

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise Planning and Infrastructure

DATE 9 November 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Car Club Parking Bays in Aberdeen City Centre

REPORT NUMBER: EPI/10/262

1. PURPOSE OF REPORT

This report is to update Members of the proposal to introduce a car club and the proposed locations of car club parking bays in various locations in Aberdeen City Centre.

2. RECOMMENDATION(S)

It is recommended that Members:

- a) Note the progress made towards the introduction of a car club in the City and;
- b) Instruct officers to commence the initial statutory consultation for Roads Legislation to introduce car club parking bays in various locations in Aberdeen City Centre. If no significant objections are received, then progress with the public advertisement and implementation.

3. FINANCIAL IMPLICATIONS

Nestrans have agreed to fund £10,000 for lining, signing and promotion of Traffic Regulation Orders from their 2010/11 Capital Programme for the implementation of the car club bays.

Transform Scotland has also commissioned a report investigating what financial support Local Authorities require when setting up Car Clubs. Their draft report recommends that funding is made available in 2011/12 from the Scottish Government and as such this may be a potential source of funding if further car club bays are required in the future.

Car club spaces are usually on-street. Given the role of the Local Authority as the promoter of the scheme these spaces are usually provided free of charge. Per space there is therefore a potential annual loss of revenue to the Council up to £1,400 (based on current year, city centre zones), if the car club spaces replace existing on street pay and display spaces. Out of the possible 20 car club bays identified 5 spaces are located in existing on-street parking spaces.

4. OTHER IMPLICATIONS

There will be an impact to the existing Traffic Regulation Orders (TRO), however statutory consultation procedures would require to be followed.

5. BACKGROUND/MAIN ISSUES

- 5.1 In October 2009 Aberdeen City Council commissioned its term consultant, AECOM, to establish whether a car club was feasible for the City. A car club is an organisation that owns and maintains a fleet of cars from which its members can book a car for however long they need it. The club pays for all tax, insurance, servicing, cleaning and fuel, whilst members usually pay a joining fee and subsequently for each journey they make.
- 5.2 The main findings of the Aberdeen Feasibility report were:
- a) The conditions for a successful car club exist in Aberdeen;
 - b) There are a number of suitable on and off street locations within the City for car club parking bays
 - c) Aberdeen City Council will have to provide promotional support;
 - d) A model of using pool cars will reduce initial capital investment and act as a catalyst to allow further growth; and
 - e) A traffic regulation order (TRO) would be required.
- 5.3 On 23 February 2010 this Committee gave authorisation for officers to proceed with a tender exercise in order to establish commercial interest and then engage a provider for a car club in Aberdeen.
- 5.4 Accredited car club operators in Europe and the United Kingdom were contacted and asked if they would consider operating a car club in Aberdeen. Three car club operators expressed an interest and were invited to carry out a short presentation to officers from Aberdeen City Council and partners regarding the benefits of car clubs and how they operate.
- 5.5 In August 2010 two of the three Car Club operators, Commonwheels and City Car Club, visited Aberdeen and carried out a presentation to officers from Aberdeen City Council, NHS Grampian and Energy Saving Aberdeen. Other partners (Grampian Police, Nestrans, Aberdeen University and Robert Gordon University) were invited to attend the presentations but were unable to attend.
- 5.6 Tender documentation is in the process of being finalised with the Central Procurement Unit and is expected to be sent out to the interested car club operators in December 2010. Returned tender

documentation is expected in January 2011. If a successful tenderer is forthcoming a car club operator could be appointed in March 2011.

- 5.7 A number of locations have been identified, in consultation with road safety and traffic management colleagues, for car club bays throughout the City Centre and are highlighted in Appendix A. The locations have been chosen to have a minimum impact on existing residential and pay and display parking bays as it is appreciated parking in the city centre is already at a premium. The locations were also chosen as they are situated in highly populated areas and have a reasonable number of businesses in the area. The installation of the proposed bays will have no detrimental effect on traffic flows and road safety. Out of the 20 possible locations, listed below, 5 bays are located in existing on-street parking spaces.

Proposed Location	Proposed Number of Spaces
Albyn Place	2
Rose Street	2
West Craibstone Street	1
East Craibstone Street	1
Rosemount Viaduct	1
South Silver Street	1
Crimon Place	2
Queen Street	1
Flourmill Lane Car Park	3
Hollybank Place	2
Union Grove	2
Stanley Street	2

Another location identified for a car club space is within Aberdeen Rail Station, however agreement would be required from Network Rail and First ScotRail before a space would be installed.

