMS OF REFERENCE | Purpose 1 and Remit 2.2 |

1. PURPOSE OF REPORT

- 1.1 This report advises the Committee of a number of external funding opportunities that have become available or will soon become available to the Council for transportation projects and, where these are successful, requests Committee approval to accept and spend the funds obtained.

2. RECOMMENDATION(S)

That the Committee:-

2.1 Note that Aberdeen City Council:-

- a) has been awarded funding from Paths for All to deliver projects outlined in the Smarter Choices, Smarter Places 2018/19 Programme (See Appendix 1); and
- b) has been awarded funding from NESTRANS Revenue Programme 2018/19 to deliver projects outlined in this report (See Appendix 2A); and
- c) is bidding to the NESTRANS Capital 2018/19 funds to deliver projects outlined in this report (See Appendix 2B); and
- d) is bidding to the SUSTRANS Community Links 2018/19 fund to deliver projects outlined in this report (See Appendix 2C); and
- e) Intends to use staff time, Civitas Portis works, existing Developer Contributions and Aberdeen Western Peripheral Route Non-Motorised User (AWPR) (NMU) Offset Mitigation funding as part of the match funding mechanism (See Appendix 3);

- 2.2 Approve the estimated expenditure and procurement exercises in respect of each of the projects detailed in the appendices to this report for any contract with estimated expenditure of £250,000 and above (Works) and £50,000 and above (Goods or Services); and

- 2.3 Notes that permission to authorise the Developer Contributions and the AWPR NMU offset mitigation funds to be used as Match Funds and spent in accordance with the relevant legal agreement, will be reported to the City Growth and Resources Committee at its meeting on 24th April 2018.

3. BACKGROUND

- 3.1 The various funding streams will be used to deliver schemes which contribute to the aims and objectives of the following Policy and Strategy Documents

- Aberdeen Local Transport Strategy
- Aberdeen Active Travel Action Plan
- Aberdeen Local Outcome Improvement Plan
- Aberdeen City Centre Masterplan
- NESTRANS Regional Transport Strategy
- North East Scotland Regional Economic Strategy

- 3.2 All funding bids have been subject to the appropriate internal governance processes. Committee is asked to note that under the “Powers Delegated to Officers” approved by Council on 5th March 2018, this funding can be accepted by the Chief Officer of Strategic Place Planning as follows: -

“23) Following consultation with the Convener of the City Growth and Resources Committee, to approve applications for, and to accept, grant funding, provided that the terms and conditions of such funding have been approved by the Chief Officer - Finance and the Head of Commercial and Procurement Services before acceptance.”

3.3 Smarter Choices Smarter Places

- 3.3.1 Aberdeen City Council has been awarded £210,618 from Paths for All, who administer the National Smarter Choices, Smarter Places (SCSP) programme on behalf of the Scottish Government. The funding is to be used for revenue projects to promote behaviour change and increase the number of people using active and sustainable modes of transport as an alternative to the private car. Although the funding is awarded to Local Authorities, they are encouraged to work with partners to deliver schemes.

- 3.3.2 In order to use the funding, the Council must provide a match of the same amount which it must evidence that it is spending on sustainable transport projects in 2018/19. The Council has chosen to use the Civitas Portis EU project as the match, where at least £210,618 will be spent in 2018/19.

- 3.3.3 As with previous years, Aberdeen City Council will be delivering the Smarter Choices Smarter Places projects under Getabout, the sustainable transport brand for the North East of Scotland, as part of the following four projects

- Getabout in the City
- Getabout for Education
- Getabout by Active Travel
- Getabout by Sustainable and Environmentally-Friendly Vehicle

3.3.4 Aberdeen City Council has been informed that its bid has been successful with written confirmation supplied to the Council at the end of March 2018.

3.3.5 Full details of the SCSP programme can be found in Appendix 1.

3.4 NESTRANS Revenue funded schemes (2018/19) already approved by the NESTRANS Board

3.4.1 Aberdeen City Council has been successful in gaining funds from the NESTRANS Revenue Budget (2018/19) to deliver three schemes. These schemes will be 100% funded by this budget and were approved at the Nestrans Board meeting in February 2018.

3.4.2. Full details of NESTRANS Revenue schemes can be found in Appendix 2A.

3.5 NESTRANS Capital funded Schemes 2018/19

3.5.1 Aberdeen City Council presented a number of schemes to NESTRANS for funding through their Capital Budget (2018/19). NESTRANS has now shortlisted a number of these schemes which will be recommended to its Board on 18th April 2018. A number of additional schemes have been placed on a reserve list.

3.5.2 While some of these schemes will be 100% funded by NESTRANS, others will be match funded by other sources. Where this is the case, the Council has proposed using existing Developer Contributions and funding from SUSTRANS through their 2018/19 Community Links programme. Following the decisions of the NESTRANS board in April, officers will submit bids to Sustrans for any schemes where this match fund has been identified.

3.5.3 Full details of the Shortlisted Schemes can be found in Appendix 2B while the Reserve Listed Schemes can be found in Appendix 2C.

