

REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 13 MARCH 2012

SUBJECT: ELGIN WESTERN DISTRIBUTOR ROAD – CAPITAL PLAN 2012/13 AND PROJECT EXECUTION PLAN

BY: CORPORATE DIRECTOR (ENVIRONMENTAL SERVICES)

1. REASON FOR REPORT

- 1.1 This report asks Committee to approve the Project Execution Plan for the delivery of the Western Distributor Road (WDR) and the detailed allocation of budget from the Capital plan 2012/13.
- 1.3 This report is submitted to Committee in terms of Section G (16) of the Council's Administrative Scheme relating to the design and construction of roads and bridges.

2. RECOMMENDATION

It is recommended that Committee:-

- (a) **approve the Project Execution Plan for the WDR; and**
- (b) **approve the 2012/13 Capital Plan allocation for the Western Distributor Road as outlined below;**
- (c) **agree that EC Harris, commissioned under their Government Buying Solutions Framework Contract for the Moray Flood Alleviation Schemes, undertake similar services for this project.**

3. BACKGROUND

- 3.1 Economic Development and Infrastructure Services Committee on 6 September 2011 (para 9 of the Minute refers) approved the route of the Western Distributor Road (WDR) and instructed officers to proceed with the detailed design process.
- 3.2 In order to support the Scheme's successful delivery, a Project Execution Plan (PEP) has been prepared. The PEP outlines the key issues and objectives setting proposals for delivery of the project as well as the programme, resources and funding requirements.
- 3.3 The proposed PEP is attached as **APPENDIX 1**. The Plan will be reviewed and updated at key stages of the project and submitted for approval.
- 3.4 With the project entering the detailed design stage responsibility for this next stage it transfers from the Transportation to Consultancy Service.
- 3.5 The Elgin Traffic Management heading of the Capital Plan identifies the extension of Edgar Road separately from the development of the WDR. As

indicated below, these elements form part of a single project and the budget heading should be combined.

- 3.6 Economic Development and Infrastructure Services Committee on 1 November 2011 (para 17 of the Minute refers) approved the approach to land acquisition and compensation.
- 3.7 Land acquisition will form a significant part of the 2012/13 project expenditure. The District Valuer (DV) is currently updating projected costs but meantime an allowance of £1 million is included in the projected costs for 2012/13. The DV has been instructed to acquire the three properties and it is expected that the bulk of the 2012/13 budget allocation will be used for this.
- 3.8 The programme indicates the earliest completion would be autumn 2015. The PEP shows indicative allocations from the approved Capital Plan 2012 – 2022 for the whole project to match the earliest completion date.
- 3.9 It is proposed that EC Harris, who, under a Government Buying Solutions framework contract provide cost management services for Moray Flood Alleviation Schemes, extend services to this project. This provides an independent view on cost management and removes a potential conflict of interest should Jacobs provide this service. The Buying Solutions framework is available for any UK public body to use.
- 3.10 Stakeholder engagement is very important so a strategy will be developed in consultation with stakeholders and submitted to a future Committee.

4. SUMMARY OF IMPLICATIONS

(a) Single Outcome Agreement/ Service Improvement Plan

This report is in line with National Outcome 1 and Local Outcome 3: “Moray will benefit from an improved and safer transportation infrastructure”.

Service Priority 2 (Elgin Traffic Management Plan) of the Service Improvement Plan.

National outcome 9 “We live in well-designed, sustainable places where we are able to access the amenities and services we need.”
Local priority 4 “ housing and homelessness – more people in Moray will have access to affordable housing” – completion of the Western Distributor Road will enable access to land designated for much needed affordable housing in Elgin.

(b) Policy and Legal

There are no policy or legal issues.

(c) Financial implications

The overall project budget requirements are detailed in the PEP. The allocation for 2012/13 is identified separately for the main WDR development and for land acquisition. A summary of the implications are shown below.

Current Capital Allocation:

£,000	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total
WDR	300	1,895	2,240	3,360	2,445	2,560	0	12,800
Extension of Edgar Road	1,500	100	0	0	0	100	100	1,800
Total	1,800	1,995	2,240	3,360	2,445	2,660	100	14,600

Proposed Capital Allocation 2012/13:

Western Distributor Route – design etc £800,000
Property Acquisition £1,000,000

The proposal to employ EC Harris has no identifiable financial implication because these services are already required and allowed for in estimates.

(c) Risk Implications

The PEP recognises that there are a number of significant risks associated with the project. Subject to Committee agreeing the recommendations, EC Harris would lead development of a more detailed cost plan and risk register

(d) Staffing Implications

There are no staffing implications resulting from this report.

(f) Property

There are no property implications.

(g) Equalities

There are no equality implications from this report but the Scheme will take into account equalities issues, particularly in terms of stakeholder engagement and detailed design.

(h) Consultations

Lorraine Paisey, Principal Accountant has been consulted and contributed to this report.

Alex Burrell, Estates Surveyor has been consulted and his comments have been included in this report.

