

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	24 <sup>th</sup> June 2021
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Update on Spaces for People Interventions
<b>REPORT NUMBER</b>	COM/21/154
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	David Dunne
<b>TERMS OF REFERENCE</b>	3.2

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to set out the current situation with respect to COVID-19 pandemic and to make recommendations in relation to the current Spaces for People interventions.

### 2. RECOMMENDATION(S)

It is recommended that the Committee:-

- 2.1 Note the outcomes of the survey work and data collection done to date, but that due to lockdown restrictions remaining in place until recently (16<sup>th</sup> of April for Level 3 and 17<sup>th</sup> of May Level 2) only limited data was available by the committee report deadline;
- 2.2 Note that the data collection has continued to show increased levels of pedestrians and cyclists using recreational routes and recreational destinations;
- 2.3 Note the recommendations from the Director of Public Health for NHS Grampian that due to the improved public health position and significant vaccination coverage that once the city moves to Level 0 of the Scottish Government's route map, that NHS Grampian would support the phasing out of the neighbourhood interventions at Rosemount, Torry and George Street;
- 2.4 Note that research is being undertaken by the Scottish Government into the need to maintain physical distancing which is expected to report later in the summer;
- 2.5 Note continued support from both Police Scotland and Scottish Fire and Rescue in relation to the interventions, in particular that council officers continue to work with the emergency services to ensure that the interventions do not impact on their service provision;
- 2.6 Note the instructions from City Growth and Resources in relation to the City Centre Masterplan reviews, the BHS and Market Buildings proposals as well as their relationship with Spaces for People measures, and that these are due to be reported to City Growth and Resources Committee in August;

- 2.7 Note the recommendations of the Low Emission Zone report, presented to this committee;
- 2.8 Instruct the Chief Officers of Strategic Place Planning, Capital and Operations and Protective Services that in the context of the above to maintain the current interventions at this time but after the city moves to Level 0 that work commences on removal of the neighbourhood interventions; and
- 2.9 Instruct the Chief Officers of Capital and Operations and Protective Services following consultation with the convener of City Growth and Resources, to agree the sequencing of the removals based on the timetable provided below, that timetable being three weeks to initiate works post instruction, and approximately 13 weeks to remove the interventions.

### **3. BACKGROUND**

- 3.1 At City Growth & Resources Committee on the 11<sup>th</sup> of May 2021 a range of reports and committee instructions were issued to officers to undertake a number of new projects and reviews, focusing on short, medium, and longer-term recovery. The first of these and the genesis of this report, comes from an instruction to the Socio-Economic Rescue Plan. This instruction however must be read in conjunction with a series of other instructions at that same committee which related to projects which overlap with some of the Spaces for People interventions, particularly those in the City Centre. This first instruction sought a report setting out a timetable for the removal of the Spaces for People interventions but taking into consideration the following instructions and decision from that committee.

#### **Socio-Economic Rescue Plan Final Update - COM/21/099**

- (ii) *to note the timetable as set out by the Scottish Government in relation to Covid-19 Protection Levels. Notes that by the 7 June 2021, Aberdeen is on track to be level one and an announcement is to be made by the Scottish Government regarding level 0. Therefore, instructs Chief Officer - Strategic Place Planning in consultation with Public Health Scotland to bring forward a report on the timetable for removal of the Spaces for People initiatives to the next Committee in June taking into consideration any decisions made by this Committee in respect of the City Centre Masterplan and associated reports;*

- 3.2 The next instructions come out of a report on the proposed review of the City Centre Masterplan. These require reports to be brought back to City Growth and Resources in August on a range of proposals including:-
  - Objectives and Workstreams from the CCMP,
  - to undertake a consultation on the CCMP integrating smart city thinking and in particular considering changes travel patterns,
  - to undertake a visioning exercise on the streetscape and infrastructure for Union Street which is currently closed,

#### **City Centre Masterplan Review - RES/21/115**

- (ii) *instruct the Director of Resources to carry out a review of the Aberdeen City Centre Master plan Objectives and their associated workstreams as contained within the 2015 approved Masterplan and to report back findings to the City Growth and Resources Committee on 10 August 2021 and also to report back on the Phase 1 and 2 projects contained within the city centre masterplan as approved in 2015;*
- (iii) *instruct the Chief Officer - City Growth and the Communication and Marketing Manager to use the CCMP Review to integrate further “smart city thinking” into our medium-term plans to develop and undertake engagement exercise with the public, all appropriate partners and stakeholders to seek their views on the City Centre Review, what it would take to attract them back to the city centre in the short-term, how the changed travel patterns and reductions in Committee in August 2021, as part of the CCMP report detailing how best the city can be a leader in the digital economy;*
- (iv) *instruct Chief Officer - City Growth to use the CCMP review and the Local Development Plan to ensure that the ambition to secure sustainable inclusive economic growth by attracting businesses operating in energy transition or low carbon sectors to the city is realised;*
- (viii) *notwithstanding any decision taken by Committee in respect of item 12.2 on the agenda, agrees to instruct the Director of Resources to carry out a review and visioning exercise on the streetscape and infrastructure works for the whole length of Union Street and to report back the outcomes to the August 2021 Committee; and*
- (ix) *instruct the Chief Officer - Strategic Place Planning to review the City Centre Living Strategy and informed by the CCMP review bring forward Aberdeen Planning Guidance to support the City Centre in line with the Local Development Plan*

3.3 The final instruction came out of a report on Aberdeen Market and the central section of Union Street. This instruction requires a separate focused visioning exercise on the central section of Union Street which is currently closed to traffic.

#### **Aberdeen Market and Union Street Central - RES/21/127**

- (v) *to agree the review and visioning of the central section of Union Street, including stakeholder consultation, and instruct the Director of Resources to report the outcomes to City Growth and Resources Committee in August 2021; and*

#### **CONTEXT**

##### **National Context**

3.4 Since the last report to City Growth and Resources in February a number of changes have taken place. Scotland moved to Level 3, of the Scottish Government’s COVID Route Map on the 16<sup>th</sup> of April, Level 2 on the 17<sup>th</sup> of May and Level 1 on 5<sup>th</sup> of June. A number of areas remained in Level 2 at that time

because of levels of infection. The higher rates of infection were also compounded by the introduction of a new variant B.1.617.2 commonly referred to as the Delta variant, and referred to by the Scottish Government as the April-02 variant. This variant which has been implicated in the surge in Glasgow is believed to be around 20-60% more transmissible than the previous dominant Kent strain.

- 3.5 In terms of next steps the Scottish Government moved Aberdeen to Level 1 on the 5<sup>th</sup> of June. After that it is hoped that Scotland can move to Level 0, however the original date of the 28<sup>th</sup> of June may be pushed back by the Scottish Government.
- 3.6 Once Scotland has moved to Level 0 the Scottish Government has committed to review the need to maintain physical distancing measures. The first route map states that this will be later in the summer but again no detail has been provided at this time.
- 3.7 Spaces for People at National Level.  
Discussions with Transport Scotland and Sustrans have not identified the removal of Spaces for People interventions across any of the Scottish Cities. Indeed in Glasgow and Edinburgh a number of schemes continue to be rolled out. It should be noted however that Aberdeenshire have removed of some interventions in their towns.

