

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	29 June 2022
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CONFIDENTIAL	No
REPORT TITLE	City Centre Masterplan Update
REPORT NUMBER	RES/22/137
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TERMS OF REFERENCE	21

1. PURPOSE OF REPORT

- 1.1 This report provides Members with relevant background to the City Centre Masterplan (CCMP) and provides updates on a number of key projects which will support economic and place-based recovery within the city following the Covid-19 public health emergency.
- 1.2 The CCMP Projects discussed within this report include:
- Union Street Central (Bridge Street to Market Street) – Options Appraisal and Design Development of Preferred Option
 - Union Street Building Condition Survey - Implementation Plan
 - City Centre Traffic Management Plan
 - George Street Mini Masterplan – results of recent public engagement exercise

2. RECOMMENDATIONS

That Council:

City Centre Masterplan

- 2.1 Note that the City Centre Masterplan was approved unanimously in 2015 and agree the ongoing support of Council to the progression of the Masterplan review, noting that a recalibrated Masterplan to include the Beach will be presented to Full Council in August 2022.

Union Street Central

- 2.2 Note the content of the Union Street Central Options Appraisal (Appendix A) and agree the preferred Option 2: Full Pedestrianisation (with central cycle and service corridor and servicing laybys).

- 2.3 Instruct the Director of Resources to implement the detailed designs for Union Street Central as detailed in Appendix B, and to provide an update on progress to Full Council in December 2022.
- 2.4 Subject to 2.3 above, instruct the Chief Officer - Operations and Protective Services to progress the necessary statutory processes to support that implementation.

City Centre Traffic Management Plan

- 2.5 Note the outcomes of Phase 2 of the Traffic Management Plan (Appendix C) and agree:
- a) That, irrespective of any decisions made in relation to Union Street Central, bus, taxi (and private hire) and cycle priority will require to be implemented on Bridge Street, Market Street and Guild Street to achieve the safe and efficient movement of active travel and public transport users through the city centre;
 - b) That, should Union Street Central be closed to general traffic, Schoolhill/Uppperkirkgate will require to be pedestrianised between Harriet Street and Flourmill Lane, and right turns prohibited except for buses, taxis (and private hire) and cycles from Union Terrace into Rosemount Viaduct in order to mitigate the impacts of displaced traffic from Union Street Central and to improve the safety of people walking and cycling;
 - c) The detailed designs of the above (as shown in Appendix C) and other necessary interventions, including operational plans for the Merchant Quarter and Belmont Quarter, all as specified in Paragraph 3.18, and instruct the Chief Officer – Operations and Protective Services to progress the necessary Traffic Regulation Orders and thereafter move to delivery of the required measures; and,
 - d) The initial outcomes of the option appraisal and sifting exercise for Union Street East and West (as shown in Appendix C), and that the remaining options proceed to detailed stakeholder engagement prior to final appraisal.

Union Street Building Condition Survey

- 2.6 Instruct the Chief Officer - Strategic Place Planning to undertake the Union Street Building Condition Implementation Plan Pilot (Appendix D) and report progress to Full Council in December 2022.

George Street Mini Masterplan

- 2.7 Note the outcome of the recent engagement exercise on the future of George Street (Appendix E) and instruct the Chief Officer – Strategic Place Planning to report back a Mini Masterplan for the George Street to Full Council in December 2022

Ongoing Engagement with Stakeholders

- 2.8 Note the ongoing engagement with key stakeholders, including the Disability Equity Partnership and children and young people, that has continued since the last report to Council in February 2022 (Appendix G) and instruct the Director of Resources to continue to engage key stakeholders on City Centre Masterplan projects moving forward, including establishing a City Centre Stakeholder Forum as detailed in Appendix F.
- 2.9 Instruct the Director of Resources to prepare a “fly through” visualisation of the City Centre Masterplan projects, including links to the Beach, to assist with engagement with stakeholders and to report this back to Full Council in August 2022.

3. CURRENT SITUATION

City Centre Masterplan – Relevant Background

- 3.1 At Full Council in June 2015 Members from across the Chamber unanimously agreed the Aberdeen City Centre Masterplan (CCMP) and Delivery Programme and agreed in principle the interventions contained within. At the time of production, it was estimated that the CCMP could create 5,000 jobs and leverage £1 billion of investment over a 25 year period, transforming the city for generations to come.
- 3.2 Following the dramatic changes to the city brought about by the Covid-19 public health emergency, the Council's City Growth and Resources Committee agreed unanimously to review the City Centre Masterplan (CCMP) 2015 at its meeting on 3 February 2021, and subsequent reports on progress have been reported to the City Growth and Resources Committee and to Full Council over the last year.