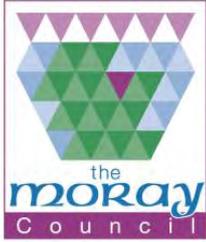
5. CONCLUSION

- 5.1 The Project Execution Plan (PEP) is a fundamental document in ensuring sound management and effective delivery of this project. It will be reviewed and resubmitted at appropriate stages.**
- 5.2 As the project develops progress updates will be reported through appropriate Council structures so that Members are properly advised.**
- 5.3 Appointing independent cost consultants provides clearer definition of roles and promotes sound governance.**
- 5.4 A stakeholder engagement strategy will be developed in consultation with stakeholders.**

Author of Report: Consultancy Manager

Background Papers:

Ref:



Elgin Traffic Management Programme

Western Distributor Road

Project Execution Plan

Version	Date	Signed	Checked	Status
0.1	February 2012	FK	DAG	Final Draft
1.0	March 2012			Issue

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INTRODUCTION

Purpose of the Project Execution Plan

This Project Execution Plan (PEP) is to guide the delivery of the Elgin Western Distributor Road (WDR) Scheme.

The PEP:

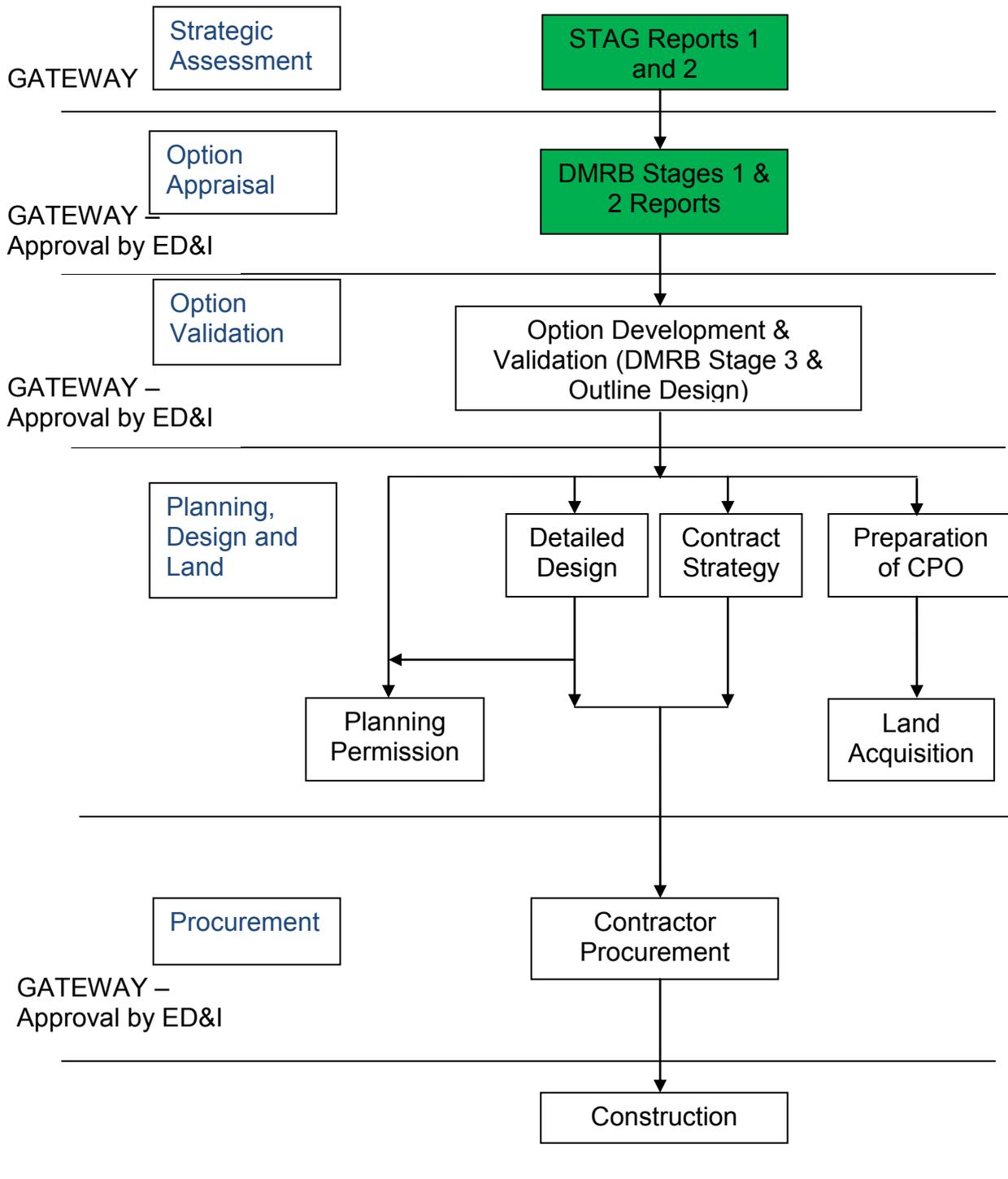
- identifies key tasks, risks and opportunities; ;
- sets out the process, resources and programme until construction start;
- defines roles and responsibilities; and
- indicates the programme to completion of the works.

Key Project Stages

The delivery of complex projects such as this involves a number of stages. The Transport Appraisal (STAG) was completed in 2007 and the Scheme has subsequently been through Stages 1 and 2 of the Design Manual for Roads and Bridges (DMRB) Scheme Appraisal process. Stage 3 includes developing the detailed design and, in parallel, the required consents and approvals.