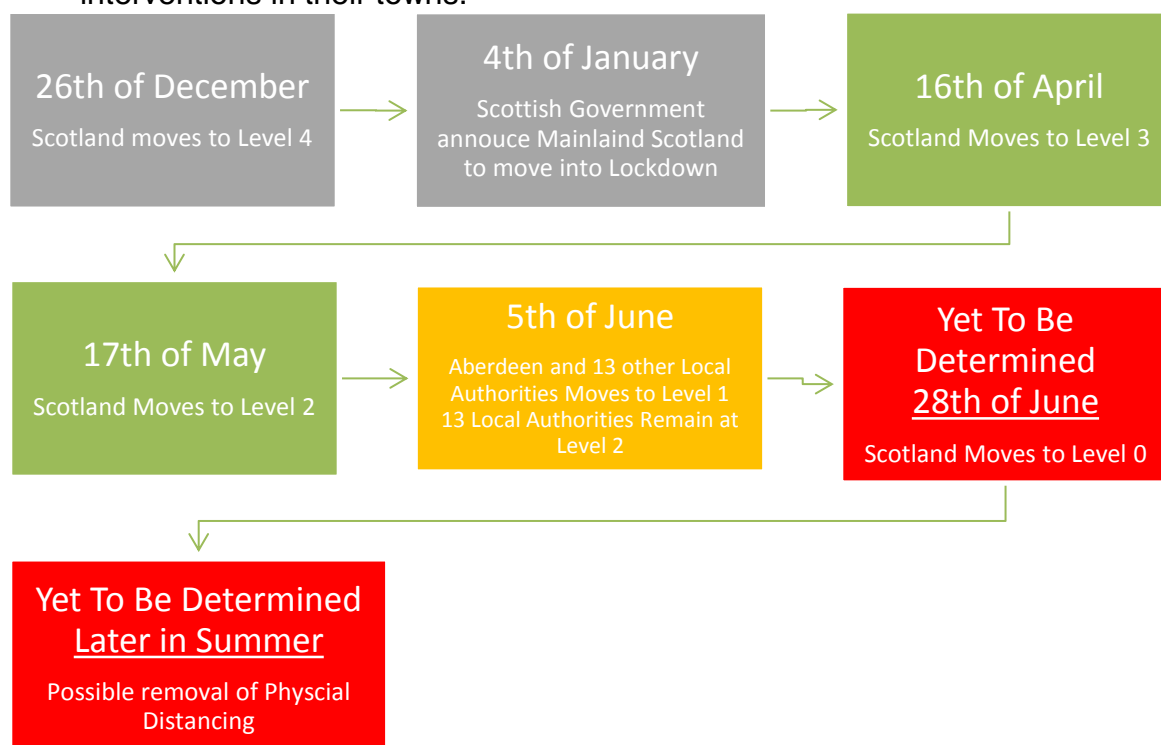


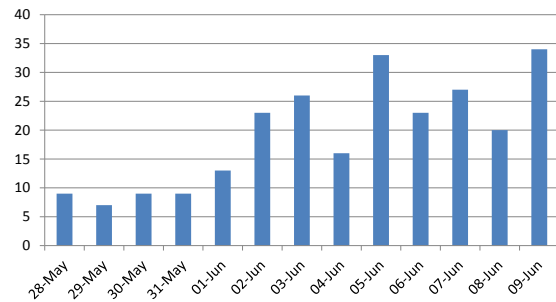
Fig 1 Timeline since the last Committee.

## Public Health – Appendix 2 has an update on this data

### 3.8 Current Position in Grampian and Aberdeen City

The number of daily cases as of the 9<sup>th</sup> of June has risen to 34 per day from a level of 9 a day at the end of May. This is reflective of the impact of the Delta variant as seen elsewhere across the Scotland. While Aberdeen still remains in a better position than many areas, the trend is nevertheless moving in the wrong direction.

Daily Grampian Covid-19 cases



7 day positive cases in Aberdeen City based on people tested between May 24, 2021 and May 30, 2021

7 day positive cases	7 day positive rate per 100,000 population	7 day test positivity rate
36	15.7	0.7%

7 day positive rate per 100,000 population

\* For neighbourhoods with fewer than 3 cases, we do not show a 7 day rate to protect patient confidentiality.

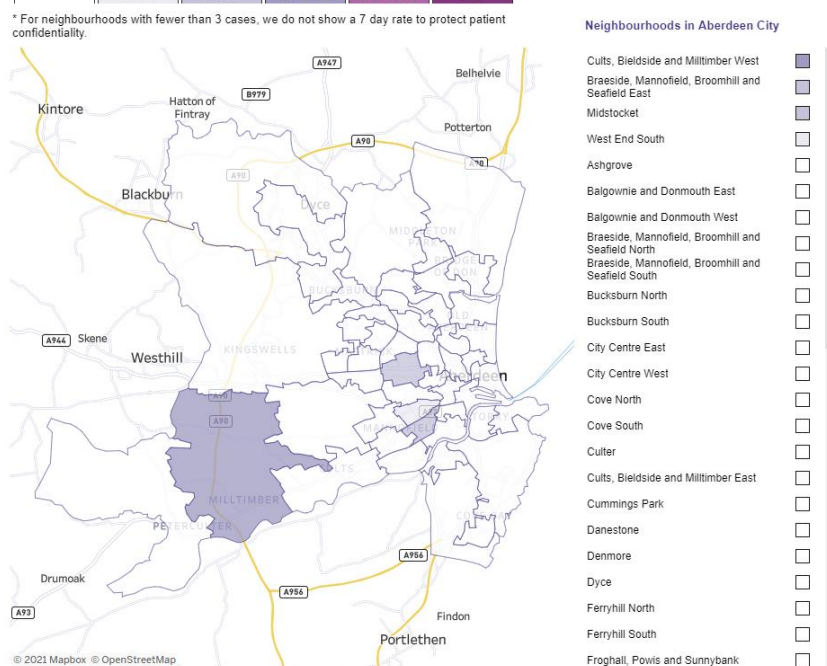


Fig 2. Aberdeen City Infection Rate 24-30<sup>th</sup> of May versus 5-11<sup>th</sup> June.

7 day positive cases in Aberdeen City based on people tested between June 5, 2021 and June 11, 2021

7 day positive cases	7 day positive rate per 100,000 population	7 day test positivity rate
156	68.2	2.4%

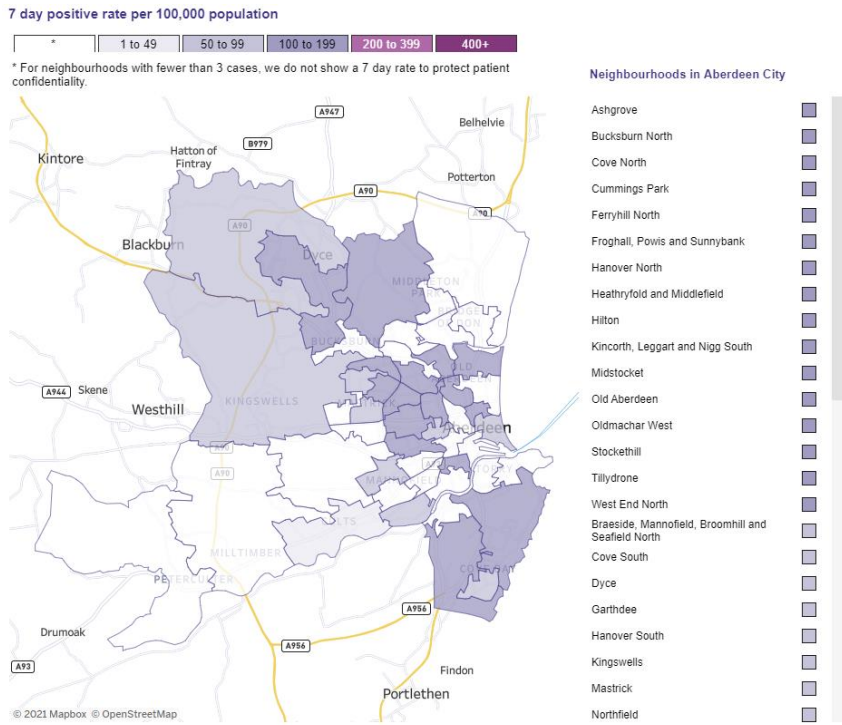


Fig 2(a). Aberdeen City Infection Rate 24-30<sup>th</sup> of May versus 5-11<sup>th</sup> June.

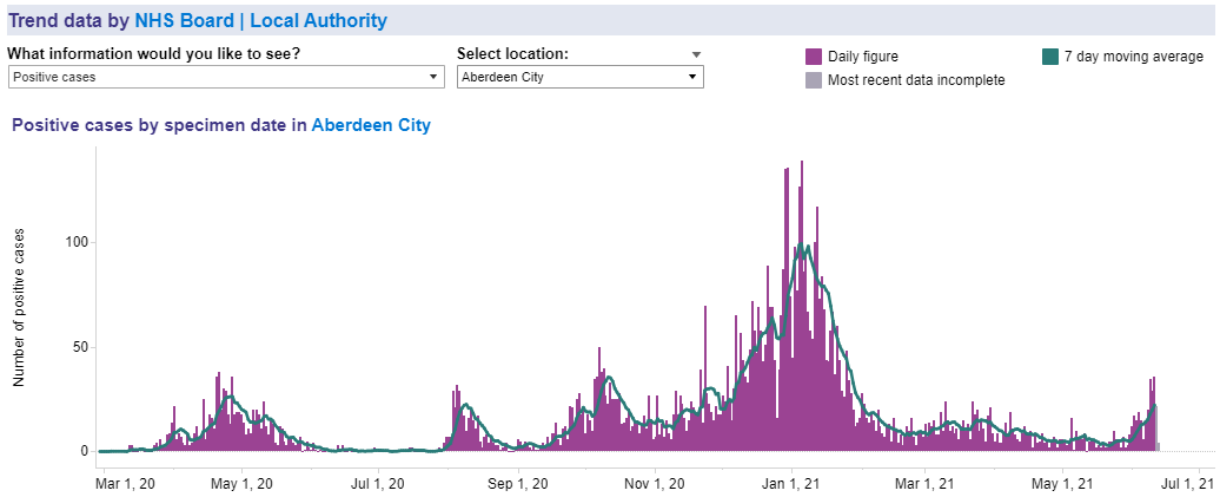


Fig 3. Aberdeen City Infection Rate.