Union Street Central

- 3.3 At Full Council on 28 February 2022 officers were instructed to explore all options for the movement of people and traffic on Union Street and onwards connections to the Beach, giving consideration to the improvements at South College Street and the Low Emission Zone, and to report back progress to Full Council in June 2022.
- 3.4 An Options Appraisal exercise has since been undertaken and is attached to this report (Appendix A). The Options Appraisal explored some twenty possible configurations including do minimum, bus and taxi only and pedestrianisation. All options have been assessed against criteria from both placemaking and Scottish Transport Appraisal Guidance (STAG) and were subject to a screening process measured against factors such as impact on the transport network, accessibility, place-making, quality of public realm and projected impact on the future of the city centre. The Appraisal was carried out by a working group of senior transport officers with technical support from external transport and urban realm design consultants.

3.5 The four options that cleared the screening process are as follows (numbering refers to the descriptive list on page 2 of the Options Appraisal):

- Option 1: “do minimum” – revert Union Street to pre-pandemic road layout and all vehicle movement
- Option 2: Full Pedestrianisation (with central cycle and service corridor and servicing laybys)
- Option 3: Bus/cycle/taxi only – 2 lanes with bus stop laybys, without segregated cycle facility
- Option 4: Bus/cycle/taxi only – 4 lanes with bus stops, without segregated cycle facility

3.6 The Appraisal concludes that the greatest positive effect on the city centre would be achieved by introducing full pedestrianisation proposals with cycle provision and timed service access (Option 2). This approach to Union Street Central will, combined with the bus priority measures to be implemented in Market Street, Guild Street and Bridge Street, provide benefits in terms of improved air quality, accessibility and active travel. This maximises pedestrian space, creating clear passage on pavements of a minimum of 4 metres on either side of Union Street Central, providing clutter free routes for pedestrians.

3.7 In consultation with the bus operators, increased bus stop capacity at Bridge Street, Market Street and Guild Street will be introduced as close to Union Street Central as possible, which, combined with the implementation of bus priority measures on these streets, will provide certainty on routing and timetables and improved accessibility to the central space.

3.8 Notwithstanding this, the pedestrianisation option has been prepared with the potential future capacity to enable public transport access through Union Street Central should the need arise in the future, if for example, Guild Street were to close in an emergency situation. The package of bus priority measures and changes to the city centre would also support provision of any future Aberdeen Rapid Transit (ART) system and wider Bus Partnership Fund measures.

3.9 Appendix F summarises the ongoing engagement which has been undertaken with the Accessible City Transport Users Partnership (ACTUP) group, including Disability Equity Partnership (DEP), cycling groups and public transport operators. Feedback on the 4 options cleared through the screening process is summarised below:

	Pros	Cons	ACTUP Feedback	Response
Option 1 (do minimal)	cost access	space for pedestrians	best access, but unlikely to be viable as recognise the need for change	does not support LEZ, pedestrian, active travel and street activity
Option 2 (pedestrianise)	clear pedestrian	public transport to	concern re drop off not	net increase in blue badge,

	routes, active travel, urban greenery, street activity, air quality, LEZ	edges, drop off/pick up restricted	being close enough, 'shared space'	clear pedestrian only spaces totalling 8m width, access via a variety of means around Union St Central
Option 3 (2 lane buses)	drop off pick up by bus, increased footways for urban greenery	bus shelters restrict pavement width, conflict between cycles/buses, reduced crossing points	reduced bus stops confusing, more difficult to use transport system, risk drop off spaces could be too busy, must have shelters and seating	concerns regarding the operational challenges, restricted space may compromise both pedestrians and public transport
Option 4 (4 lane buses)	drop off pick up by bus	reduced pavement, conflict with active travel, minimal change from pre-covid, cost/benefit	similar drawbacks to option 1 and 3 with further reduced pavement width, not favoured.	design team agreement

3.10 Detailed designs for Union Street Central, based on the preferred option, are contained in Appendix B. These take due consideration of accessibility, active travel, servicing, events and potential future public transport as described above. Members are asked to agree the content and instruct officers to move to the technical design and implementation phase.

3.11 The proposals for Union Street Central are focused around some key aspects: flexibility of the streetscape (to ensure adaptability to current and future needs of the City of Aberdeen), rationalised reappropriation of the space (general traffic and buses are removed from the central section of Union Street creating a piazza or new civic space at the very heart of the city), introduction of seating and spill-out spaces, the creation of an enriched public realm through maximising the opportunities for the inclusion of elements of play, art and feature lighting, while elements of street greening have been carefully incorporated with the proposals to enhance the seasonality and biodiversity within the area, softening the space generally and afford a degree of shade and shelter. Stakeholders such as Police Scotland will be consulted on the final locations for new planting and street furniture as design development continues.

- 3.12 In terms of materiality, proven simple, elegant and robust materials are selected for use within the public realm in accordance with the ACC Urban Realm Manual and to tonally and visually reflect streetscape works associated with the Union Terrace Gardens project, adjacent to Union Street Central. It is expected that redesign of the public realm will be delivered using indigenous Scottish materials using local supply wherever possible. A sample panel of material will be constructed on a temporary base in the Marischal College quadrangle for inspection, testing and further engagement with, for example, DEP and other key stakeholders.
- 3.13 Subject to approval to proceed, the project will move to RIBA Stage 4, Technical Design, with continued engagement of key stakeholders including, but not limited to DEP, transport operators, Police Scotland and emergency services.