Figure 1 below shows, in graphical form, the stages of the project.

Figure 1
Project Stages



PROJECT DEFINITION AND BRIEF

Introduction

The WDR forms a key part of the Elgin Traffic Management (ETM) Programme and has been identified in the Moray Local Plan since 2000.

The WDR, together with a number of other transport infrastructure improvements, facilitates economic development in the south of Elgin sustainably.

The route of the WDR was approved in principle by the Council's Economic Development & Infrastructure Services Committee in September 2011. This is summarised as:

“Providing a new link road between Edgar Road via Wittet Drive to the A96 and including a new roundabout on the A96 close to its junction with Sheriffmill Road. The route will include a new bridge over the railway line.”

As part of a legal agreement the Council is obliged to provide an access road and foul sewer to a proposed affordable housing site at Bilbohall. This access requirement will be met by the construction of the WDR.

Key Delivery Issues

Land Acquisition

Land acquisition is necessary for this Scheme, including demolition of two residential properties. The team has contacted affected land owners and the Council is working to acquire land by agreement. However, owing to the number of affected parties, any one of which could delay the Scheme, a Compulsory Purchase Order (CPO) is being prepared as agreed by Committee. The District Valuer acts as the Council's agent in negotiating land acquisition and compensation.

Designing Streets

The Designing Streets policy document issued by the Scottish Government gives advice on good practice when designing street layouts. The policy relates to all roads in urban areas. There is a community group promoting a “Designing Streets” approach and the detailed design will be carried out having regard to this policy. The design will be developed to balance the transportation aims while retaining a sense of “place”, particularly, but not only, along the existing section of Wittet Drive.

Ground Conditions and Drainage

The low-lying ground south of the railway line is wet and of very poor engineering quality. Ground investigation has been undertaken to inform the design process for roads and structures. Ground conditions represent a risk to be managed.

Access to Development Land

The Scheme will provide the necessary access to a number of individual housing sites and other developments identified in the Local Plan.

- R1 Bilbohall North: Robertson Homes wish to build further houses but require the new road to be constructed to provide access for these properties.

- R5 Bilbohall South: The legal agreement with Grampian Housing Association requires the Council to provide an access road and foul sewer to this site.
- R8 Hattonhill: The new road and junction with the A96 requires land from within this potential development site while the scheme can provide it with an access.
- R6 SW of Elgin High School: Potential housing development.
- ENV5: Potential new access to Elgin High School.

Rail and Trunk Road Interface

The Scheme requires the construction of a new bridge over the Inverness to Aberdeen railway line. This will necessitate liaison during the design and construction phases with Network Rail. There is a proposed new roundabout on the A96 Aberdeen to Inverness Trunk Road and its detailed design will require approval from Transport Scotland.

Planning and Economic Development

The economic issues surrounding the Scheme were identified in previous Committee reports. The need for this and other transport infrastructure improvements in Elgin (TSPs) has been highlighted and reinforced by their inclusion in the Moray Local Plan.

Liaison with planning officers will be necessary so that the design and resulting planning application meet requirements. Clarification is required on the preferred location and layout of the proposed affordable housing site at Bilbohall South. The Scheme requires planning permission which in turn requires a number of issues such as flood risk, environmental statement, traffic impact and the like. As a major development pre-application consultation is necessary.

Key Risks

There are a number of key issues that represent risks to the successful delivery of the Scheme. These include:

- Property acquisition and the CPO: Objections to the Order and any subsequent inquiry could delay the start of construction or prevent the scheme proceeding.
- Finance: the Council has recently approved a 10-year Financial Plan for Capital schemes. Funding for the WDR Scheme has been identified subject to annual review.
- Planning Permission: The Scheme requires planning permission and there is a risk of objections from parties most affected by the proposals.
- Transport Scotland and Network Rail represent risks because their approval is required for designs and they can influence construction programme and cost.
- There is a range of typical construction cost risks that will be included in the risk register that forms part of this PEP.
- Phasing the works: Careful phasing of the works will be needed to minimise the impact of construction on the existing road network in Elgin.

Opportunities

- Developer Contributions: The Council currently holds a significant amount of developer contribution which will be used to help finance the Scheme.
- A significant amount of fill is required for the embankment leading up to the bridge over the railway. Depending on the timetable for the construction, it may be possible for material to be obtained from the Elgin Flood Alleviation Scheme.
- The Scheme will open up for development the R5 Bilbohall South area which is zoned in the Local Plan for affordable housing. In addition Robertson Homes would also have the opportunity to build further houses at the R1 Bilbohall site.

APPROACHES AND INFLUENCES

Scheme Drivers and Objectives

The drivers and objectives of the Scheme are in line with the local and national priorities that the Council are working towards. These include the Elgin STAG Study, the Single Outcome Agreement (SOA) as well as the Council's own objectives including the Local Transport Strategy.

In addition, the key planning objective for the overall Elgin Traffic Management programme is

- *To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development. [Elgin STAG Report 2007]*

ROLES AND RESPONSIBILITIES

The Team

The delivery of the WDR Scheme will primarily be undertaken jointly by staff from Moray Council together with those from Jacobs. In addition the District Valuer will provide the necessary support to enable land acquisition negotiations.