### 3.9 *New Variant, Guidance and Advice*

The new Delta variant of COVID19 is thought to be approximately 60% more transmissible than the original virus and now represents 80% of the cases in Grampian. This is of particular concern as the vaccine, while still effective against this variant, is far more reliant on the second dose. Emerging evidence also suggests that the Delta variant may be associated with higher rates of hospitalisation.

### 3.10 *Vaccinations*

As of the 21<sup>st</sup> of May, more than 120,000 residents of Aberdeen City had their first dose, representing about (63.5%) with more than 68,000 or (35.9%), being fully vaccinated with their second dose.

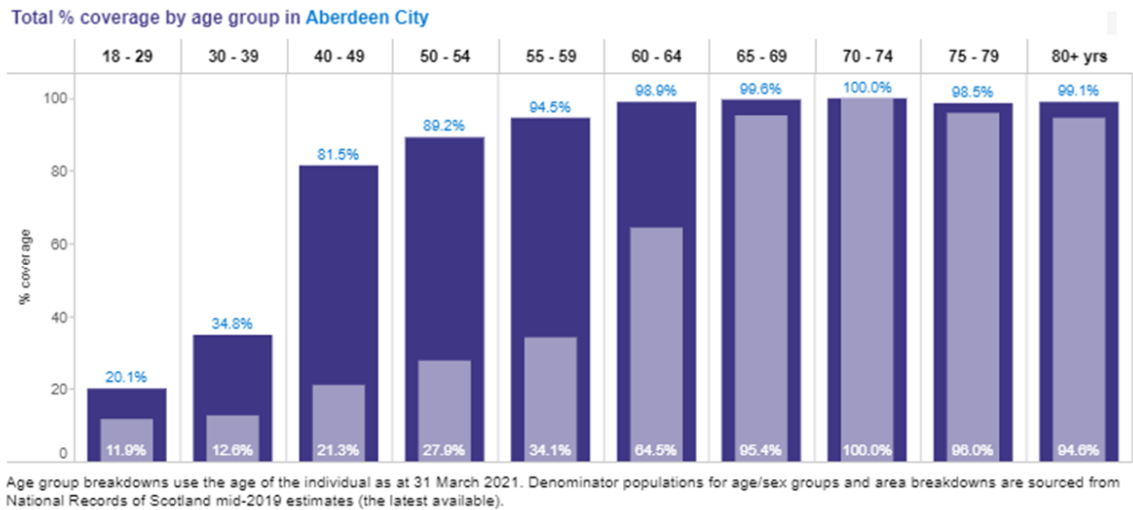


Fig 4. Vaccination Rates.

### 3.11 Government Advice

The Scottish Governments advice remains largely the same, that being outwith lockdown people should:-

- wear a face covering
- avoid crowded places
- clean hands and surfaces regularly
- stay 2m away from other people
- self-isolate and book a test if you have COVID-19 symptoms (new continuous cough, fever or loss of, or change in, sense of smell or taste)
- work from home if possible

More recently the guidance has been broadened to encourage people to take home tests (lateral flow tests) and if this shows a positive result to self isolate and book PCR test.

**Avoid the Three Cs** Be aware of different levels of risk in different settings.

There are certain places where COVID-19 spreads more easily:

- 1 Crowded places**  
with many people nearby
- 2 Close-contact settings**  
Especially where people have close-range conversations
- 3 Confined and enclosed spaces**  
with poor ventilation

The risk is higher in places where these factors overlap.  
Even as restrictions are lifted, consider where you are going and #StaySafe by avoiding the Three Cs.

**WHAT SHOULD YOU DO?**

- Avoid crowded places and limit time in enclosed spaces.
- Maintain at least 1m distance from others.
- When possible, open windows and doors for ventilation.
- Keep hands clean and cover coughs and sneezes.
- Wear a mask if requested or if physical distancing is not possible.

**If you are unwell, stay home unless to seek urgent medical care.**

## ONGOING CONSULTATION AND SUPPORT FOR THE PUBLIC, AND BUSINESSES

### Cross Service Support – Guidance for Businesses.

3.12 The cross service group set up to support business at the start of the pandemic has continued to work with business across the city in line with Scottish Government and Chief Planners guidance. This group includes officers from Environmental Health and Trading Standards, Planning, Building Standards, Licensing and Comms, and engages with Police and Emergency Services as necessary.

To date this group has dealt with:-

- Over 100 proposals from businesses for outdoor seating, the majority being independent traders, cafes, restaurants and bars.
- 25 businesses have been in contact about Marquee's.
- Environmental Health and Trading Standards have also provided guidance to businesses that are in operation, in 4,328 cases, reflecting the complex and changing nature of the guidance, and the need to continue to support businesses.
- The *Guide for Businesses on Physical Distancing*, continues to be updated with the last version published in November, it can be found [here](#).
- Additional Guidance on outdoor seating and the use of heaters over the winter has been provided. They can be found [here](#) and [here](#)

3.13 Figure 4 and 5 show the support from Environmental Health and Trading Standards plotted over the year.

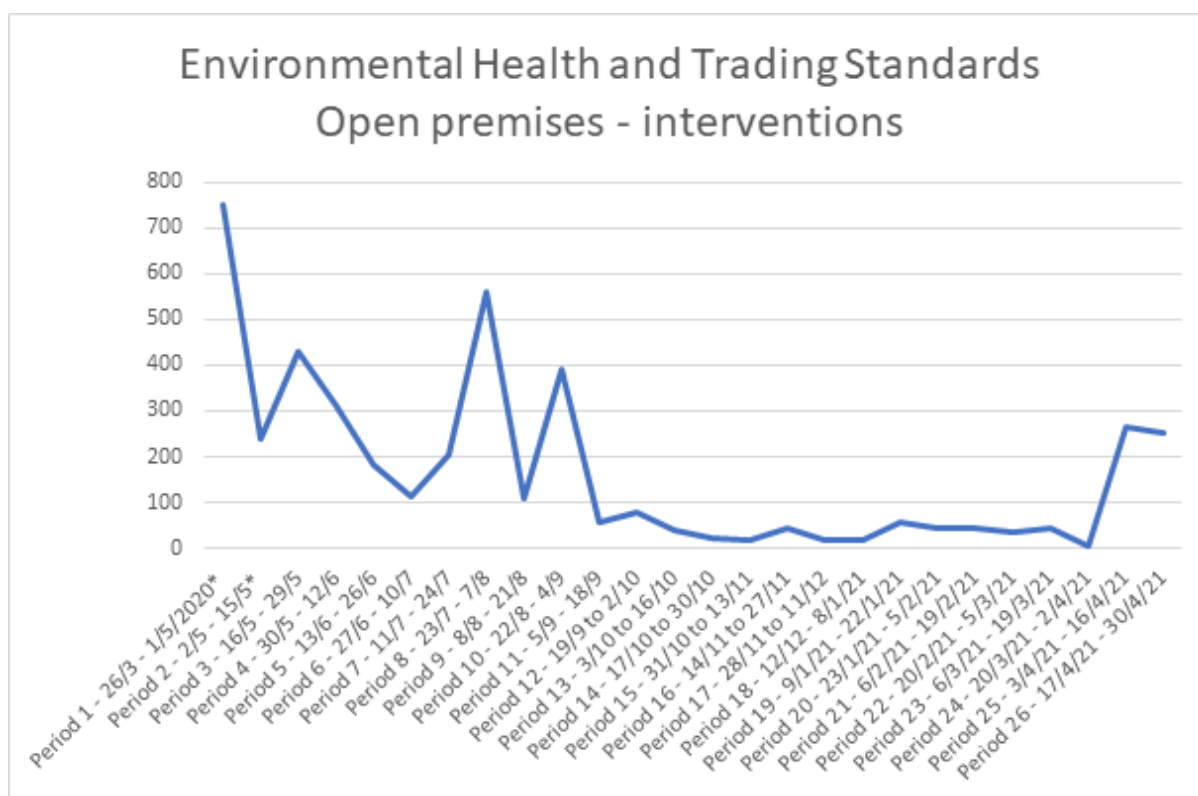


Fig 5. Interventions to provide advice to business on operating in compliance with guidance.



