

REPORT TO INFRASTRUCTURE SERVICES COMMITTEE – 13 MAY 2021

GRANT FUNDING AWARD – HUNTLY ACTIVE TRAVEL HUB

1 Reason for Report/Summary

- 1.1 The Committee is asked to consider the provision of grant funding to Huntly and District Development Trust to progress the development of an Active Travel Hub in Huntly as detailed in **Appendix 1** to the report. The development of the Hub is in line with the action and objectives within Aberdeenshire Council's Huntly Integrated Travel Town Masterplan.

2 Recommendation

The Committee is recommended to:

- 2.1 Approve the award of a total grant of up to £80,000 to Huntly and District Development Trust which will be provided over a period until September 2022.**

3 Purpose and Decision Making Route

- 3.1 Marr Area Committee previously approved the Huntly Integrated Travel Town (ITT) Masterplan on 21 August 2018 (Item 11). The Masterplan was developed with input from local communities and includes infrastructure developments to support more active and integrated travel as well as 'soft' interventions such as mapping, signage, events and promotional activities which aim to have a wider community benefit. The full ITT can be viewed at the link below:

<https://www.aberdeenshire.gov.uk/roads-and-travel/transportation/integrated-travel-towns/>

- 3.2 Huntly and District Development Trust are a key partner in delivering the ITT and the aims and objectives meet and overlap with many of Huntly and District Development Trust projects.

4 Discussion

- 4.1 The Committee is asked to consider the detail of the Active Travel Hub proposal detailed in **Appendix 1** and note that this forms one of the deliverable actions described in section 5.2 on page 20 of the Huntly ITT.
- 4.2 The grant will be paid in two phases to match each stage of project development:

April 2021 to March 2022	up to £40,000
April 2022 to September 2022	up to £40,000

- 4.3 The Active Travel Hub is part of a wider undertaking from Huntly and District Development Trust which has funding from the Low Carbon Travel and Transport fund as well as funding provided by Huntly and District Development Trust themselves, with the total anticipated cost of the project being £311,050.31.
- 4.4 By working in partnership with Huntly and District Development Trust, an ambitious and sustainable Active Travel Hub can be developed at a community level.

5 Council Priorities, Implications and Risk

- 5.1 This report helps deliver the Strategic Priorities “Infrastructure” and “Resilient Communities” within the Pillar “Our Environment”
- 5.2 This report helps deliver the Strategic Priority “Health and Wellbeing” within the Pillar “Our People”
- 5.3 This report delivers on the objectives of the Huntly ITT Masterplan and supports the objectives contained with the Regional Transport Strategy and Local Transport Strategy in relation to active and sustainable travel.
- 5.4 The table below shows whether risks and implications apply if the recommendation is agreed.

Subject	Yes	No	N/A
Financial	X		
Staffing		X	
Equalities	X		
Fairer Scotland Duty	X		
Town Centre First	X		
Sustainability		X	
Children and Young People’s Rights and Wellbeing		X	

- 5.5 An integrated impact assessment is attached as **Appendix 2**.
- 5.6 There are financial implications associated with the recommendations of this report. The funding will be provided through the Capital Plan allocation to Cycling and Walking and can be accommodated through the existing budget.
- 5.7 There are no staffing implications arising from the recommendations of this report although it should be noted that by working in partnership with Huntly and District Development Trust, the objectives within the ITT can be delivered with less Council staff resource and an enhanced provision can be achieved.

5.8 The following Risks have been identified as relevant to this matter on a Corporate Level [Corporate Risk Register](#).

Risk	Explanation/Mitigation
ACORP001 Budget Pressures	Officers will seek to maximise Government funding. The delivery programme can be extended as dictated by funding availability. Delivery of capital schemes can provide upgrades to existing infrastructure and so reduce future revenue pressures.
ACORP007 Social Risk	The activities aims to support and deliver on social inclusion policies around travel.
ACORP010 Environmental Challenges	The activities will support more active and sustainable travel in and across our communities.

The following Risks have been identified as relevant to this matter on a Strategic Level [Directorate Risk Registers](#)

Risk	Explanation/Mitigation
BSSR001 Balancing The Books	Officers will seek to maximise Government funding. The delivery programme can be extended as dictated by funding availability. Delivery of capital schemes can provide upgrades to existing infrastructure and so reduce future revenue pressures.
ISSR001 Active Travel	Active Travel is one of the key priorities of the Council and is identified on the Infrastructure Services Risk Register. This report details the interventions that officers are progressing to meet this priority.
ISSR004 Climate Change	Supporting Active and Sustainable travel by providing infrastructure, promotion and encouragement will help the Council to deliver on its Climate Change obligations.