- 5.8 Should the legislation be successful it is planned to implement the car club bays by the end of this financial year.
- 5.9 As a car club is a new concept to Aberdeen a comprehensive publicity campaign would be required to be undertaken to enable full understanding by members of the public. It is proposed to engage with the local press and the Councils' corporate communications team to highlight the new car club bays to citizens and visitors of / to Aberdeen.

6. IMPACT

The contents of this report link to the Community Plan vision of creating a 'sustainable City with an integrated transport system that is accessible to all'. The Local Transport Strategy promotes the use of sustainable transport modes by the development of a Car Club in the City.

7. BACKGROUND PAPERS

23 February 2010 Committee Report - Low Emissions Zone Feasibility and Associated Projects -

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=1558&Ver=4>

Car Club in Aberdeen Feasibility Report April 2010

9. REPORT AUTHOR DETAILS

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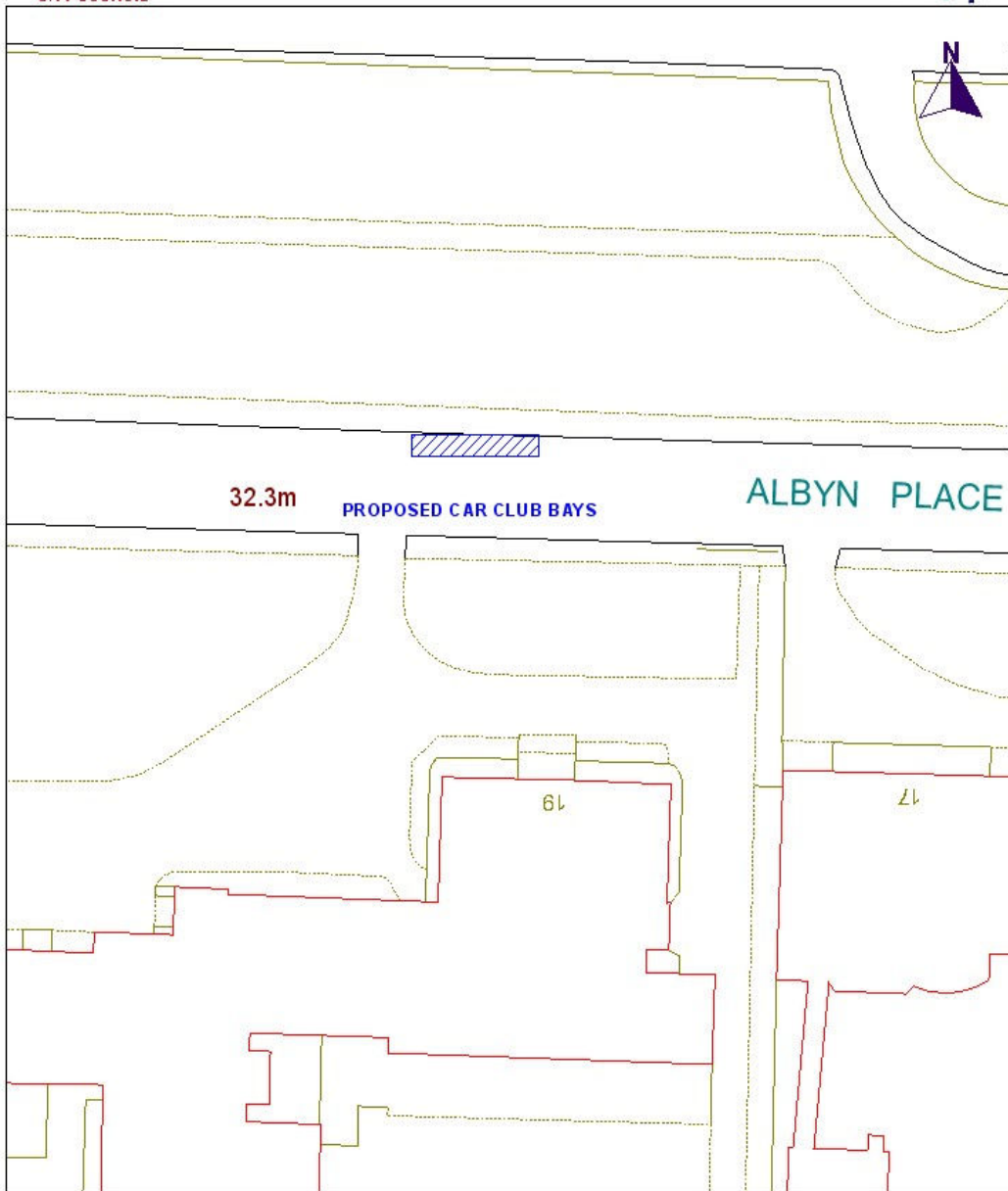
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Appendix A



