

ABERDEEN CITY COUNCIL

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| COMMITTEE | Capital Programme |
| DATE | 1 December 2021 |
| EXEMPT | No |
| CONFIDENTIAL | No |
| REPORT TITLE | B999/ Shielhill Road Junction Improvement Progress Report |
| REPORT NUMBER | RES/21/286 |
| DIRECTOR | Steven Whyte |
| CHIEF OFFICER | John Wilson |
| REPORT AUTHOR | Alan McKay |
| TERMS OF REFERENCE | 1.3 |

1. PURPOSE OF REPORT

- 1.1 This report is to update the Committee on the progress of the B999/ Shielhill Road Junction Improvement project.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the updates to the programme milestones and the associated financial implications.

3. BACKGROUND

- 3.1 The current B999/ C19C Shielhill Road junction alignment is currently sub-standard presenting difficulties to road users attempting to negotiate the junction safely. The western approach to the junction along the C19C Shielhill Road also suffers from poor forward visibility detrimental to the safe use of the road. With the development of the Local Development Plan's (LDP) OP10 site, Denmore North, change to the usage of the junction was anticipated.

- 3.2 As part of the granting of Planning consent for the nearby North Denmore development funding contributions towards improvements to address these issues was secured through a Section 75 agreement.

This funding is to be utilised to undertaken detailed design and delivery of the realignment and reconfiguration of the B999/ C19C Shielhill Road junction and forward visibility improvements on the C19C Shielhill Road.

Progress

- 3.3 As reported to Committee on 26 May 2021. At the start of 2020, planning for the resourcing and progression of the project following Council decision in March was underway. However, due to the COVID-19 pandemic, work was not initiated.
- 3.4 Resource has now been made available to initiate the next stage of the project.
- 3.5 The preliminary design and preparation tasks have commenced. These include post AWPR traffic flow & junction type assessment, road alignment design, land title confirmation and utility undertaker apparatus identification and preliminary enquires.

Programme Milestones

- 3.6 Indicative programme milestones are shown in the table below:-

| MILESTONES | INDICATIVE TIMELINE |
|-------------------|----------------------------|
| Design and Prep | FY 21/22 |
| Land Assembly | FY 22/23 |
| Construction | FY 23/24 |

- 3.7 Progress of the project remains on programme.
- 3.8 The above timeline assumes voluntary acquisition of land required. It should also be noted that the timescales above do not take any account of any future uncertainties relating to COVID-19 restrictions.

4. FINANCIAL IMPLICATIONS

- 4.1 The current preliminary project estimate is £0.64m.
- 4.2 As reported previously the cost of the project is partly funded from Developer Obligation contributions.
- 4.3 The North Denmore Section 75 agreement requires obligation contributions to be committed by October 2026.
- 4.4 The financial implications will be managed through detailed budget monitoring.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

| Category | Risk | Low (L) Medium (M) High (H) | Mitigation |
|-----------------------|---|-----------------------------------|--|
| Strategic Risk | Failure to implement a suitable improvement would impact of the sustainable development and roads safety objectives of the Local Development Plan and Local Transport Strategy | M | This will be mitigated by progressing the Project. |
| Compliance | Failure to follow statutory procedures. | L | This will be mitigated through ensuring sufficient time is given to checking documents and eradicating any potential errors. |
| Operational | Failure to implement a suitable improvement would result in known sub standard junction concerns persisting alongside increased use of the junction. | L | This will be mitigated by progressing the project. |
| Financial | Delay to progressing the project to a suitable stage may place developer obligation contributions at risk of return. | M | This will be mitigated by progressing the project. |
| Reputational | There is a risk that Aberdeen City Council will experience reputational damage from supporters of the project if it does not proceed. There is a risk that Aberdeen City | L M | This will be mitigated by progressing the Project. |

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| | Council will experience reputational damage from objectors to the project if it proceeds. | | This will be mitigated by trying to address issues raised by objectors but this may not be achievable in all instances. |
| Environment / Climate | It is possible that the proposals will lead to some detrimental impacts in the locality to the project. | L | Impacts are likely to be acceptable against the relevant standards and commensurate the wider improvements. |

7. OUTCOMES

| <u>COUNCIL DELIVERY PLAN</u> | |
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| Impact of Report | |
| Aberdeen City Council Policy Statement | <p>The project aims to mitigate the impact of and deliver wider community benefits associated with the development of LDP OP10 site, Denmore North.</p> <p>Economy Policy Statement 7. Continue to maximise community benefit from major developments.</p> <p>Place Policy Statements 2; Support efforts to develop the Energetica corridor,</p> |
| Aberdeen City Local Outcome Improvement Plan | |
| Prosperous Economy Stretch Outcomes | <p>Successful delivery of the project is the intent of the Section 75 agreement which facilitated the consenting of development proposals for LDP OP10 site, Denmore North.</p> <p>Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026</p> |
| Prosperous People Stretch Outcomes | <p>Successful delivery of the project will provide a safer road network for all users.</p> <p>Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026.</p> |
| Prosperous Place Stretch Outcomes | <p>Successful delivery of the project will provide a safer road network for all users, including cyclists.</p> <p>Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> |
| Regional and City Strategies | <p>The road safety improvements associated with the project support delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans and Road Safety Plan.</p> |

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| UK and Scottish Legislative and Policy Programmes | N/A |
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8. IMPACT ASSESSMENTS

| Assessment | Outcome |
|--|---------------------------------|
| Impact Assessment | Full impact assessment required |
| Data Protection Impact Assessment | Not required |

9. BACKGROUND PAPERS

RES/21/138 – Capital Programme Committee - B999/ Shielhill Road Junction Improvement Progress Report – 26th May 2021

10. APPENDICES

None.

11. REPORT AUTHOR CONTACT DETAILS

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