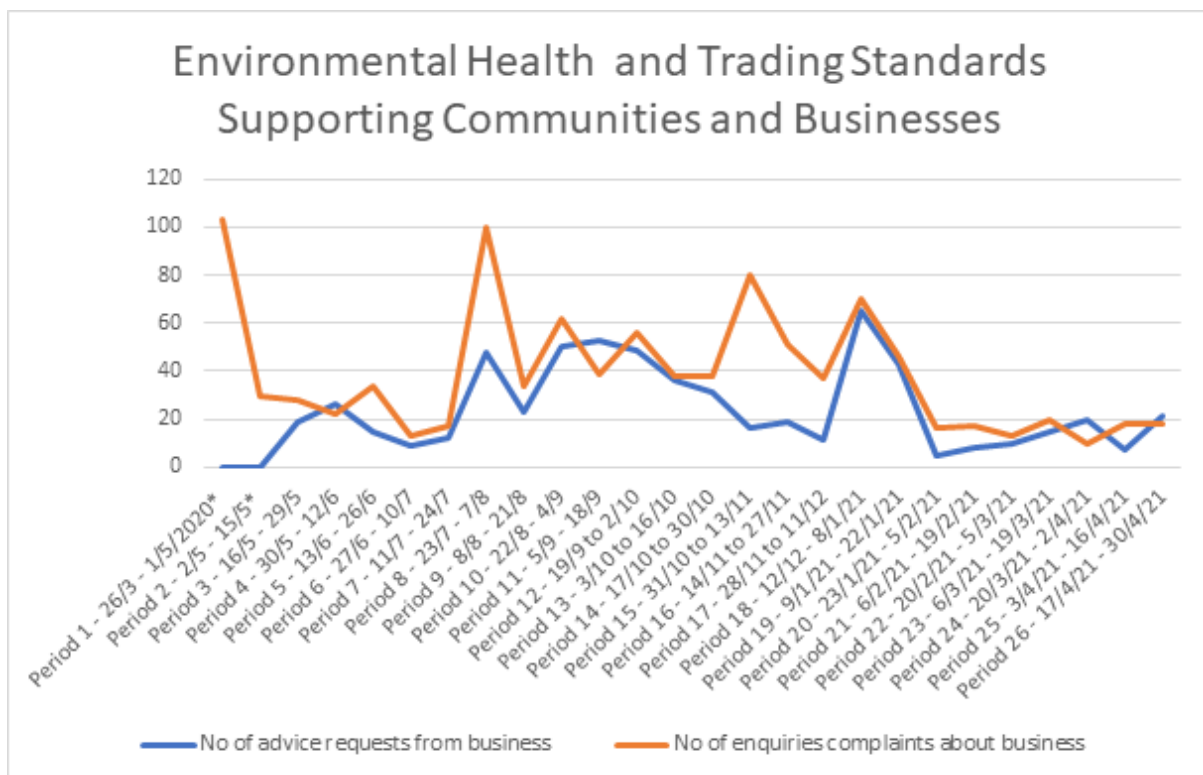


Fig 6. Advice Request from Businesses and Public Enquiries or Complaints about businesses.

3.14 Guidance for the public is also updated where necessary and kept live on the website. This includes:-

- A Physical Distancing Leaflet setting out help and guidance to people on how to stay safe, [here](#).
- A map showing Blue Badge Parking spaces, [here](#).
- A map showing Taxi Rank locations, [here](#).
- A map showing Bus Stop Locations, [here](#).
- A map showing City Centre School drop off and pick up points, [here](#).

### Consultation with Stakeholders

3.15 Consultation continues on a regular basis with stakeholders and there are regular meetings with:-

- Bus operators – A regular specific meeting to discuss technical issues on the network. This is held between all the relevant transport officers in the council and the bus operators.
- Transport user and operators’ group – This includes the Disability Equity Partnership, Cycle Groups and the Bus Operators.
- Taxi operators.
- Business groups.

## SURVEY AND DATA COLLECTION

### Overarching Trends

- 3.16 As noted in the last report and carried forward into this report the changes to restrictions have had a significant impact on travel patterns and these have been reflected in the survey data collected. The challenge that this presents is that periods of lockdown, such as that experienced in the run up to this report are not a fair representation of what a post lockdown travel patterns might look like. That said a number of trends are becoming clear looking at the data over the last two years. It is also notable that during the most recent lockdown levels of travel across all modes did not drop back as much as during the first lockdown.

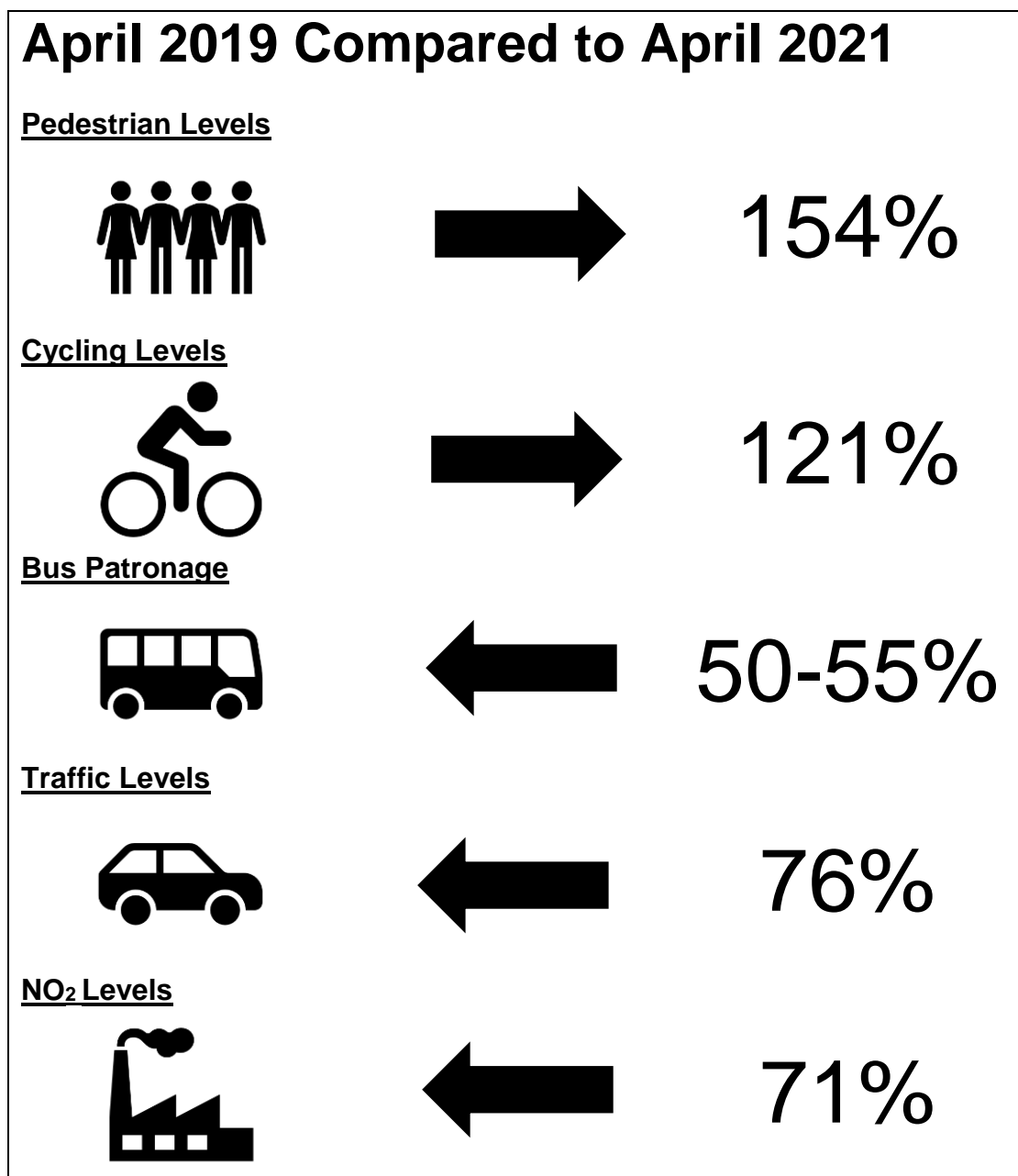


Fig 7. City Wide Transport Figures.