GEOGRAPHICAL
INFORMATION
SYSTEM



Title: ALBYN PLACE PROPOSED CAR CLUB BAY X 2
ON EXISTING PAY & DISPLAY BAYS

Scale: 1:500

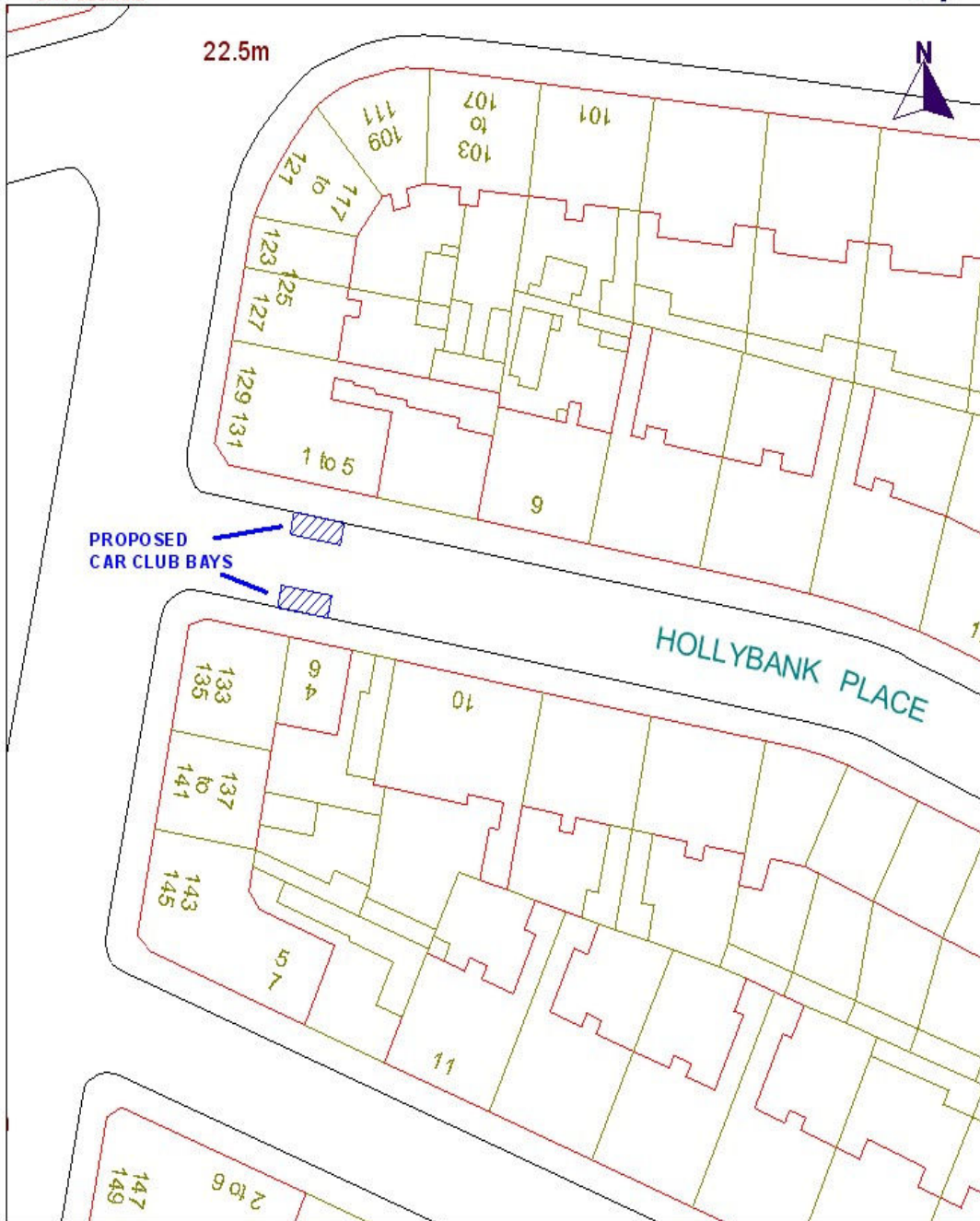
Date: 07 October 2010

Map Ref: NJ9305NW



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Title: HOLLYBANK PLACE PROPOSED CAR CLUB BAY X 2
ON EXISTING WAITING RESTRICTIONS