Additional Streetscape Projects

- 3.14 An update on the additional City Centre streetscape projects (Schoolhill and Upperkirkgate, Union Street East and Castlegate, Union Street West and the West End) was reported to the City Growth and Resources Committee in November 2021. Members at that meeting instructed Officers to prepare business cases for each of these areas and report back by the end of 2022. Officers are on track to meet this instruction and design development on each of these areas is continuing, with further stakeholder engagement on the proposals planned after the summer.

Schoolhill and Upperkirkgate, Union Street West and West End, Union Street East and Castlegate

- 3.15 Streetscape designs are currently being progressed in tandem with the wider Traffic Management Plans and operational requirements for the city. The designs are being progressed to a level of detail to allow engagement with key stakeholders including children and young people and the Disability Equity Partnership, traders, and residents in the areas to take place over the coming months. In addition, the designs being developed for Castlegate are taking into consideration the emerging concepts for the Beach Boulevard, given the essential links between Castlegate and the Beach. The outcomes of this consultation will inform further detailed design and feed into full business cases to be reported back by the end of 2022.

Belmont Street Café Culture

Detailed design for the preferred option agreed by Council is progressing in tandem with the necessary traffic regulation orders as part of the operational plan. Further engagement with key stakeholders, traders and residents has taken place. This took the form of an in-person consultation over two days on 17 and 18 May 2022 and an online survey which ran 17 – 27 May 2022. This information will be fed into the ongoing design development for the area. External seating at the Art Gallery is a separate project and the contractor for that project has been instructed to proceed to obtain necessary consents.

Market to Guild Street Streetscape

- 3.16 The designs are being progressed in tandem with the Aberdeen Market building design and wider traffic management plans for the area and are being developed to a level of detail to allow engagement with key stakeholders, traders and residents in the area over the coming months. The outcomes of this consultation will inform further detailed design, and the results will be reported back to Council in August 2022. In addition, the streetscape designs are currently being updated to include St Nicholas Street between Union Street and St Nicholas Centre as instructed by Council in February 2022.

Aberdeen Market

- 3.17 Planning consent was granted on 18th May 2022 for the new Aberdeen Market which will be a destination venue featuring local food and drink outlets. Demolition is expected to complete by the end of June 2022. A preferred bidder for the operation of the market has been identified, commercial terms are progressing well and it is anticipated they will be finalised over the summer period. This will allow design detail to progress with the anticipation that this will be finalised in late 2022.

City Centre Traffic Management Plan

- 3.18 In November 2021 Members of the City Growth and Resources Committee noted the outcomes of Phase 1 of the Traffic Management Plan for the City Centre and, working with stakeholders and considering connectivity to the Beach, instructed Officers to report progress on finalising Phase 2 of the Traffic Management Plan in June 2022. To date, the Traffic Management Plan has been funded via the Scottish Government's Air Quality Action Plan Grant Fund and Bus Partnership Fund (BPF).
- 3.19 Phase 1 of the Traffic Management Plan focused on Union Street Central and noted that, irrespective of the form of change introduced on Union Street Central, additional active travel and bus priority measures would be required on Market Street, Guild Street and Bridge Street to ensure the safe and efficient movement of these modes of transport.
- 3.20 Members will also be aware that significant funding has been allocated from the Scottish Government's Bus Partnership Fund for the delivery of South College Street improvements. This funding has been awarded on the understanding that it would enable the delivery of significant City Centre bus priority measures, particularly delivery of the recommended measures on Market Street, Guild Street and Bridge Street. Failure to deliver such measures, where there is clear evidence of benefit, could put this and future BPF funding at risk, potentially reverting costs for the construction of South College Street Phase 1 back to the Council.
- 3.21 Phase 1 of the Traffic Management Plan also noted that pedestrianisation of Schoolhill/Upperkirkgate (Back Wynd to Flourmill Lane) and removal of the right-turn manoeuvre for general traffic from Union Terrace to Rosemount

Viaduct, would be required to further reduce traffic demand in the area, and enhance the safety benefits for people walking and cycling.

3.22 Phase 2 of the Traffic Management Plan is attached at Appendix C and contains:

- detailed plans of the above interventions (paras 3.21 – 3.23);
- operational plans for the Merchant Quarter and Belmont Quarter areas;
- plans of existing and proposed bus stops/hubs, accessible parking bays, taxi ranks, , etc;
- consideration of servicing requirements, including on-street parking and loading, as well as the opportunity to harmonise servicing times to create continuity, legibility and improve enforcement across the city centre.