6 Scheme of Governance

- 6.1 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.
- 6.2 The Committee is able to consider and take a decision on this item in terms of Section F2.4 of the List of Committee Powers in Part 2A of the Scheme of Governance as it relates to a grant award to external organisation of more than £50,000.

Alan Wood
Director of Infrastructure Service

Report prepared by Martin Hall, Strategy Manager, Transportation
28 April 2021

Appendix 1 – Project Outline and Costs
Appendix 2 – Integrated Impact Assessment

Appendix 1 – Project Outline and Costs

Project Summary

Organisation: Huntly and District Development Trust (HDDT)

Project: Huntly Green Travel Hub – Low Carbon Travel & Transport Challenge Fund

Project Outline: Due to a significant increase in demand for active travel services in Huntly and District, HDDT Green Travel Hub are advancing active travel offerings in Huntly. The delivery of an Active Travel Hub is included as an action in the Council's Integrated Travel Town masterplan for the town.

The Project involves:

- acquisition of a vacant town centre retail unit as a convenient and accessible base for the Green Travel Hub (GTH);
- set up of (e-)bike maintenance facilities and training space at the town centre premises and at the Trust's Greenmyres Ecobothy;
- expansion of the e-bike fleet from 14 to 24;
- creation of an online booking platform;
- provision of community bike storage and lockers;
- development of a GTH website;
- creation of digital and physical maps derived from HDDT's recently completed AB54 path network study; and
- delivery of a campaign to increase awareness of GTH services.

By creating a central hub, HDDT will be streamlining valuable resources like staff time, space and promotional materials to improve the travel services it offers to Huntly and District and create opportunities for future growth. HDDT has already secured funding from Transport Scotland's LCTT Fund (Low Carbon Travel and Transport Challenge Fund), the Clashindarroch Wind Farm Community Benefit Fund and has also committed its own funds. HDDT will work with local partners from the hub, including Aberdeenshire Council, to offer and deliver improved active travel services. These include local mental health charity Networks of Wellbeing who offer led (e-)bike rides to vulnerable groups and with whom HDDT already collaborates.

Community Benefit and Support: Creating improved opportunities for 'Getting About' is one of the five priorities from the recent Room to Thrive community engagement study in Huntly. HDDT is responding to this demand by creating a physical presence for its GTH in the town and expanding the scope of its services in order to increase sustainable community transport choices. The recent exponential rise in usage of our e-bikes, minibuses and car club demonstrate proven demand and a need to develop this area. The existing 14 e-bikes were booked for the entire summer season in 2020. Having a central hub premises and 10 additional e-bikes will allow HDDT to expand its services and offer the

community a one-stop shop for active travel services in Huntly, rather than the current fragmented offering. Active travel options have shown a positive impact on the physical and mental wellbeing of the community, especially during lockdown, as well as contributing towards government targets related to health, cycling and carbon reduction. Learning from the pilot project will assist implementation of similar projects in other Aberdeenshire towns.

Project Costs

Active Travel Hub Set Up ebikes, Maintenance Set Up and Marketing	£ 185,840.00
Community Bike Storage	£ 44,800.00
Project Management Costs	£ 30,000.00
	£ 50,410.31

Total project cost: £311,050.31

Potential hurdles in hitting milestones re impact from Covid-19:

- Increased lead time for materials and contractors may push the project plan back. However, a condition of the funding from Transport Scotland is that the money is to be spent by September 2022 leaving HDDT enough time to adjust to delays accordingly.
- Any lockdown at September 2022 or beyond would stop HDDT from opening the new hub due to covid regulations. However, HDDT feel this is an essential piece of work even if for a covid related reason we have to postpone the opening, as the community would reap the rewards once opening is permitted.
- Potential long term social distancing measures will be taken into consideration when designing the layout of the building.

Aberdeenshire Council

Integrated Impact Assessment

Grant Funding Application - Huntly and District Development Trust Active Travel Hub

Assessment ID	IIA-000002
Lead Author	Martin Hall
Service Reviewers	Martin Hall
Subject Matter Experts	Audrey Michie, Susan Forbes, Lynne Gravener
Approved By	Ewan Wallace
Approved On	Monday April 26, 2021
Publication Date	Tuesday April 27, 2021

1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

Huntly and District Development Trust are progressing an Active Travel Hub in the town of Huntly. The development of an Active Travel Hub is a deliverable action within the Council's Integrated Travel Town Masterplan for Huntly and therefore the Council is providing a funding contribution toward this project.

Screening identified 3 of 10 areas which required further investigation. This led to 3 of 5 detailed impact assessments being completed as part of this combined document.