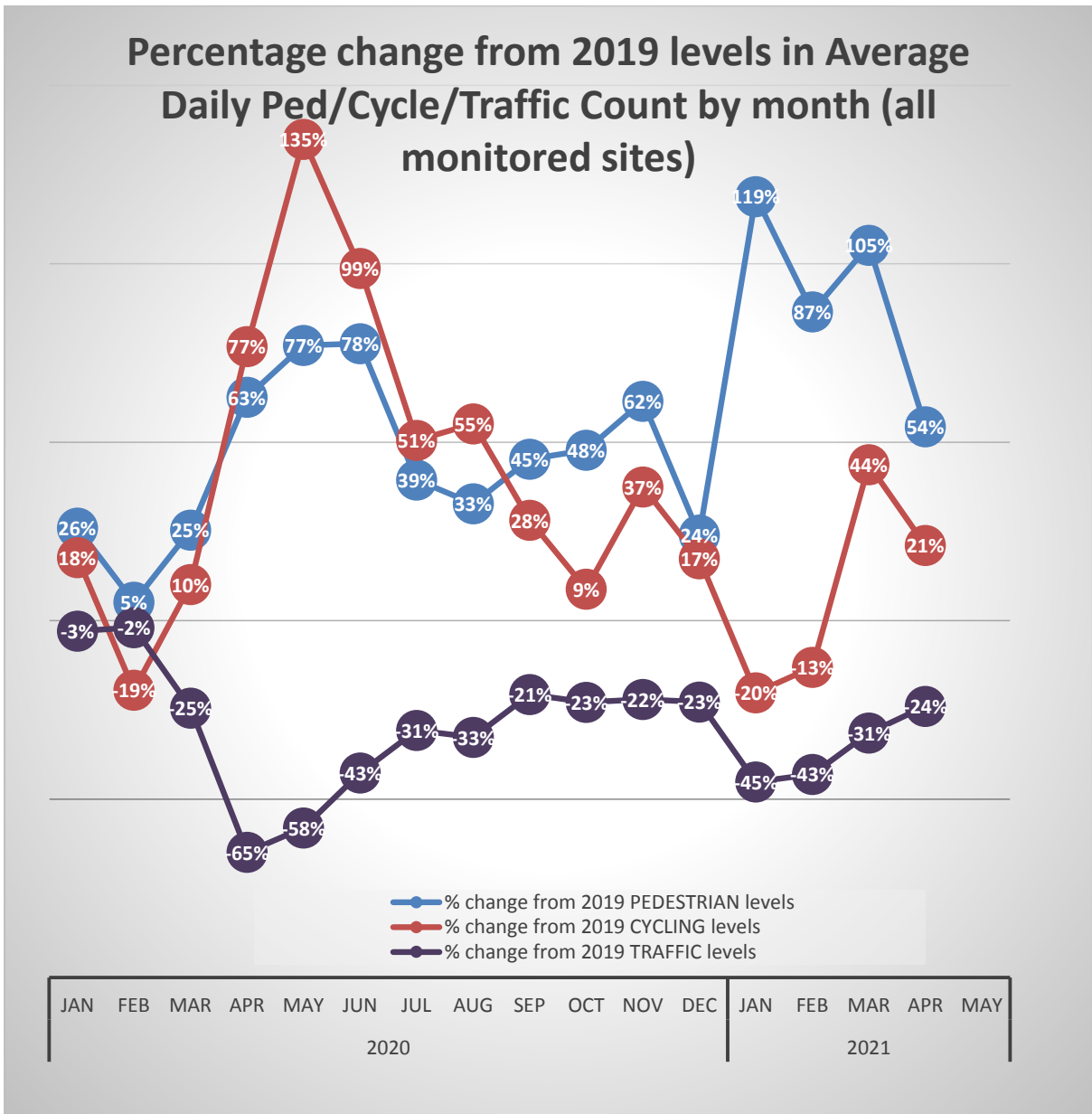


Fig 7(A). City Wide Transport Figures.

As in the last report Figure 6 and 6(a) above shows that walking and cycling have continued to perform significantly above pre pandemic levels, and car usage has remained below 2019 figures. Public transport use is starting to rebound with Bus Patronage back over 50%, and while still considerably down most services in the city are now running at 100% of timetabled services.

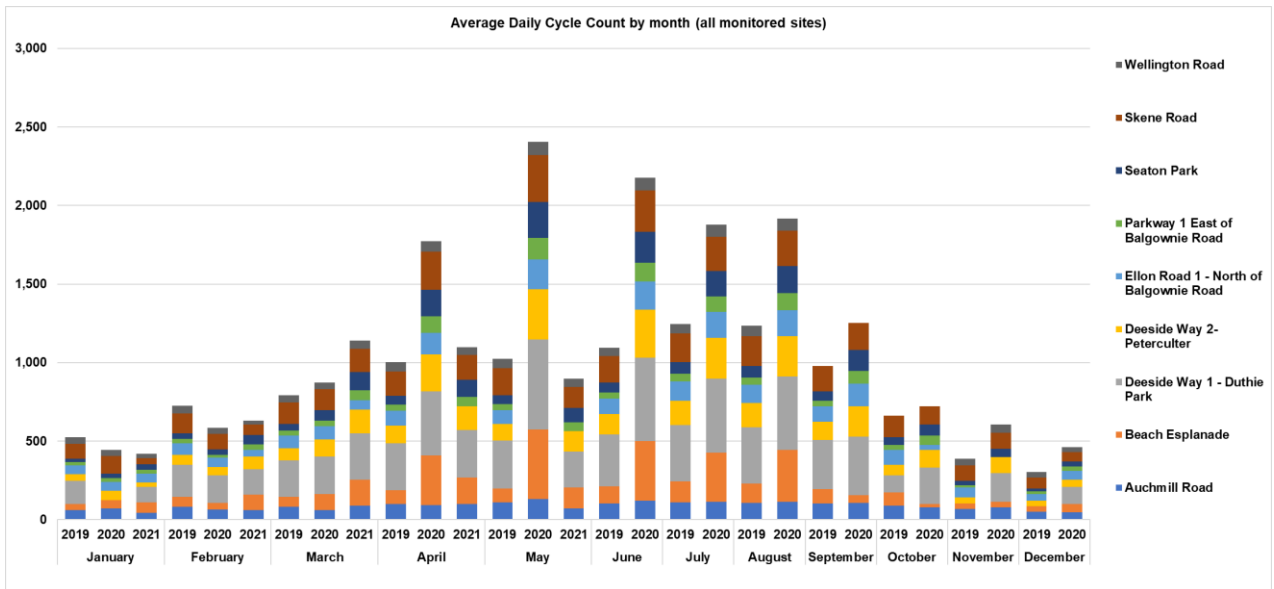


Fig 8. Average Daily Cycle Counts

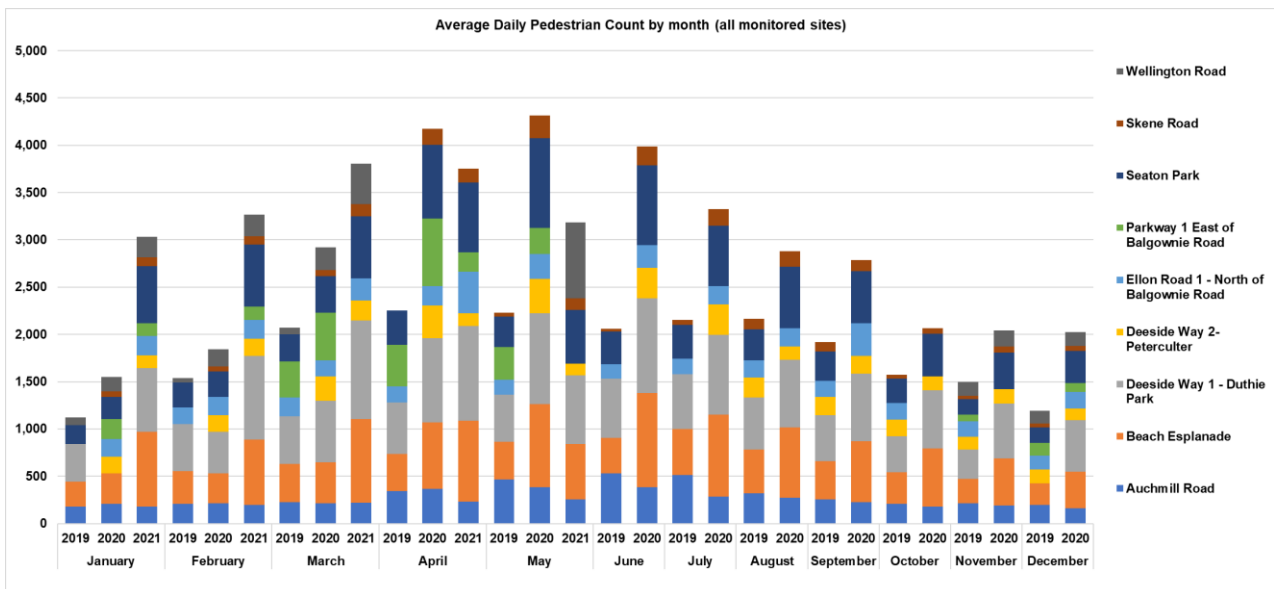


Fig 9. Average Daily Pedestrian Counts

Please note:-

- Sections of the Esplanade were closed from 31st of August 2020 for SfP Active Travel Corridor implementation works.
- Beach Esplanade Counts from September 2020 onwards do not include users of the newly installed bi-directional cycle lane, therefore the stated figure does not include all cycles passing this count site.
- Sections of the Esplanade were closed from 23rd of November 2020 for SfP Active Travel Corridor removal works.