EC Harris, currently employed on Moray Flood Alleviation Schemes via the UK Government "Buying Solutions" framework contract will act as independent client adviser, principally on contract strategy and cost management. As cost consultants on the Flood Alleviation Schemes they could also be used in a similar role for this project as it develops.

The Moray Council

Roles:

- Client
- Designer for the section south of Wittet Drive.

Responsibilities:

- Funding;
- Project Management;
- Setting the objectives, success criteria and benefits of the Scheme;
- Leadership and direction, providing strategic decisions based on options and risks identified and presented;
- Promoting the Scheme and seeking commitment from stakeholders to delivery of the Scheme;
- Monitoring and reporting progress;
- Procurement;

- Managing consultants and contractors appointed to assist with delivery of the Scheme including authorisation of works and payments;
- Advising on operation and maintenance issues to ensure that the Scheme design reflects requirements;
- Asset management;
- Post Project Monitoring;
- Risk management;
- Stakeholder engagement;
- Reporting to The Moray Council and its Committees; and
- Managing public utilities.
- Estates services
- Legal support
- Budget management

Jacobs

Roles:

- Consulting Engineers advising and supporting the Council;
- Designer for works north of the railway line and the railway bridge; and
- Overseeing and co-ordinating the overall design.

Responsibilities:

- Providing professional services for scheme delivery;
- Managing changes to the design of the Scheme;
- Undertaking the role of Designer and CDM Coordinator as set out in the Construction (Design and Management) Regulations;
- Contributing to the risk management process;
- Planning and managing their services within the agreed overall framework;
- Reporting on scheme progress, risks and opportunities;
- Ensuring that quality controls are planned, performed and recorded correctly;
- Co-ordinate the delivery of enabling works until the construction stage;
- Preparing submissions for statutory consents;
- Design of roads, structures and ancillaries;
- Assisting in liaising with key affected parties and community engagement;
- Contract documentation.

District Valuer

- Advising the Council in matters relating to land acquisition and valuation; and
- Negotiating with affected parties in relation to the above.

EC Harris

- Advising on procurement and contract strategies
- Reviewing and advising on cost and risk.

Delivery Team Structure

An organisation structure showing how WDR fits into the Elgin Traffic Management Structure showing key activities and reporting lines is shown in Appendix A. It shows the Board, which acts as a strategic level steering group across the whole Elgin Traffic Management Programme.

In respect of WDR, the lead role has transferred from the Transportation Manager to Consultancy Manager because the project has passed the transportation planning stage and is now in detailed design moving towards delivery on the ground.

A number of Council functions will contribute to delivery and as regulators. This plan excludes the regulatory functions but for completeness regulators are marked * below.

- Consultancy (Bridges)*
- Consultancy (management and detailed design of south section)
- Transportation (planning application* and contribution to design)
- Roads Maintenance
- Public Transport
- Planning*
- Estates
- Finance
- Legal
- Community Engagement
- Public Relations
- Environmental Health*
- Consultancy (Flood Risk Management)*
- Economic Development

Others may be consultees or more closely involved depending on how the scheme develops.

PROCESS

Background

A number of tasks are seen as being critical to successful delivery of the Scheme.

The strategic assessment followed the Scottish Transport Appraisal Guidance (STAG) procedure and was completed in 2007. The recommendations from the STAG assessment were considered as part of the Design Manual for Roads and Bridges (DMRB) Scheme Assessment Process (TD37). The DMRB Stage 1 appraisal was completed in 2010 and the Stage 2 in 2011. This stage concluded with the acceptance of the preferred option in September 2011 and the approval to proceed with detailed design, planning application and land acquisition.

Option Validation

Following the approval in September 2011 the DMRB Stage 3 report is to be prepared. Preparation of this will run in parallel with the detailed design.

Design

Design of the scheme is being overseen by Jacobs but the Council is undertaking the design of the road south of the railway line. This will require careful management and good communication between the design teams. Stuart Burns of Jacobs will manage the overall design. Frank Knight will manage the Council's design team. The design parameters have yet to be established and this will be an early task. It links closely to engaging stakeholders. For example, recent helpful discussions with Elgin Designing Streets Action Group will be followed by an inclusive approach across a range of stakeholders towards setting objectives that will inform design parameters.

There are a number of design risks such as geotechnics, environment and transport authority requirements.

Land Acquisition

Land is required for the Scheme. The District Valuer negotiates land acquisition and compensation for the Council. A CPO will be submitted for approval of the Council. This will require input from Legal, Estates and Economic Development sections of the Council. This task is to be managed by Alex Burrell.

Planning Permission

Jacobs will prepare and submit the planning application to the Moray Council as agent for the applicant (also The Moray Council). This application will include plans, sections and outline construction details of all the scheme elements. In particular the appearance of the railway bridge will be of significance. The planning application will also include the Environmental Statement (ES) setting out scheme impacts and mitigation measures.