In total 32 out of 32 groups have positive or neutral impacts as part of this activity, with a total of 10 positive impacts identified overall. There were 4 groups identified as being impacted negatively with a total of 4 negative impacts overall. Of these negative impacts, 4 have been mitigated and 0 cannot be mitigated satisfactorily. The impact on 0 groups is not known, information is provided in the detailed sections of this document.

A detailed action plan with 2 points has been provided.

This assessment was sent for review by 1 Service Reviewers and 3 Subject Matter Experts. A total of 0 comments were received and actioned during the review cycle for these assessments.

The remainder of this document sets out the details of all completed impact assessments.

2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	Yes
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	No
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	Yes
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy reduce inequality of outcome?	No
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	No

3. Impact Assessments

Children's Rights and Wellbeing	Not Required
Climate Change and Sustainability	Not Required
Equalities and Fairer Scotland Duty	All Negative Impacts Can Be Mitigated
Health Inequalities	No Negative Impacts Identified
Town Centre's First	No Negative Impacts Identified

4. Equalities and Fairer Scotland Duty Impact Assessment

4.1. Protected Groups

Indicator	Positive	Neutral	Negative	Unknown
Age (Younger)		Yes		
Age (Older)		Yes		
Disability	Yes		Yes	
Race		Yes		
Religion or Belief		Yes		
Sex		Yes		
Pregnancy and Maternity		Yes		
Sexual Orientation		Yes		
Gender Reassignment		Yes		
Marriage or Civil Partnership		Yes		

4.2. Socio-economic Groups

Indicator	Positive	Neutral	Negative	Unknown
Low income	Yes		Yes	
Low wealth	Yes		Yes	
Material deprivation	Yes		Yes	
Area deprivation	Yes			
Socioeconomic background		Yes		

4.3. Positive Impacts

Impact Area	Impact
Disability	The active travel hub will see an extension of the current bike hire scheme offered by HDDT. 10 out of the last 75 hires have reported a disability before the hire and said that our services have offered them a platform back to an active lifestyle.
Area deprivation	With Huntly being one of the more deprived areas geographically, with diminishing public transport provision, the ebikes have offered people in the district a sustainable transport link, which would otherwise have left them cut off (geographically deprived). Data from existing hire show 44% of all hires have been from customers living in Huntly.
Low income	Those on low incomes or with low wealth may not be able to afford a bike and the HDDT offers a very low cost option to access a sustainable mode of travel.
Low wealth	Those on low incomes or with low wealth may not be able to afford a bike and the HDDT offers a very low cost option to access a sustainable mode of travel

Impact Area	Impact
Material deprivation	Those on low incomes or with low wealth may not be able to afford a bike and the HDDT offers a very low cost option to access a sustainable mode of travel

4.4. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Disability	<p>Some people with disabilities may not be able to access all of the services provide by the active travel hub, for example bike hire.</p> <p>Can be mitigated Yes</p> <p>Mitigation Accessible bikes will be available at the launch event to see if there is local demand for them. If not HDDT have a local contact who owns a selection of accessible bikes that can be booked on an adhoc basis, or refer people directly to him.</p> <p>Timescale From launch</p>
Low income	<p>Those on low incomes or with low wealth may be put off accessing the services due to cost.</p> <p>Can be mitigated Yes</p> <p>Mitigation Free trials offered to try service. Low hire rates compared to similar projects as HDDT is a not for profit organisation. Membership scheme with access to reduced hire rates. Hire credit scheme for those on low incomes, administered confidentially.</p> <p>Timescale From launch</p>
Low wealth	<p>Those on low incomes or with low wealth may be put off accessing the services due to cost.</p> <p>Can be mitigated Yes</p> <p>Mitigation Free trials offered to try service. Low hire rates compared to similar projects as HDDT is a not for profit organisation. Membership scheme with access to reduced hire rates. Hire credit scheme for those on low incomes, administered confidentially.</p> <p>Timescale From launch</p>

Impact Area	Details and Mitigation
Material deprivation	<p>Those on low incomes or with low wealth may be put off accessing the services due to cost.</p> <p>Can be mitigated Yes</p> <p>Mitigation Free trials offered to try service. Low hire rates compared to similar projects as HDDT is a not for profit organisation. Membership scheme with access to reduced hire rates. Hire credit scheme for those on low incomes, administered confidentially.</p> <p>Timescale From Launch</p>