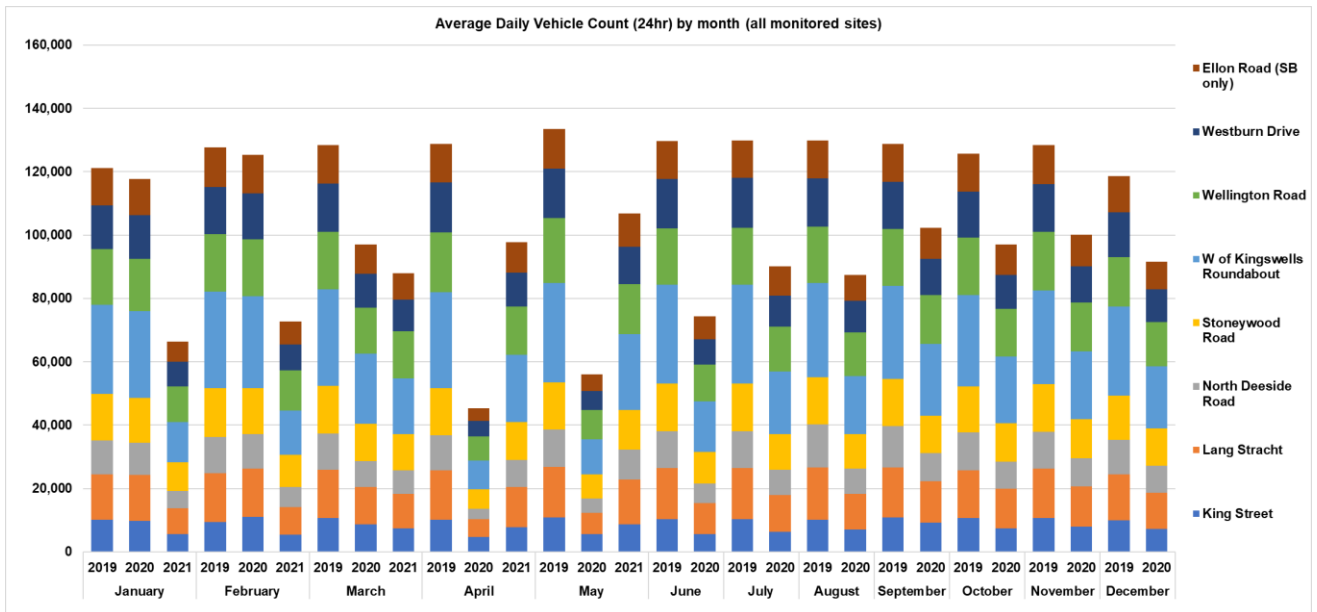


Fig 10. Average Daily Vehicle Counts

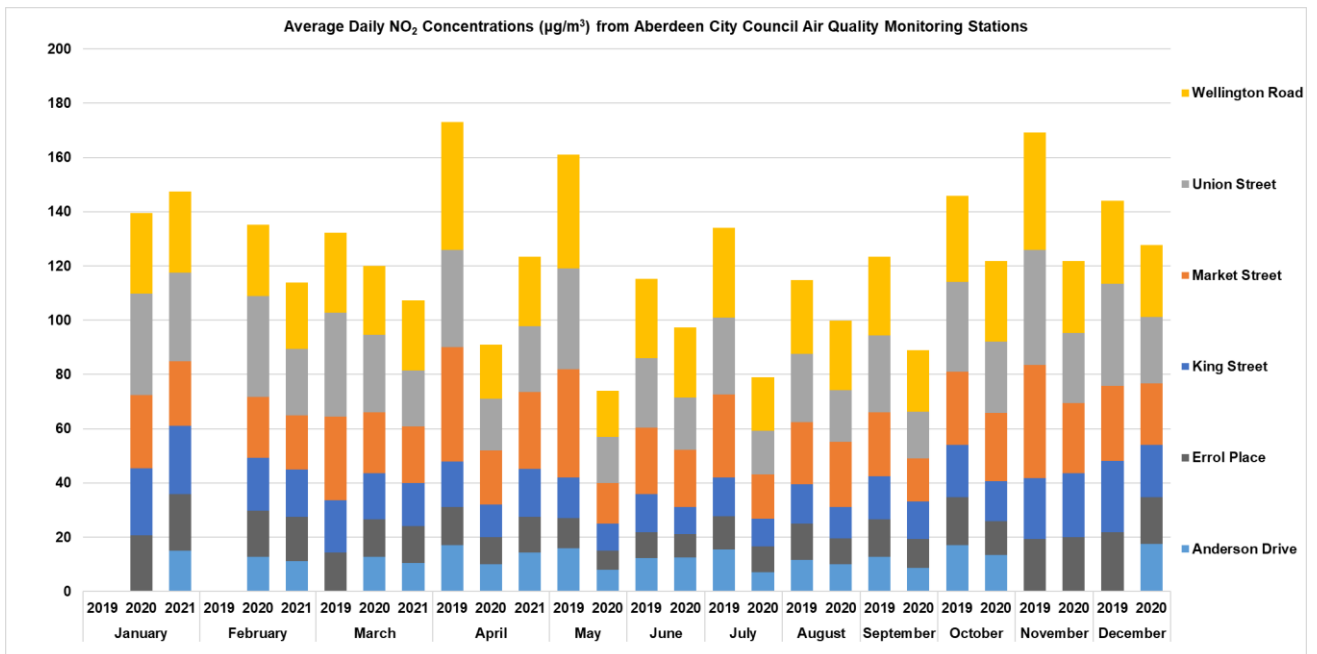


Fig 11. Average Daily NO<sub>2</sub> Concentrations

3.17 The reduction in vehicular traffic has also seen a continued corresponding improvement in air quality. Nitrous Oxide (NO<sub>2</sub>) levels continue to be below the 2019 levels across all sites in March. These falls represented an average reduction of:-

- Union Street — 46%
- Market Street — 33%
- King Street — 17%
- Wellington Road — 13%
- Anderson Drive — N/A
- Errol Place — 6%

Of particular note is both Market Street and Union Street which have both experienced very significant improvements in air quality and are both subject to the proposed Low Emissions Zone due to be introduced in 2022.

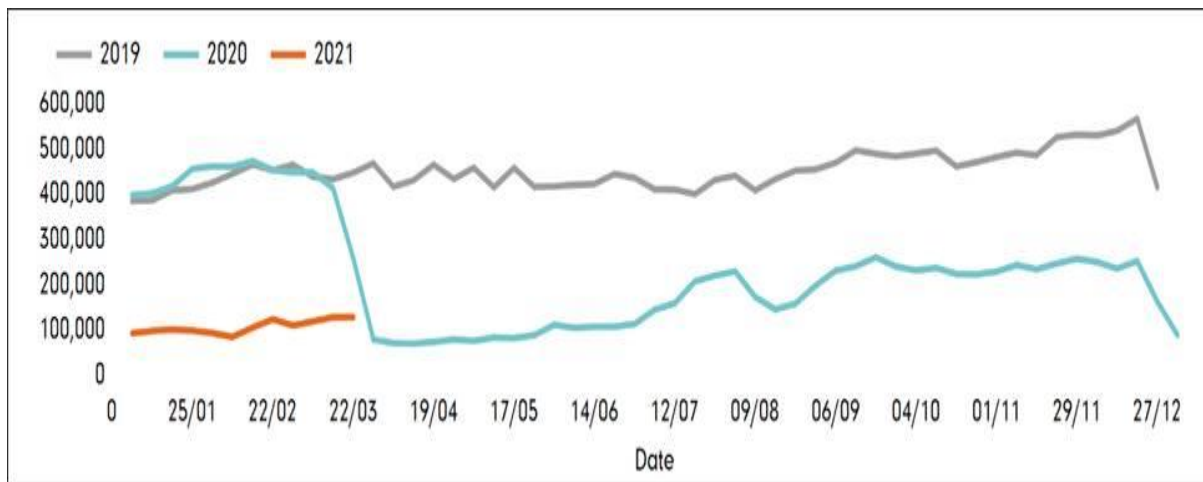


Fig 12. City Centre Footfall – Up to March

3.18 While city centre footfall is still struggling to recover and is still well down on pre lockdown levels, it remains by far the busiest part of the city overall.

### Public Transport

3.19 Across all modes of public transport patronage remains significantly down on pre COVID levels, however recent months has seen a rebound across bus and rail services. In the city bus services are now running to approximately 100% of timetabled services with patronage returning to approx. 50-55% with regional services operating similarly.

3.20 The most recent data from the Transport Scotland for the period May 10<sup>th</sup> to 16<sup>th</sup> plotted against the same period in 2019, shows:-

- Concessionary bus journeys down by 50% (previously down by 70%)
- Rail journeys down by 65% (previously down by 90%)
- Ferry journeys down by 55% (previously down by 80%)
- Air journeys down by 80% (previously down by 75%)

While these are national figures the concessionary bus journeys are broadly in line with Aberdeen's experience. Similarly the slow return of patronage across all services is reflective of the north east.