A pre-application consultation is required. This provides an opportunity for stakeholders to comment to the applicant on the proposed application and in turn the applicant has an opportunity to modify the proposals to take account of concerns expressed. This will also need to consider the relationship with any separate application for developing the affordable housing at Bilbohall South.

Community Engagement and Ownership

The Scheme is locally very sensitive, particularly along Wittet Drive and consequently proper engagement with the community is essential. A separate Stakeholder Engagement Strategy will be prepared outlining the proposals for this and the wider consultation. It is proposed that this Strategy be developed in consultation with stakeholders so that it is more effective. It will be guided by the National Standards for Community Engagement and the principles contained in "Moray Council: Community Engagement Scheme 2012-2016". These are:-

- Be open and responsive to the views of our communities.
- Involve local communities in identifying local need and creating solutions.
- Ensure sustained community involvement in the decision making process.
- Make clear our commitment to involving communities throughout Moray.
- Adhere to the National Standards for Community Engagement (Appendix1).
- Ensure fairness, equality, inclusion and continuous improvement.
- Ensure actions are outcome focused and deliverable.

The strategy will be submitted to the appropriate Committee.

PROGRAMME MANAGEMENT

General

The programme has been developed for the detailed design phase up to the submission of the planning application. It has been updated to reflect the recent community engagement to the end of January 2012. The programme beyond detailed design stage is less predictable and therefore presented only in outline, based on an optimistic view.

Progress will be monitored against the programme which will be reviewed regularly and updated as appropriate. The Project Manager will ensure that Members are kept advised of progress appropriately.

Milestone Dates and Targets

Currently the programme indicates a target of autumn/winter 2012 for the submission of a planning application. Thereafter milestones are indicated for contractor procurement and the construction period. These will be contingent upon statutory processes including any Public Local Inquiry. As the project progresses, the programme will be developed to include details of the contractor procurement and eventually also the construction phase of the scheme.

Indicative dates are:	
Submission of Planning Application	5 November 2012
Planning Approval (earliest)	22 February 2013
Construction Start (earliest)	Spring 2014
Access road to affordable housing site available (earliest)	Autumn 2014
WDR Completion (earliest)	Autumn 2015

Appendix B contains a graphical representation of the draft programme.

COST PLAN

General

The estimated project is that prepared for the DMRB Stage 2 Report and it includes both risk and optimism bias allowances. EC Harris will review the estimate and report on projected cost as the design develops and lead on risk management. At detailed design stage optimism bias is normally diminishing to zero.

The Project Manager is responsible for monitoring expenditure in liaison with Lorraine Paisey, Principal Accountant. A monthly meeting has been arranged and EC Harris will provide advice. Cost and budget management systems will therefore be similar to Moray Flood Alleviation Schemes and benefit from lessons learned.

Jacobs are instructed under the Elgin Traffic Management Framework Contract. Work Orders are issued by the Project Manager, clarified and priced by Jacobs and agreed by both parties. Progress on these Work Orders is monitored regularly both in terms of programme and cost. Work Orders to EC Harris would be managed likewise.

Risk Management

A risk register is to be prepared which will seek to identify all the significant risks to the successful delivery of the Scheme. The risk allowance will replace optimism bias in the cost estimate. This forms part of the aforementioned review of cost by EC Harris.

Funding

The Council has approved a 10-year Capital Plan which identifies a total of £14.6M for the Scheme across several budget heads. The Capital allocation to the Scheme will however require annual review. It is proposed to roll up the allocation for the extension of Edgar Road into the Elgin WDR heading. This makes financial management more flexible and reflects how the project will be managed. If there is smooth progress through the design,

land acquisition, planning and procurement stages of the project the funding allocation for the project could be reprofiled as follows:-

£,000	2012/13	2013/14	2014/15	2015/16	Total
WDR	800	2,000	6,000	4,500	13,300
Land Acquisition	1000			300	1,300
Total	1,800	2,000	6,000	4,800	14,600