3.23 The Phase 2 Traffic Management Plan also presents the outcomes of the initial option sifting exercise for Union Street East and West. Following the same process undertaken for Union Street Central, various options were considered and subject to initial sifting, with the following options considered appropriate to proceed to further appraisal, including stakeholder engagement:

- Option 1 - Do nothing;
- Option 2 - Provide bus laybys to replace bus lanes;
- Option 4 - Rationalise minor junctions along Union St corridor (left in-left-out only). Keep bus lanes;
- Option 6 - Rationalise minor junctions along Union St corridor (left in-left-out only). Apply bus laybys;
- Option 7 – As per Option 6 including cycle lanes along central corridor

Options have been developed with different future scenarios for Union Street Central in mind, and will be refined following the Council's decision.

3.24 Should the recommendations of this report be agreed, it is proposed to commence the Experimental Traffic Regulation Order (ETRO) process for the improvements listed in paragraph 3.21 – 3.23 , move to delivery following completion of the statutory notice period, and to commence engagement on the options for East and West Union Street, reporting the appraisal outcomes back by the end of 2022.

Roads Hierarchy

3.25 In a report to the Council's City Growth and Resources Committee in [June 2019](#), Members were advised of proposals for a revised Roads Hierarchy for Aberdeen and instructed officers to *'implement a revised roads hierarchy... to encompass formal reclassification of the urban road network and changes to road signage and junction improvements to reinforce the hierarchy'*.

3.26 The revised hierarchy was developed to support the effective and efficient distribution and management of traffic around the city, making best use of new infrastructure such as the Aberdeen Western Peripheral Route (AWPR) and to facilitate delivery of the CCMP by providing a means of reducing through-traffic in the city centre. One of the key principles agreed for the Hierarchy was that

the city centre should be a destination rather than a through-route for vehicular traffic and crossing the city centre by car should be discouraged.

While the city centre will remain accessible to all vehicles, accessing and exiting the city centre should, as far as possible, be by the same route, with car parking signage reflecting this. This essentially means that traffic accessing the city centre from the north would be directed to a car park in the north of the city centre, and traffic accessing from the south would be directed to a south car park. While it will still be possible to travel from the south of the city centre to the north of the city centre by car, this will involve using an appropriate bypass route, thus preserving the central core for pedestrians, cyclists and public transport users, and supporting place-based aspirations for the City Centre.

3.27 Following the June 2019 Committee meeting, officers identified a revised network of priority, secondary and local routes for Aberdeen (Figures 1 and 2), with the following definitions:

- Priority routes - generally radial routes connecting the AWPR with key destinations and secondary routes, to allow movement around Aberdeen without using the city centre as a through-route (high movement function, low place function);
- Secondary routes – secondary movement corridors allowing access from priority routes to local routes (medium to high movement function); and
- Local routes – tertiary movement network serving local destinations, such as city centre car parks (low movement function, high place function).

In some cases, a formal reclassification of streets was undertaken, with City Centre streets largely removed from the priority and secondary hierarchy. Guild Street, Union Street, Castle Street and the southern section of King Street, for example, were all reclassified from A-roads to unclassified roads, to reflect that these are no longer primary traffic routes. All priority and most secondary routes now stop at the outskirts of the city centre, from where key destinations and car parks can be accessed via local routes. This is to reflect the CCMP's emphasis on the city centre as a place that prioritises people over vehicles.

3.28 Any traffic movements through the City Centre that are no longer possible as a result of the proposed CCMP restrictions would be redirected in accordance with the Roads Hierarchy. A comprehensive city centre signage strategy is currently in development which will reflect the traffic restrictions introduced by the CCMP and Low Emission Zone (see below) and specify appropriate routing options to main destinations.