3.6 Other Sustrans Community Links (2018/19) funded schemes

3.6.1 In addition to those which are matched with NESTRANS funding, Aberdeen City Council intends to apply to the Sustrans Community Links Fund (2018/19) to fund additional schemes. Successful Community Links projects require 50% match-funding. The Council has proposed using Aberdeen Western Peripheral Route Non-Motorised User (AWPR NMU) Offset Mitigation funds for the remaining 50% required for three of the projects, and already approved Council Capital funds and Developer Contributions for the fourth, which Sustrans has accepted as suitable match in the past.

3.6.2 Full details of these schemes can be found in Appendix 3.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council's Smarter Choices Smarter Places (SCSP) allocation requires 50% match-funding. The 50% match will come from the CIVITAS PORTIS European project.
- 4.2 Nestrans provides 100% grant funding for some projects therefore no match funding is required in those instances.
- 4.3 Sustrans typically match-funds projects on a 50/50 basis. We will only undertake projects with Sustrans funding where there is available match funding through the Aberdeen Western Peripheral Route Non-Motorised User (AWPR NMU), Nestrans funding and Developer Contributions.
- 4.4 There will be maintenance implications of any new infrastructure installed in the City which will have to be accounted for in future maintenance budgets.

5. LEGAL IMPLICATIONS

- 5.1 The funding will have to be spent in accordance with any grant funding conditions and legal agreements which are attached to it.
- 5.2 Any procurement will be undertaken in line with the Council's Procurement Regulations.
- 5.3 All bids have complied with internal governance procedures.

6. MANAGEMENT OF RISK

| | Risk | Low (L), Medium (M),High (H) | Mitigation |
|------------------|---------------------------------------|---------------------------------------|---|
| Financial | Projects come in over or under budget | M | Monthly monitoring of projects using Project Status Reviews (PSRs) which are subject to scrutiny by Transport Programme Board Where possible, procurement of maintenance and warranty agreements alongside goods and services and through the use of high-quality design and construction materials to ensure the longevity of new infrastructure. External funding will be sought for maintenance in the first instance to minimise reliance on Council budgets |

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| Legal | Officers breach grant conditions or terms of financial standing orders | L | Work closely with legal and procurement colleagues from the application stage to minimise this |
| Employee | Insufficient staff to undertake the full programme | M | Monthly monitoring of projects using Project Status Reviews (PSRs) will reflect changes to project at earliest possible point. |
| Customer | Infrastructure/ goods not fit for purpose | L | National design guidance followed and feedback information from previous projects used to inform delivery. Where possible, Stakeholder and Public Engagement will inform the design. |
| Environment | The projects funded work towards improving sustainable and active travel and resolving pinch points so contribute towards environmental benefits. | | |
| Technology | There are no technological risks | | |
| Reputational | Committee decides not to approve the expenditure of external funding and is able to deliver less for the residents of the city and it more reliant on its own reducing funding | L | Maximise external funding opportunities in order to deliver schemes to benefit the city without being wholly reliant on internal/ local budgets |

7. OUTCOMES

| Local Outcome Improvement Plan Themes | |
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| | Impact of Report |
| Prosperous Economy | In granting officers permission to spend external funding, the Council is able to deliver more of the Local Transport Strategy objectives thereby limiting the need to use internal Council budgets. Many schemes will lead to the more efficient movement of goods and people. |

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| Prosperous People | The subsequent schemes which result from the spending of the external funding will assist with the development of a sustainable transport network. Given that particular emphasis is given to walking and cycling and that around 30% of city residents do not have access to a car, these schemes will help improve the mobility of most city residents. |
| Prosperous Place | The subsequent schemes which result from the spending of the external funding will improve the attractiveness of a greater range of mobility options for those travelling in the city area, enabling them to be less reliant on the private car. |
| Enabling Technology | The SCSP bid contains actions relating to the promotion of electric vehicles, which is an emerging and developing low carbon vehicle technology. |

| Design Principles of Target Operating Model | |
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| | Impact of Report |
| Customer Service Design | Using external funding allows the Council to undertake work for the benefit of the residents of Aberdeen without being solely reliant on internal funds. |
| Governance | All projects have been subject to internal governance. |
| Workforce | By bringing in external funding, the workforce are able to get involved with a greater range of tasks and form new working arrangements with funders. |
| Partnerships and Alliances | The securing of external funding demonstrates not only good partnership working with funders but a vote of confidence from them that Aberdeen City is a Council worth funding. Many projects in the SCSP programme will also rely on partnership working in their delivery. |

8. IMPACT ASSESSMENTS

| Assessment | Outcome |
|---|-------------------------|
| Equality & Human Rights Impact Assessment | Full EHRIA not required |
| Privacy Impact Assessment | Not required |
| Children's Rights Impact Assessment/Duty of Due Regard | Not applicable |

9. BACKGROUND PAPERS

None

10. APPENDICES (if applicable)

Appendix 1 – Smarter Choices, Smarter Places Programme 2018/19

Appendix 2A - NESTRANS Revenue funded Schemes 18/19 already approved by the NESTRANS board

Appendix 2B – Shortlisted NESTRANS Capital funded Schemes 18/19 (To go to NESTRANS Board in April 2018)

Appendix 2C - NESTRANS Capital funded Schemes 18/19 Reserve List (To go to NESTRANS Board in April 2018)

Appendix 3 – Sustrans Community Links 2018/19 Bids, matched with Aberdeen Western Peripheral Route Non-Motorised User (AWPR NMU) funding

11. REPORT AUTHOR CONTACT DETAILS

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