Scale: 1:500

Date: 07 October 2010

Map Ref: NJ9305SW

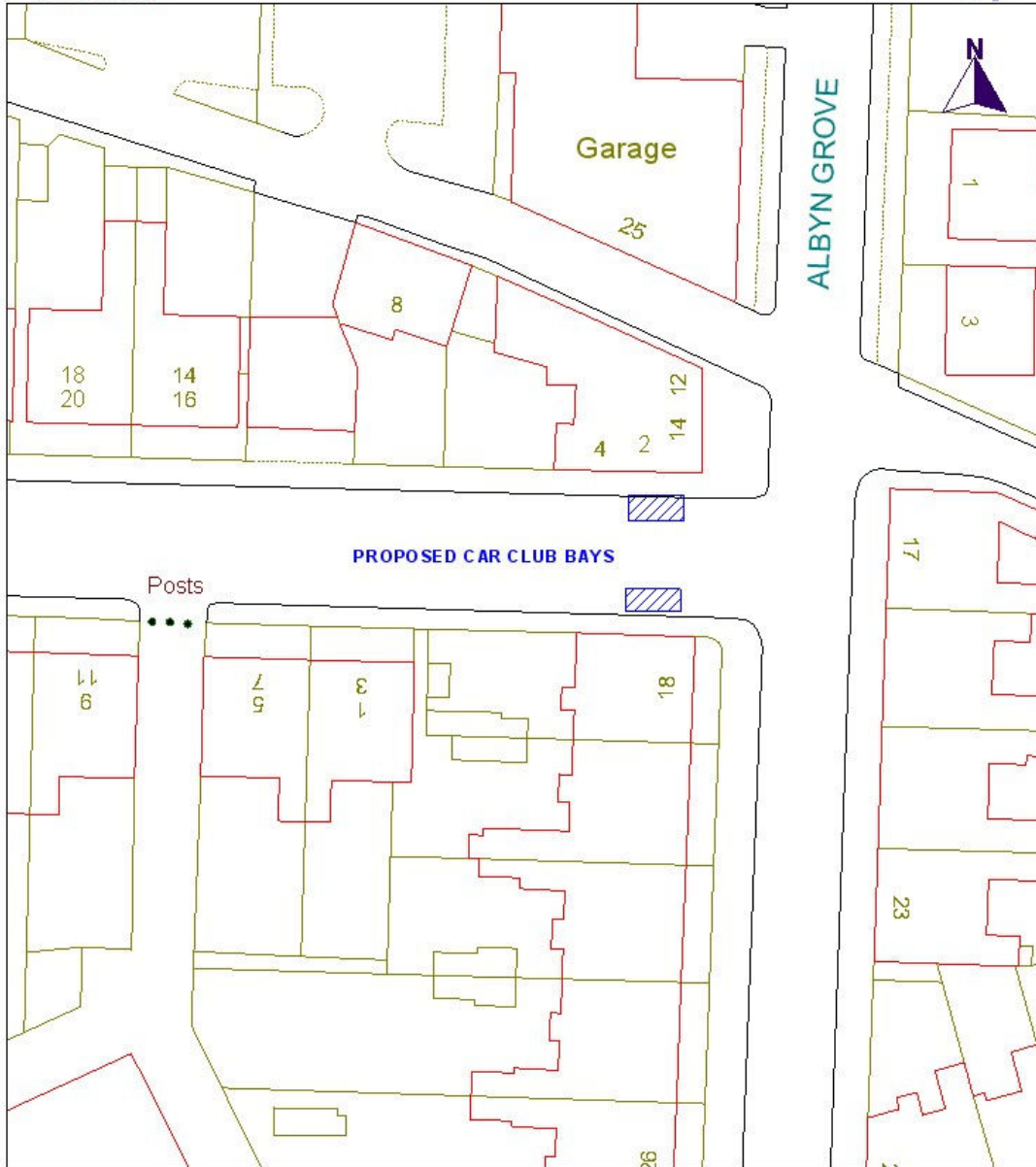


Title: ROSE STREET PROPOSED CAR CLUB BAY X 2
ON EXISTING WAITING RESTRICTIONS

Scale: 1:500

Date: 07 October 2010

Map Ref: NJ9306SW



Title: STANLEY STREET PROPOSED CAR CLUB BAY X 2
ON EXISTING WAITING RESTRICTIONS