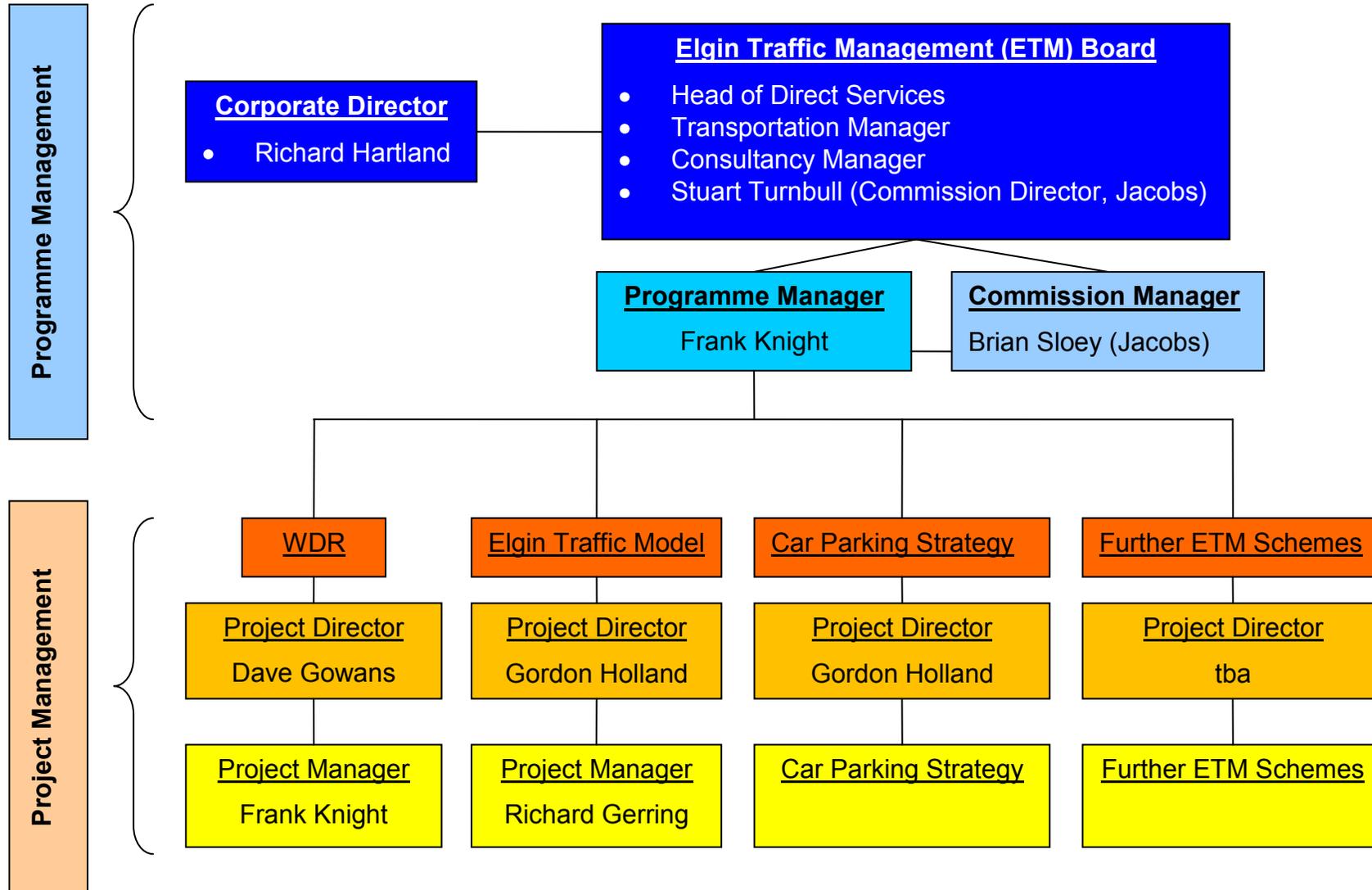
This will be reviewed as the project progresses and as part of the Council's annual budget setting process. Delays will affect the expenditure profile. The Capital Plan can accommodate this.

Summary and Conclusion

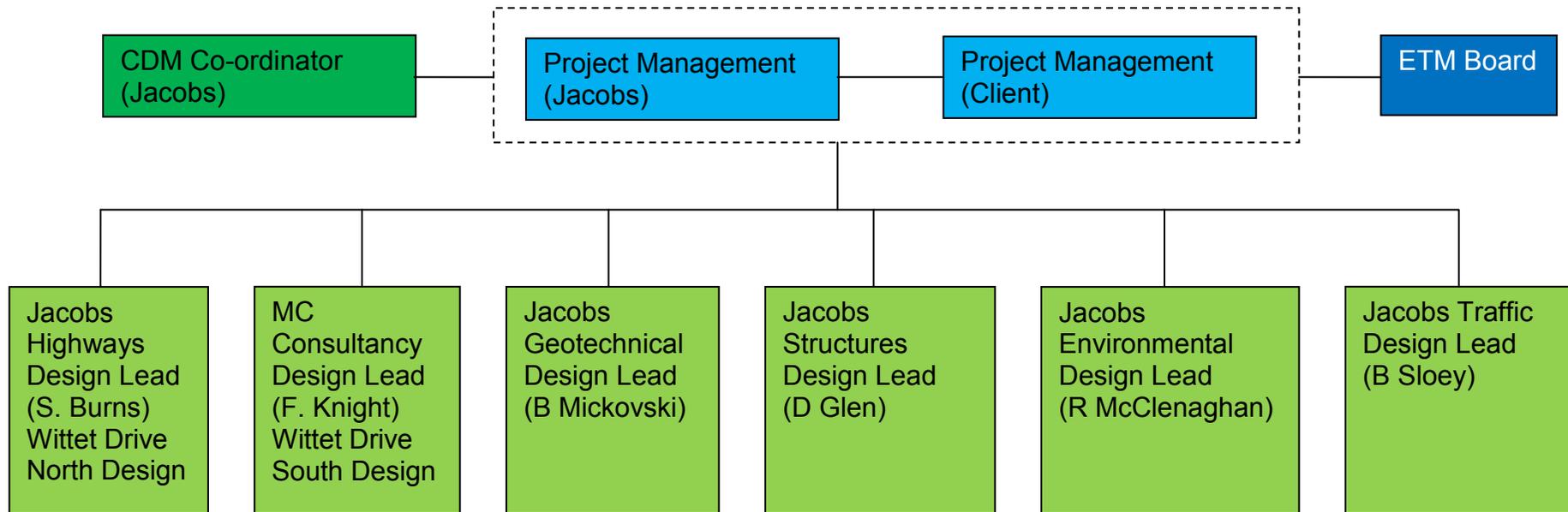
This PEP sets out a programme to completion of the WDR. It includes resourcing in terms of people, organisations roles, responsibilities and financial provision. It outlines proposals for managing cost and risk, statutory consents, reporting progress, engaging stakeholders, technical issues related to design and a programme towards completion.