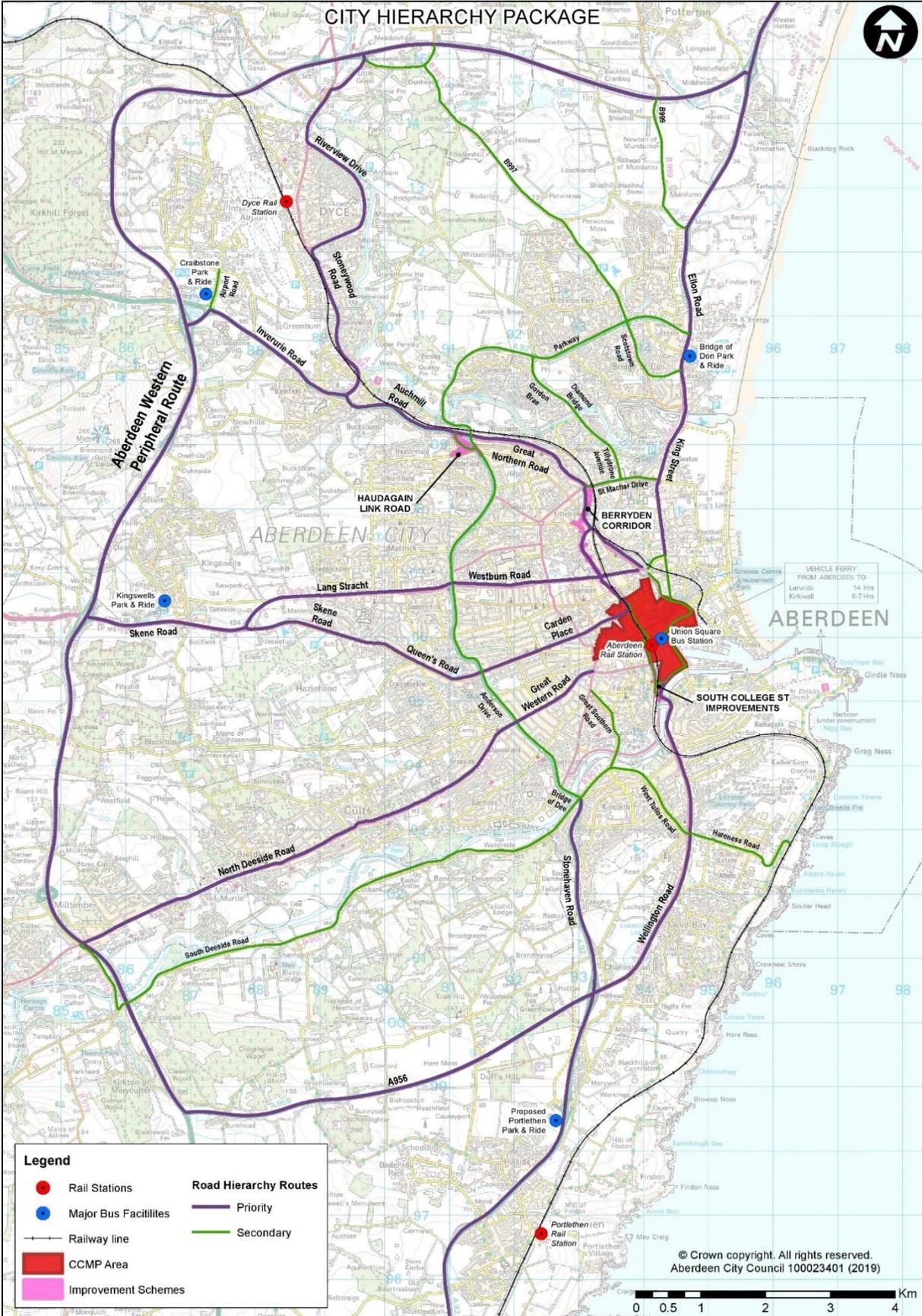


Figure 1: Revised Roads Hierarchy (City-Wide)

