

## REPORT TO KINCARDINE AND MEARNS AREA COMMITTEE – 2 JULY 2019

### PORTLETHEN DEVELOPER OBLIGATIONS UPDATE

#### 1 Recommendation

The Committee is recommended to:

- 1.1 **Note the sustainable transport infrastructure adjacent to Hillside Development that has been funded through Developer Obligations.**

#### 2 Background/Discussion

2.1 This Committee has previously received updates from Officers as to the use of Developer Obligation related to the Section 75 Agreement for the Hillside Development.

2.2 A sum of £662,000 was set out in that Agreement as follows

*“SIX HUNDRED AND SIXTY TWO THOUSAND POUNDS (£662,000) STERLING to the Council prior to the occupation of the first house constructed on the development site, towards the cost of providing sustainable transport measures adjacent to the development site, which measures may include a park and ride facility to serve the development site.”*

2.3 The end date for those monies to be committed was 30 June 2019.

2.4 At the meeting of 11 June 2019 Kincardine and Mearns Area Committee (Item 9 Portlethen Park and Ride and Developer Obligations) had requested that the Head of Transportation explored any means of spending the Developer Obligation funds by the June deadline and to delegate authority to the Area Manager after consultation with Head of Transportation, Area Chair and Vice Chair to authorise expenditure on sight of a business case.

2.5 As at 1 July 2019 the expenditure was as follows:

- a) Contribution to provision of upgraded road and active travel infrastructure at Causeymouth of £298,901.
- b) Bus stop infrastructure including provision for real time display units have been ordered at a cost of £101,525. The bus stops were installed by 30 June 2019. The real time display units are now owned by Aberdeenshire Council and will be installed during summer 2019 using funds from the Councils Capital Plan.
- c) Eight Electric Vehicle Chargers have been purchased for installation at Hillside School. These are a combination of 50Kw and 22kW units. The

cost to purchase these was £80,862 and the units are owned by Aberdeenshire Council.

d) Cycle shelters and associated storage has been purchased for installation at Hillside School at cost of £4,955. In addition, a further £14,470 has been spent on storage equipment for bicycles that can be used to support Bikeability and wider cycle training at Hillside School.

e) Installation of EV and Cycle Infrastructure at a cost of £55,000.

2.6 Consideration was given to whether Bicycles and E-Bikes could be purchased for Hillside School for use in Bikeability and wider cycle training. This was not deemed as eligible under the terms of the Section 75 Agreement as it is not capital expenditure and was not progressed using Developer Obligation funding but will be progressed using Smarter Choices, Smarter Places funding.

2.7 The total amount of Sustainable Transport Developer Obligations Contributions spent and the amount to be returned are as follows:

<b>Expenditure Project</b>	<b>Amount</b>
Causeymouth Road Works	£298,901
Bus Stop Infrastructure	£101,525
EV Charging Points	£80,862
Cycle Shelters and Storage	£19,425
EV Charging Point and Cycle Storage Installation	£55,000
<b>Total Expenditure</b>	<b>£555,713</b>
<b>Remaining Developer Obligation Funds</b>	<b>£106,287</b>

2.8 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

### **3 Scheme of Governance**

3.1 The Committee can consider this matter under Section B1.1.1 of the List of Committee Powers in Part 2A of the Scheme of Governance as it is specific to its Area and not otherwise properly delegated to any other Committee.

### **4 Implications and Risk**

4.1 An equality impact assessment is not required because the works taken forward using the Developer Obligation funding are in line with strategies and plans already approved by Aberdeenshire Council which have been subject to relevant impact assessments.

4.2 There are staffing and financial implications in that budget allocation from the Public Transport Infrastructure line of the Capital Plan has been used to install some of the sustainable transport infrastructure.

4.3 The following Risks have been identified as relevant to this matter on a Corporate Level:

Risk	Explanations/Mitigation
ACORP001 Budget Pressures	Officers will seek to maximise use of available funding.
ACORP007 Social Risk	The expenditure supports and deliver on social inclusions policies around travel.  The Local and Regional Transport Strategies consider future household need, economic and demographic change to plan for future transport infrastructure.
ACORP010 Environmental Challenges	The proposals will support more active and sustainable travel in and across our communities. On climate change the provision of alternatives to single occupancy car travel enabling increased use of passenger transport in congested networks provide mitigation.

4.4 The following Risks have been identified as relevant to this matter on a Strategic Level:

Risk	Explanations/Mitigation
BSSR001 Balancing the Books	Officers will seek to maximise use of available funding.
ECSSR004 Support Inclusive, Vibrant & Healthy Communities	The expenditure will help to delivery vibrant, inclusive and healthy communities via the active and sustainable transport opportunities to be delivered.
ISSR001 Active Travel	The proposals will help to delivery vibrant, inclusive and healthy communities via the active and sustainable transport opportunities to be delivered.
ISSR004 Climate Change	Supporting Active and Sustainable travel by providing infrastructure, promotion and encouragement will help the Council to delivery on its Climate Change obligations.

4.5 A Town Centre Impact Assessment has not been completed at the time of writing of the report. However the expenditure as set out in the report supports the overall sustainable transport offering within Portlethen and the wider objectives in the Local, Regional and National Transport Strategies as well as the Council Priorities.

**Stephen Archer**  
**Director of Infrastructure Services**

Report prepared by Ewan Wallace, Head of Transportation  
1 July 2019