4.5. Evidence

Type	Source	It says?	It Means?																					
Internal Data	National, Local and Regional Transport Strategies	<p>The strategies all highlight the need to ensure fair and equitable access to transport. Specifically:</p> <p>Reduce Inequalities: - Will provide fair access to services we need - Will be easy to use for all - Will be affordable for all</p>	That public organisations should work to ensure that all interventions aim to reduce inequalities																					
External Data	HDDT Cycle Hire Statistics	<p>The existing hire scheme is being used by a wide range of age groups:</p> <table border="1"> <thead> <tr> <th>Age</th> <th>Riders</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>20s</td> <td>3</td> <td>6</td> </tr> <tr> <td>30s</td> <td>7</td> <td>13</td> </tr> <tr> <td>40s</td> <td>13</td> <td>25</td> </tr> <tr> <td>50s</td> <td>18</td> <td>34</td> </tr> <tr> <td>60s</td> <td>9</td> <td>17</td> </tr> <tr> <td>70s</td> <td>3</td> <td>6</td> </tr> </tbody> </table> <p>There is a fair split with the sex of the customer.</p> <p>10 of last 75 hires have been from customers who have reported a disability and stated that the scheme has allowed them to access active travel.</p>	Age	Riders	%	20s	3	6	30s	7	13	40s	13	25	50s	18	34	60s	9	17	70s	3	6	A solid platform exists to ensure fair and equal access to the service for everyone.
Age	Riders	%																						
20s	3	6																						
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40s	13	25																						
50s	18	34																						
60s	9	17																						
70s	3	6																						

4.6. Information Gaps

No data on those on low incomes being able to access the service.

4.7. Measures to fill Information Gaps

Measure	Timescale
As described in the mitigations section, multiple initiatives will be available from launch to assist with those on low incomes. The promotion and uptake on these measures will help fill this information gap.	From Launch

4.8. Engagement with affected groups

The Integrated Travel Town was developed with input from the local community to develop the 5 year action plan.

Huntly and District Development Trust are embedded in their local community and have engaged through the regular open meetings of the group and through focus groups which Aberdeenshire Council have been part of these

4.9. Ensuring engagement with protected groups

HDDT have engaged with the wider community including with disabled groups, schools and community council

4.10. Overall Outcome

All Negative Impacts Can Be Mitigated.

Measures are planned to be in place from launch to mitigate the negative impacts identified.

5. Health Inequalities Impact Assessment

5.1. Health Behaviours

Indicator	Positive	Neutral	Negative	Unknown
Healthy eating		Yes		
Exercise and physical activity	Yes			
Substance use – tobacco		Yes		
Substance use – alcohol		Yes		
Substance use – drugs		Yes		
Mental health	Yes			

5.2. Positive Impacts

Impact Area	Impact
Exercise and physical activity	The development of an Active Travel hub creates a high profile location where residents and visitors can access advice and equipment that encourages active travel and promotes exercise and physical activity.
Mental health	Improving access to advice and equipment to promote and encourage active travel can have a positive effect on mental health.

5.3. Evidence

Type	Source	It says?	It Means?
External Data	National, Regional and Local Transport Strategies	Transport strategies make the link between active travel and positive health and wellbeing improvements.	Improving access to active travel can have a positive effect on health and wellbeing

5.4. Overall Outcome

No Negative Impacts Identified.

Active Travel can have a positive effect on health and wellbeing.

6. Town Centre's First Impact Assessment

6.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets	Yes			
Footfall	Yes			
Changes to road layouts		Yes		
Parking		Yes		
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety		Yes		
Town centre business	Yes			
Cultural heritage and identity		Yes		
Social and cultural aspects		Yes		

6.2. Positive Impacts

Impact Area	Impact
Footfall	The active travel hub may bring additional footfall to the town centre
Town centre assets	The Active Travel hub is bringing a empty building in Huntly Square back in to use.
Town centre business	The active travel hub may have a positive impact on other town centre business by attracting footfall to the town centre

6.3. Evidence

Type	Source	It says?	It Means?
Other Evidence	Huntly and District Development Trust	Purchase/lease of building in The Square for the Active Travel hub	Brings back into use an empty building in the Square

6.4. Overall Outcome

No Negative Impacts Identified.

The active travel hub will be situated in the town centre, bringing back into use a building that is currently empty.

7. Action Plan

Planned Action	Details
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Planned Action	Details	
Initiatives for ensuring access to bikes for customer on low incomes.	Lead Officer Repeating Activity Frequency Duration Expected Outcome Resource Implications	Martin Hall Yes When required Ongoing Those on low incomes will have an option for accessing services through the Active Travel hub Nil for Council
Provision of accessible bikes	Lead Officer Repeating Activity Frequency Duration Expected Outcome Resource Implications	Martin Hall Yes When required ongoing. Those with disabilities will be able to access services through the Active Travel Hub Nil for Council, led by HDDT.