It is a fundamental part of managing the project.

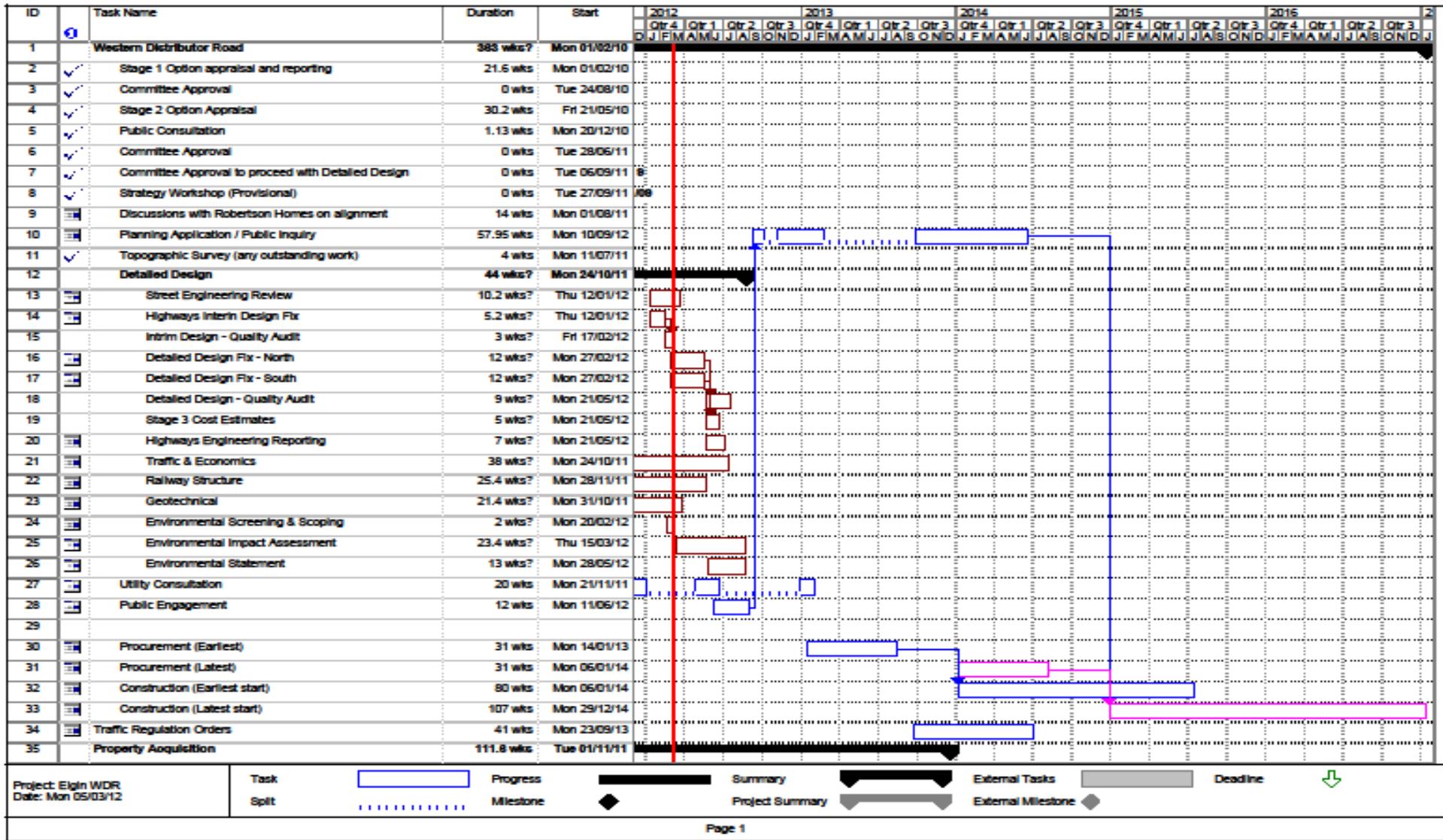
Appendix A Elgin Traffic Management - Structure



Western Distributor Road – Structure



Appendix B: Draft Programme



THE MORAY COUNCIL

EXTRACT FROM MINUTE OF MEETING OF THE ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE

TUESDAY 13 MARCH 2012

COUNCIL OFFICE, ELGIN

PRESENT

Councillor J Russell (Chairman), L Bell, G Coull, S Cree, J Divers, G Leadbitter, G McDonald, G McIntyre, I Ogilvie, P Paul, R Shepherd and A Wright.

ALSO PRESENT

Councillor F Murdoch

APOLOGY

An apology for absence was intimated on behalf of Councillors J Hamilton.