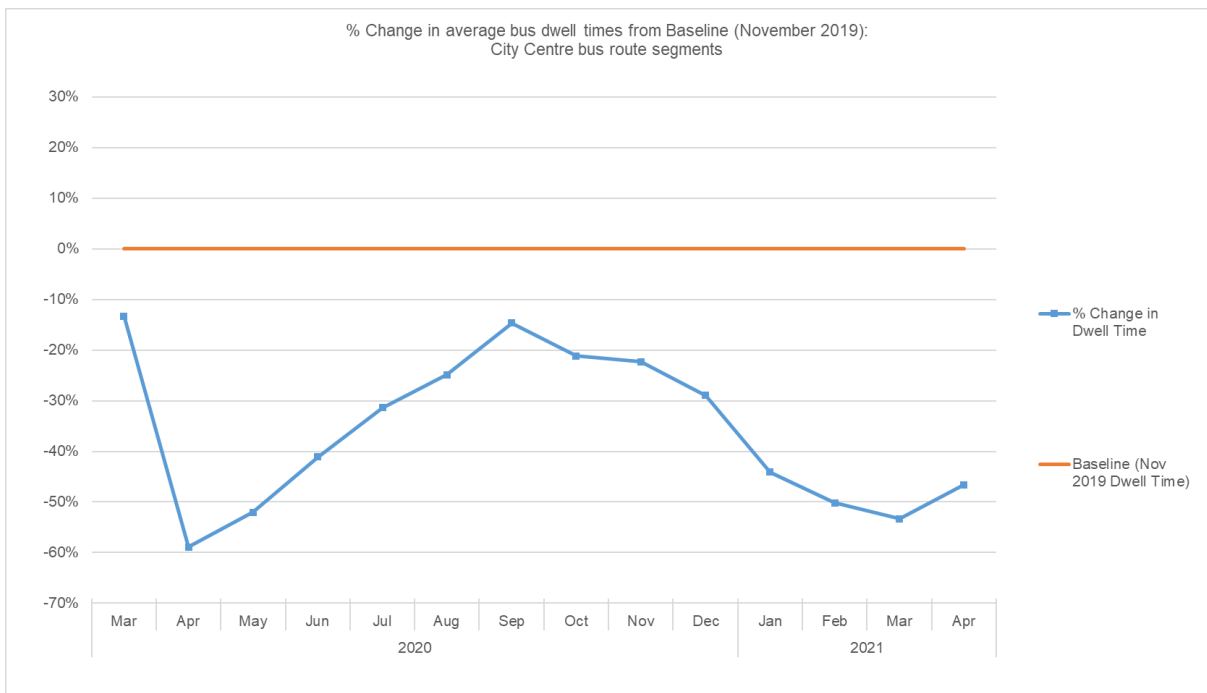


Fig 13. Bus Dwell Times

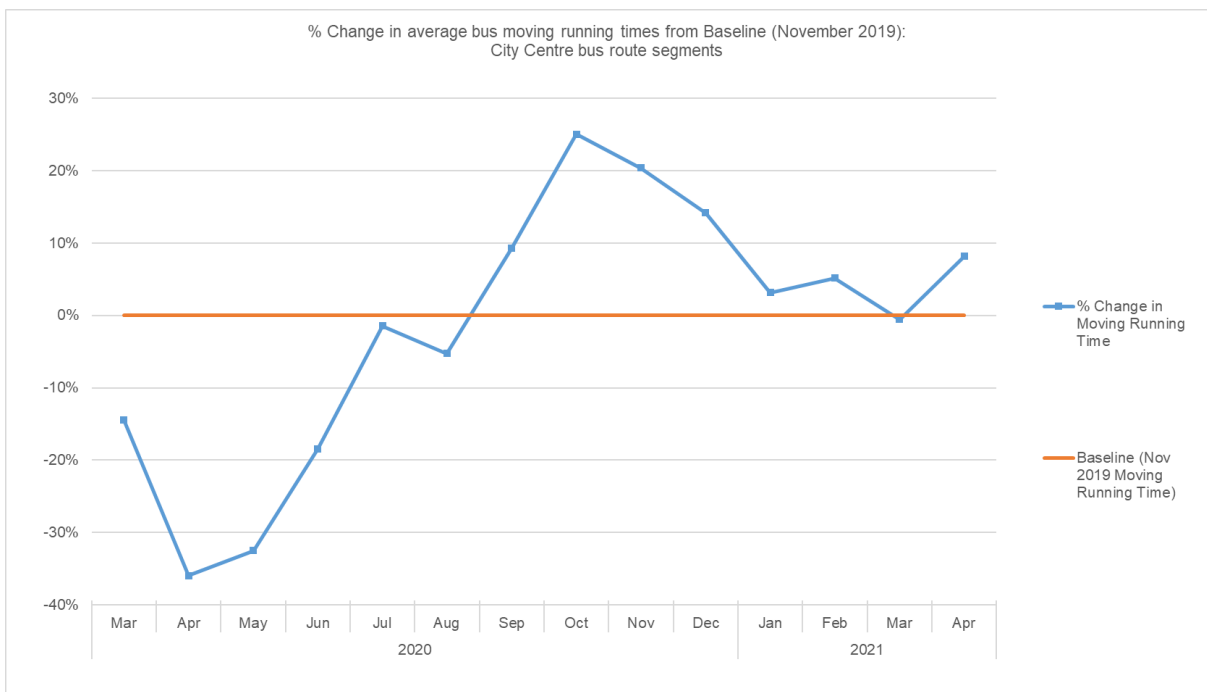


Fig 14. Running Times City Centre

3.21 The greatest impact on journey times was felt at the end of September last year as shops reopened however this appears to have reduced as we got closer to Christmas as people became accustomed to the interventions. From Christmas as we moved into lockdown the patterns settled but as shown in the general traffic figures road use did not reduce significantly as it had done in the first lockdown.

## Intervention areas

- 3.22 Survey work has been undertaken across all the intervention areas. This survey work included:-
- Camera surveys – Counting pedestrian and cycle movements.
  - Clipboard Surveys – A second round of Interviews (the first round was 956 interviews) Due to the weather the most recent survey, undertaken on the 21/22 of May, saw 704 people across the intervention sites.
  - Visual surveys – To assess behaviour.
  - Ongoing traffic counts.

As an overview a summary of the Clipboard Surveys is included below.

**Appendix 1 to this report has summaries of the travel data across all of the sites.**

### Clipboard Survey.

- 3.23 The results of the clipboard surveys which were commissioned on behalf of the Council to assess the impact of the interventions are summarised below, and the full data is included in the Appendix 3. This is a second survey undertaken with the first survey seeing 956 people surveyed over the 18<sup>th</sup> and 19<sup>th</sup> of December. The second survey was undertaken on the 21<sup>st</sup> and 22<sup>nd</sup> of May and this saw 704 people surveyed. Unfortunately due to the weather these numbers were done on the first survey and survey company also reporting that members of the public appeared more nervous of engaging than during the first survey. People were surveyed at all locations and were given the opportunity to comment on their experience of any interventions across the city. Overall, the response was very positive towards the interventions and the following are a selection of the questions asked and the responses received.
- 3.24 **What was their opinion on the temporary measure brought in to help enable physical distancing?**  
People were asked to score their view of the interventions from “**Very Positive**” to “**Very Negative**” across 5 options. Across all sites an average of 79% of people said their experience was “**Very Positive**” or “**Positive**”, almost identical to the last survey which was 80%.
- 3.25 **How did people visit these locations?**  
In all cases the top three modes of transport to get to the locations remained by foot, by car as a driver or by car as a passenger. For two of the locations cycling continued to remain in top three options, those were the recreational sites of the beach and the parks.
- 3.26 **Why have they visited certain locations less?**  
People were given a number of options to choose from for this question and could choose more than one option. “**Fear of being unable to social distance**” had the most responses followed by question with “**Fear of Contracting COVID**” and then “**Working from home**”



3.27 **Why had they visited certain locations more?**

The overwhelming response here was “**I want to support physical shops**”.

3.28 **Have people been visiting the intervention locations more since restrictions began to ease.**

People were given three options for this question, that they visited more, the same or less frequently. Across all the locations the highest scored response was the “**more frequently**” ranging from 61% for the City Centre to 71% for the Parks.

3.29 **Other points**

**Similar responses to these questions as in the earlier survey.**

**Walking and Cycling** – Almost 90% of people agreed or totally agreed that they felt safer walking and cycling. 94% found it easier to walk or cycle.

**Access Bus Services** – 44% of people found accessing bus services the same with 32% saying it was easier and 17% saying it was harder. These figures are all very similar to the last results.

**Parking** – 52% of people disagreed or totally disagreed that access to car parking was easier, while 35% were neutral and 13% felt it was easier.

**Other Consultations**

- 3.30 Early in the process there were a number of consultations undertaken on corridors that were not taken forward due to the budget constraints a summary of the responses is below. Appendix 4 also includes some of the early responses to our citizens space survey.

**Beach Esplanade**

The consultation undertaken for the Beach Esplanade resulted in 124 responses with 72% in agreement with the proposed scheme and 26% disagreeing.

**Hazlehead to City Centre**

The consultation undertaken for this proposed corridor resulted in 342 responses with 56% in favour of the scheme and 43% disagreeing.