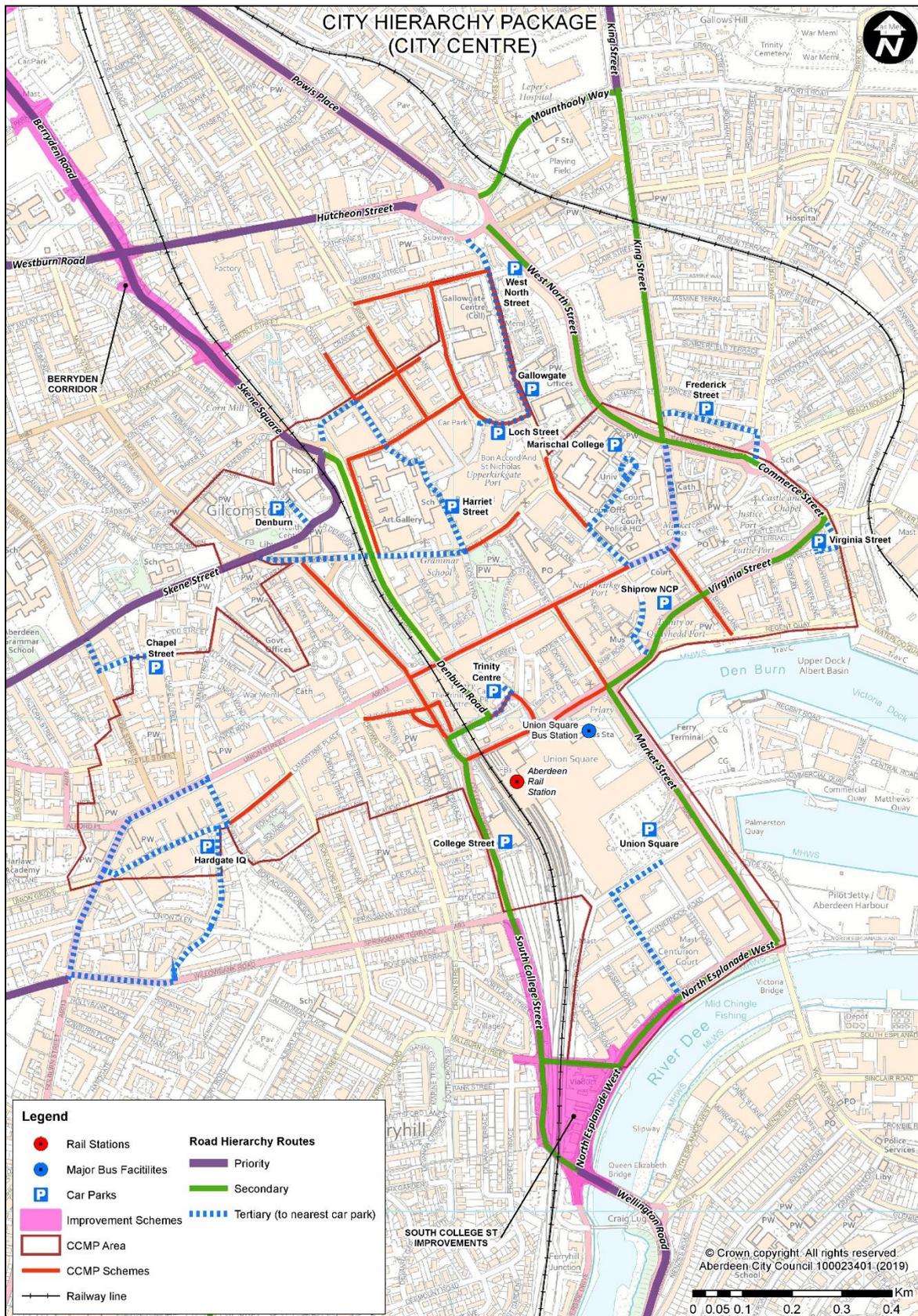


Figure 2: Revised Roads Hierarchy (City Centre)

Low Emission Zone

- 3.29 At the meeting of the Council's City Growth and Resources Committee in June 2021, Members agreed a preferred Low Emission Zone (LEZ) for Aberdeen to proceed to public and stakeholder consultation, and agreed to: *Delegate authority to the Chief Officer – Strategic Place Planning, in consultation with the Leader of the Council and the Convenor of the City Growth and Resources Committee, to publish the proposed LEZ scheme following the consultation period, and to formally submit Aberdeen's LEZ proposal to Scottish Ministers.*
- 3.30 Following the consultation period in summer 2021, some minor modifications were made to the zone boundary and the LEZ proceeded to the formal objection period in November 2021. The LEZ again was subject to some minor modifications in response to the objections received, with a final proposed LEZ agreed by the Council Leader and Committee Convener in January 2022 for submission to Scottish Ministers. Full details of the final scheme can be viewed at: <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone>.
- 3.31 Members are asked to note that, on 19 May 2022, Scottish Ministers confirmed their approval of the scheme, allowing Aberdeen City Council to formally declare its LEZ on 30 May 2022. This declaration triggers the commencement of the 2-year grace period during which enforcement will not take place, to enable residents and businesses sufficient time to consider how they can comply with LEZ requirements. Work will now commence on implementation of the LEZ in advance of the expiration of the grace period, encompassing establishment of the enforcement camera system and appropriate boundary and strategic road signage.

Union Street Building Condition Survey

- 3.32 At Full Council on 28 February 2022, officers were instructed to prepare a plan for the implementation of improvement works to buildings on Union Street, to prioritise the area between Market Street to Bridge Street (Zone B) and to report progress to Full Council in June 2022.
- 3.33 It is considered prudent to undertake a pilot project in advance of addressing the whole street to test methodologies, learn from the exercise and refine the scope for the wider street accordingly. Appendix D therefore contains an implementation plan for a pilot project in Union Street Central (nos 107-131) to test methodologies. The scope of work includes:
- Engagement strategy with building owners/occupiers
 - Detailed specification (including façade stone cleaning)
 - Procurement strategy
 - Cost plans
 - Funding options
 - Streamlining consenting processes
 - Programme
- 3.34 Progress on the pilot project will be reported to Full Council in December 2022.

George Street Mini Masterplan

- 3.35 At the City Growth and Resources Committee on 12 November 2021, Members noted the continued uncertainty surrounding the future of the former John Lewis building and instructed Officers to undertake public and stakeholder engagement in early 2022 on the future of the George Street area and to report the outcome of that engagement in June 2022.
- 3.36 An online consultation exercise ran on the Council’s Citizen Space consultation hub from 7 February 2022 for four weeks until 7 March 2022. As well as promotion via the Council’s website and social media, key local groups such as the George Street Community Council were contacted to help raise awareness of the consultations and to encourage those with an interest in the future of the area to provide their views.
- 3.37 A total of 297 consultation responses were received, and a summary of the responses is available in Appendix E. Respondents were asked to give their views on the strengths and weaknesses of the existing area, as well as aspirations for future change. Table 1 summarises the most reported strengths and weaknesses:

Table 1 – George Street Most Reported Strengths / Weaknesses

Most Reported Strengths	Most Reported Weaknesses
The most reported word or theme was around community. This relates to the offer of local business and some respondents had a sentimental connection to the area.	General safety, maintenance and security. Many people are concerned about anti-social behaviour and crime rates in the area and feel unsafe walking through at certain times of day
The traditional architecture of George Street was commonly reported with the John Lewis building and stone buildings providing a distinct character.	Although a number of responses commented positively on the retail offer of George Street, the quality of the retail offer was seen as a weakness alongside vacant properties.
A large number of responses reported the diversity and multicultural offer of George Street as a key strength	There were a number of general comments on the overall aesthetic of the area needed improving due to; foul smells, dirty façades, litter.
Of the positive feedback, a common theme was seeing the potential of George Street and how welcome change in the area would be.	Traffic was raised as a concern in the area, with comments being raised on double parking and uneven pavements.
Location. General comments were made on the location of the area within the city centre, being close to retail and leisure offers as well as being easily accessible by pedestrians.	The area lacks green spaces which are easily accessible.

The mixed use of the area was raised as a strength throughout the feedback.	A smaller number of responses highlighted seagull nuisance as a concern in the area.
A smaller number of responses commented on the cleanliness of George Street and the street art.	

3.38 The most reported future aspirations from the engagement can be summarised as follows:

- Despite a number of negative perceptions towards George Street, the feedback received welcomed future change to the area.
- Public realm aspirations included: boosting pedestrian space, increasing the cleanliness and modernising the overall aesthetic of the area.
- The strength of the community was identified in the feedback, and there are aspirations for this to be further enhanced through entertainment, activities and housing facilities.
- Transport movement through the area was raised through both strengths and weaknesses, and also brought up in aspirations for change. As a means of tackling the issues, it was suggested that better traffic management could be implemented as well as better transport links.
- Increasing the retail options within the area with cafes etc was identified as an aspiration.
- It was mentioned that controlling crime in the area would improve the safety of the area and also encourage more visitors and users.
- All of the above would ultimately help to attract more footfall into George Street.

3.39 In terms of “next steps”, Officers consider that the Mini Masterplan for the George Street area should be prepared in conjunction with key stakeholders, with progress to be reported back to Full Council in December 2022 as part of the forthcoming wider (city centre and beach) masterplan recalibration exercise. Any immediate actions resulted from the public engagement exercise discussed above will be detailed in this report.

Queen Street

3.40 Queen Street redevelopment has generated significant change and benefit to public services in the city. Collaborative working between the Council, NHS Grampian and other partners has resulted in the Joint Integrated Mortuary Project reaching the final stages of design with an expected construction start on the new facility at Foresterhill this summer. This replaces both the City Mortuary at Poultry Market Lane and the current NHS Mortuary at Aberdeen Royal Infirmary.

3.41 Police Scotland is now co-located with the Council in Marischal College with a dedicated secure office, new front of house accessible facility and an integrated public partner hub. The Council is now in ownership of the former Police

Scotland headquarters and due diligence is currently being undertaken through various technical studies to assess building condition, servicing, asbestos removal etc. Work continues in developing options to inform an outline business case to fully define and determine Queen Street project delivery. A further progress update will be provided to the August Full Council meeting.

Ongoing Engagement with Stakeholders

- 3.42 A key component of work across the CCMP projects is successful and meaningful engagement with key stakeholders. Appendix F contains a summary of the ongoing engagement with key stakeholders, including the Disability Equity Partnership and children and young people, that has continued since the last report to Council in February 2022. This commitment to engagement will continue on City Centre Masterplan projects moving forward, and it is therefore recommended that a Stakeholder Forum be established. The proposed attendees of this Forum are detailed in Appendix F, and each group would each be invited to send a representative to Forum meetings. The group would be an opportunity to share information but, by ensuring attendees that represent different interests, would also allow a forum for debate. The intention would be for this group to meet at regular times throughout the year, with the first session focusing on establishing a strategic vision and objectives for the projects.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area.
- 4.2 The Council will continue to facilitate the next phase of design works with Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost.
- 4.3 The CCMP Financial Tracker (Appendix G) provides an update on the total budget approvals to date in relation to project delivery.

5. LEGAL IMPLICATIONS

- 5.1 Any work that is recommended to a property not owned by the Council will require the owner's consent before it can commence. The Council has some powers in relation to defective buildings under the Building (Scotland) Act 2003 but these powers are to be used as a last resort. The recommended approach is through effective dialogue with building owners first. Other local authority consents, such as planning permission and listed building consent, may also be required for works to buildings.
- 5.2 All changes to vehicular movement on the road network are subject to statutory processes.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Union Street Central construction will take place in an already built-up urban area therefore it is expected that there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding prevention will be integrated through technical design and construction. Air quality will improve in the central section of Union Street via the removal of the majority of vehicular traffic, creating a cleaner and healthier environment.
- 6.2 Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further measures around the central core and implementation of the Low Emission Zone. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions. There may be an increase in noise during the construction period, however in the long term, Union Street Central will see a reduction in noise as a result of the removal of the majority of vehicular traffic, creating a quieter and more pleasant environment for pedestrians and active travel.
- 6.3 The visual landscape of the street will improve through the replacement of carriageways to open up the vista, and the creation of an enhanced public realm, with the addition of people-friendly spaces and greenery. Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance many of which are listed buildings. While care will need to be taken during construction to ensure these assets are protected, in the long term the value of these historic structures will be enhanced by their improved setting, brought about by the public realm improvements.
- 6.4 The removal of the majority of traffic will see a reduction of harmful tail pipe and greenhouse gas emissions on Union Street Central. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by, for example, bus priority measures and implementation of the LEZ. The introduction of planting and street trees will improve environmental quality and climate resilience.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Not delivering public realm improvements	Full programme of works developed, funding approvals in place	L	Yes