IN ATTENDANCE

The Corporate Director (Environmental Services), The Head of Direct Services, the Head of Development Services, the Transportation Manager, the Roads Maintenance Manager, the Consultancy Manager, the environmental Protection Manager, the Planning & Economic Development Manager, the Libraries & Museums Manager in respect of item 4, A Duff, Senior Engineer (Traffic), L Paisey, Principal Accountant, A McEachan, Legal Services Manager (Property & Contracts), D Duncan, Principal Planning Officer (Planning & Development) and the Senior Committee Services Officer, Clerk to the Meeting.

1. DECLARATION OF GROUP DECISIONS

In terms of Standing Order 20 and the Councillors' Code of Conduct Councillor Leadbitter declared a personal interest in item 19 (a) „Elgin Western Distributer Road : Capital Plan 2012/13 & Project Execution Plan'. The meeting noted there were no other declarations from group leaders or spokespersons in regard to any prior decisions taken on how members will vote on any item on the Agenda.

2. ORDER OF BUSINESS

In terms of Standing Order 28, the meeting agreed to vary the order of business set down on the Agenda and take Items 14 „Flood Risk Management (Capital & Revenue) Progress and 2012/13 Budget' & 19 (d) „Flood Risk Management: Lower Spey & Kingston' together.

- (ii) instruct the Head of Direct Services and the Head of Legal and Democratic Services to make and implement the Order if, following the consultation period, there are no outstanding objections.

17. PROPOSED TRAFFIC REGULATION ORDER: SCHOOL ROAD, KEITH

There was submitted a report by the Corporate Director (Environmental Services) asking the Committee to approve the commencement of the statutory process to implement a Traffic Regulation Order for School Road in Keith which will have the effect of removing motorised vehicles from the narrow section of School Road at Drum Road and restricting waiting on the remainder of School Road as detailed in Appendix 1 and shown in plan Appendix 2 of the report.

During discussion and whilst happy for the proposal to go out to consultation Ward Members expressed their concerns in regard to the potential impact this proposal, if approved, will have, in terms of road safety, on the Banff Road/Church Road junction, and on the access/ egress to/from Keith Primary School and requested that as part of the consultation process officers of the Council and representatives of BEAR and Transport Scotland meet with Ward Members to discuss these concerns.

Following consideration the Committee agreed to:

- (i) approve the proposal to introduce a prohibition of motor vehicles and introduce new and alter existing waiting restrictions on School Road and Drum Road, Keith as detailed in schedule Appendix 1 and plan Appendix 2 to the report and instructed the Head of Legal and Democratic Services and the Corporate Director (Environmental Services) to proceed with the statutory process and;
- (ii) instruct the Head of Legal and Democratic Services to make the Order in the event there are no unresolved objections to the proposals.

18. ELGIN WESTERN DISTRIBUTOR ROAD: CAPITAL PLAN 2012/13 & PROJECT EXECUTION PLAN

Councillor Leadbitter declared a personal interest in this item and left the meeting taking no part in the discussion or decision.

There was submitted a report by the Corporate Director (Environmental Services) seeking Committee approval of the proposed Project Execution Plan for the delivery of the Western Distributor Road (WDR) and the detailed allocation of budget from the Capital Plan 2012/13. A copy of the Project Execution Plan was appended to the report.

During discussion it was noted that whilst reference was made in the report and the Plan to the development of a stakeholder engagement strategy being developed in consultation with stakeholders there was no reference in the report recommendations and it was agreed that the recommendations be amended accordingly.

Following consideration the Committee agreed:

- (i) approve the Project Execution Plan for the WDR as detailed in the appendix to the report;
- (ii) to approve the 2012/13 Capital Plan allocation for the Western Distributer Road as outlined in Section 4 (c) of the report;
- (iii) that EC Harris, commissioned under their Government Buying Solutions Framework Contract for the Moray Flood Alleviation Schemes, undertake similar service for this project; and
- (iv) to note that a stakeholder engagement strategy will be developed in consultation with stakeholders.

On the determination of this item Councillor Leadbitter rejoined the meeting.

19. CAR PARKING CHARGES: ELGIN

Under reference to Paragraph 2 of the special meeting of the Council dated 9 February 2012 there was submitted a report by the Corporate Director (Environmental Services) inviting the Committee to consider information on setting out a revised model car parking charges in Elgin.

During discussion it was noted that a patron may return at any time before expiry of a car parking period purchased and purchase another ticket without requiring to vacate the space and return at a later time. It was also noted that given the variance in views expressed in regard to car parking charges in Elgin that prior to undertaking a full review a report will be submitted to a future meeting of the appropriate Committee following the local government elections in May 2012 on the scope of the review.

Thereafter Councillor Russell, seconded by Councillor Divers, moved that the Committee agree to recommend to the Policy & Resources Committee a reduction in the 2 – 4 hours parking charge in Elgin from £3 to £2.

As an amendment Councillor Wright, seconded by Councillor Leadbitter, moved the status quo pending the outcome of the review.

On a division there voted:-

For the Motion (2)

Councillors Divers & Russell

For the Amendment (10)

Councillors Cree, Bell, Coull, Leadbitter, G McDonald, G McIntyre, Ogilvie, Paul, Shepherd & Wright.

Abstentions (0)