**NEXT STEPS**

**Committee Instructions**

- 3.31 Given the complexity of the current situation and the balance that needs to be struck between protecting the hard-won gains of the last 18 months and trying to return to a level of normality, there are a number of factors that must be considered.

The Director of Public Health has been clear that the need for physical distancing has been important as we have moved out of lockdown. It is also inevitable that as we do some people will drop their guard and that complacency may become a factor. For other people who have become accustomed to quieter streets and having more space there will no doubt be a period of acclimatisation to a busier city. Many businesses have also come to rely on the additional spaces provided particularly while numbers remain limited within

shops and cafes. Experience from Glasgow and the north of England has shown how quickly infection rates can change. Indeed, Aberdeen's own experience of the localised lockdown last year is an example of that.

- 3.32 That said Scotland and indeed the entire UK is in a much better position than it was last year. The vaccination program is running at pace with people under the age of thirty now able to book a vaccination appointment. As of the 25<sup>th</sup> of May, 3.1million people had received their first vaccination in Scotland and 1.9 million had received both. It is clear that in the coming months as we move to Level 0, a lot more will be known about the lifting of restrictions and the longer-term need for physical distancing.
- 3.33 The interventions currently in place are funded by Sustans and as per the original committee instruction when applying to the fund, we must work within that envelope. This means that we are unable to reinstate any of the interventions once they have been removed within the funds available. If this was required it would mean the Council funding this work which given the financial pressure on the Council would be extremely challenging.
- 3.34 Finally, in relation to the instructions from City Growth and Resources, it is clear that there are a number of studies currently underway that will have an overlap with the Spaces for People interventions. The majority of these will report back in August, and as yet, the outcomes of these are not known. The outcome of the Low Emission Zone study, which is being reported to this committee is now known, and that report shows that general traffic restrictions will be required on Union Street to deliver a Low Emission Zone in line with the national legislation.
- 3.35 However significant gains have now been made in both fighting the virus, and in the roll out of vaccinations. In that context the Director of Public Health has confirmed that they would support the lifting of measures in the neighbourhood centres once the city moves to Level 0. A more cautious approach is recommended for the City Centre due to the high levels of pedestrian traffic. The future of these interventions should be influenced by the outcomes of the other studies being reported back to the City Growth and Resources committee in August, and the public health situation at that time.

#### **Timetable for Physical Removal of the Interventions.**

- 3.36 In terms of physically removing the interventions the following sets out an estimated program for those works. It should be noted that there are a number of externalities which will impact on these works similar to any program. The Council has embarked on an ambitious road's improvements and resurfacing program across the city. Due to the loss of much of last years the Councils roads teams are working to complete a two-year program across this financial year. These challenges are compounded by other Councils across Scotland attempting to do the same, and therefore reducing the availability of external contractors to undertake these works. This will have a significant impact on the timing and resource available to undertake these works and would therefore have to be programmed in at the time of any instruction to proceed with removal.

- 3.37 The works involved in removing the temporary measures will include:-
- The lifting of any temporary structures such as footway extensions, parklets, ramps, planters etc.
  - Lifting of bollards and removal of bollard basis.
  - Burning off temporary road markings.
  - Removal of temporary signage, fixed and portable.
  - Patching for road surfaces, as necessary.
  - Reinstatement of road markings, parking bays etc.
  - Replacement of road signage.
  - Updating of any road orders as necessary.

- 3.38 The table below sets out the amount of time estimated to remove each of current interventions, however there are a number of factors to be considered.
- There will be a lead in time of lead in time of 3 weeks required to prepare any required Temporary Traffic Regulation Orders and provide advance notice through media briefs.
  - All works would run **consecutively** from when instructed.
  - Outwith any direct instruction, the sequencing will be determined by other ongoing work at the time of instruction. This is to limit disruption to residents, businesses and public transport, as well as to limit impact on the roads program.
  - The works will also have to be aligned with other service capacity including Building Maintenance and Grounds Maintenance.

Location	Individual time to Remove Interventions.			
	Week 1	Week 2	Week 3	Week 4
City Centre Union Street				
School Hill / Surrounding				
Rosemount				
Torry				
George Street				
Beach				

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The table below shows the financial position to the end of the financial year 2020/21.

Gross Budget	Spend to Date
£1.760m	Claim 1 – £511,115.00 (Paid)
£0.352m (Additional grant award)	Claim 2 – £882,510.00 (Paid)
<b>Total – £2,112,000</b>	Claim 3 – £ 87,628.00 (Outstanding)

- 4.2 An additional £352k was secured from Sustrans to support maintenance of the scheme including additional monitoring. To date two claims have been paid totalling £1,393,625.

## 5. LEGAL IMPLICATIONS

- 5.1 While there are no direct legal implications arising from the recommendations of this report, the funding will be required to be spent in accordance with the legal agreement for the grant award. To date Sustrans have confirmed their satisfaction with the projects that the grant has been spent on and have paid the first two invoices. Sustrans are being kept up to date with all progress and expenditure.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Public harm, allowing the COVID-19 virus to spread with the associated high risk of death through contacting the virus.	M	All interventions are now in place working within the funding envelope. A task force group has been set up to manage the programme with meetings to monitor progress and address any issues – drawn from senior staff across the Council.
	Failure to deliver the Socio-Economic Rescue Plan 2020/21	M	Close collaboration across other Clusters.
<b>Compliance</b>	Officers breach grant conditions.	L	All interventions have now been completed within the scope of the original grant award. Funds for maintenance and removal have been held back.
	Failure to comply with national Covid-19 legislation and guidance	L	Comply with legislation and guidance.
<b>Operational</b>	Insufficient staff to undertake the full programme.	L	All interventions are in place the risk is now limited to maintenance and removal.
<b>Financial</b>	Maintenance and removal cost exceed remaining budget.	L	Costs will be monitored on a regular basis.
<b>Reputational</b>	Programme not delivered.	L	Working within the budget envelope the maximum

			number of interventions have been delivered.
<b>Environment / Climate</b>	Air quality deteriorates and carbon emissions increase as more people start to travel, using the car more often due to advice to minimise use of public transport which will have reduced capacity for some time.	M	Performance of the road network will be closely monitored, including reviewing air quality data that is collected locally.

## 7. OUTCOMES

<u><b>COUNCIL DELIVERY PLAN</b></u>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	In addition to responding to the current public health emergency and imminent easing of lockdown requirements, this programme of temporary Covid-19 public health measures supports the delivery of the Economy Policy Statement 4. Increase city centre footfall through delivery of the City Centre Masterplan. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel, in and across the City Centre and support maintenance and safe operation of the strategic road network enabling people to comply with physical distancing requirements.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The programme of temporary Covid-19 public health measures supports the delivery of Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026, and Stretch Outcome 2 – 90% of working people in living wage employment by 2026 by supporting the lockdown easing measures which will enable the economy to recover and people to get back to work where they cannot work from home. The temporary Covid-19 public health measures will enable people to move around by walking and cycling where possible, while protecting access to public transport and enabling compliance with physical distancing requirements. The temporary Covid-19 public health measures will also support businesses re-opening by providing additional space for customers and create space,

	where possible, for outdoor seating and leisure activities.
Prosperous People Stretch Outcomes	The programme of temporary Covid-19 public health measures within this report support the delivery of Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health. The temporary Covid-19 public health measures are also designed to enable physical distancing while moving around, thereby minimising the risk of Covid-19 transmission and the likelihood of a second wave of the disease.
Prosperous Place Stretch Outcomes	The temporary Covid-19 public health measures support the delivery of Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate, and Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The temporary Covid-19 public health measures improve and/ or create active and sustainable travel infrastructure.
<b>Regional and City Strategies</b>	The temporary Covid-19 public health measures support the delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic Strategy and Action Plan, Health and Transport Action Plan, Local Outcome Improvement Plan, Air Quality Action Plan and Powering Aberdeen by encouraging more people to walk and cycle to work, health care and other services and destinations and as a result of the public health emergency, to be able to do this whilst also complying with physical distancing requirements. This is particularly important due to the imminent lockdown easing which will see more people travelling to work and other destinations as businesses start to re-open. Although bus travel will remain significantly reduced for some time, the temporary Covid-19 public health measures also help to ensure that this mode can still be used safely too.
<b>UK and Scottish Legislative and Policy Programmes</b>	The measures directly contribute to Public Health and Scottish Government requirements and legislation relating to the Covid-19 Pandemic, and in particular support physical distancing in public spaces. They will also support businesses as they start to re-open in accordance with the lockdown easing phases. The temporary Covid-19 public health measures will also

	contribute towards the delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts.
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## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	
Data Protection Impact Assessment	

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1: Summary of Survey Data

Appendix 2: NHS Data

Appendix 3: Survey Data Clip Board Surveys

Appendix 4: Summary of the Citizen Space and Common Place Surveys

## 11. REPORT AUTHOR CONTACT DETAILS

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