Compliance	ETRO/TRO challenge?	Manage through ongoing engagement programme	M	Yes
Operational	Resources, Programme	Forward planning through CCMP project delivery programme	M	Yes
Financial	LUF £20M funding	Potential funding risk if scope changes. To be managed through Project Adjustment Request process	H	Yes
	Bus Partnership Fund– for measures. Failure to deliver city centre bus priority measures, where there is clear evidence of benefit, could put funding at risk, reverting costs back to ACC.	Continued monitoring through CCMP projects	M	Yes
Reputational	Continued debate without decision, ongoing uncertainty over city centre future	agree and implement projects, clear communications, articulate vision	M	Yes
Environment / Climate	Air quality improvement Active travel Local material supply	Incorporated into design proposals. Early engagement underway with local material supply	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan. 1. – Continue to maximise community benefit from major developments.
<u>Aberdeen City Local Outcome Improvement Plan</u>	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026.
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026.
Prosperous Place Stretch Outcomes	Supports 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 Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026.
Regional and City Strategies	<p>The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan.</p> <p>The report supports the National, Regional and Local Transport Strategies, particularly the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and the 4 pillars identified in the recent Regional Transport Strategy, Nestrans 2040: Equality, Climate, Prosperity and Wellbeing.</p> <p>It also supports the Aberdeen Active Travel Plan and Sustainable Urban Mobility Plan, both of which seek to improve conditions for people walking and cycling in Aberdeen, particularly to, from and within the City Centre, through the provision of more and safer infrastructure.</p> <p>Measures to reduce unnecessary vehicle traffic in the City Centre will support the Air Quality Action</p>

	Plan, Climate Change Plan, Net Zero Action Plan and Low Emission Zone by contributing to emissions reduction.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Neutral Impact – appended to the report
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage DPIAs completed for the George Street Consultation exercise and for Traffic Regulation Orders.
Other	N/A

10. BACKGROUND PAPERS

- Aberdeen City Centre Masterplan
<https://www.aberdeencity.gov.uk/services/strategy-performance-andstatistics/city-centre-masterplan>
- Report to City Growth and Resources 11 May 2021
<https://committees.aberdeencity.gov.uk/documents/s120310/210511%20CGR%20City%20Centre%20Masterplan%20Review.pdf>
- Committee Decisions 11 May 2021
<https://committees.aberdeencity.gov.uk/documents/g7688/Decisions%2011th-May-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>
- Report to City Growth and Resources 25 August 2021
<https://committees.aberdeencity.gov.uk/documents/s123828/CCMP%20Review%20Report%20-%20Final%20Version.pdf>
- Committee Decisions 25 August 2021
<https://committees.aberdeencity.gov.uk/documents/g7956/Decisions%2025th-Aug-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>
- Report to City Growth and Resources 12 November 2021

<https://committees.aberdeencity.gov.uk/documents/s126154/Combined%20City%20and%20Beach%20Covering%20Report%20-%20Covering%20Report.pdf>

- Committee Decisions 12 November 2021
<https://committees.aberdeencity.gov.uk/documents/g8139/Decisions%2012th-Nov-2021%2013.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>
- Council Decisions 13 December 2021
<https://committees.aberdeencity.gov.uk/documents/g7675/Decisions%2013th-Dec-2021%2010.30%20Council.pdf?T=2>
- Report to Council 28 February 2022
<https://committees.aberdeencity.gov.uk/documents/s129266/220228%20City%20Centre%20Masterplan%20Update%20Report.pdf>
- Council Decisions 28 February 2022
<https://committees.aberdeencity.gov.uk/documents/g8184/Decisions%2028th-Feb-2022%2010.30%20Council.pdf?T=2>

11. APPENDICES

Appendix A: Union Street Central Options Appraisal
Appendix B: Union Street Central Design
Appendix C: Phase 2 Traffic Management Plan
Appendix D: Union Street Building Condition Implementation Plan (Pilot)
Appendix E: George Street Engagement
Appendix F: Ongoing City Centre and Beach Engagement
Appendix G: CCMP Financial Tracker (exempt)
Appendix H: Integrated Impact Assessment

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