Scale: 1:500

Date: 07 October 2010

Map Ref: NJ9205NE



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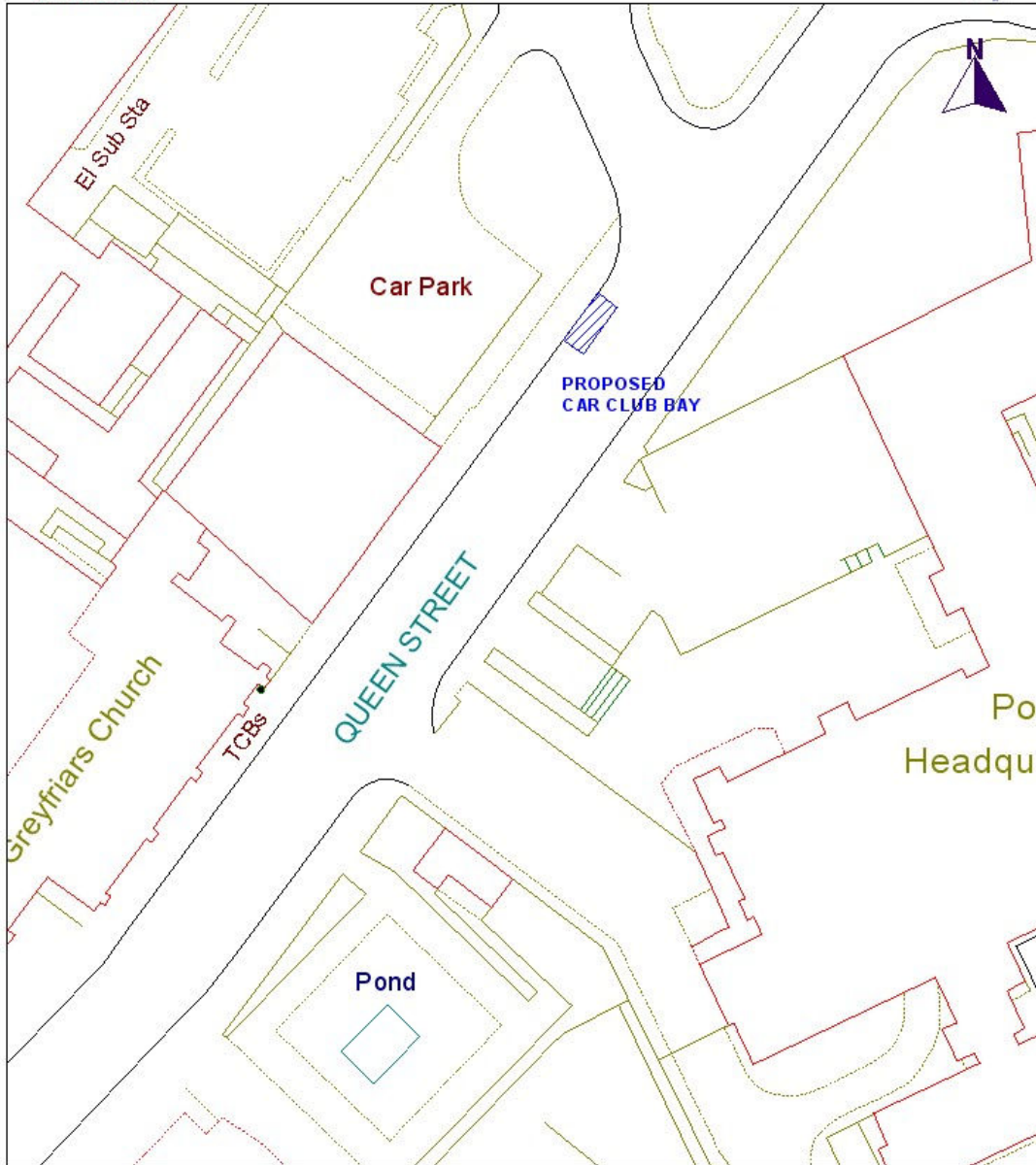
Title: UNION GROVE AND ALBYN LANE PROPOSED CAR CLUB BAY X 2
ON EXISTING WAITING RESTRICTIONS AND PAY & DISPLAY

Scale: 1:500

Date: 07 October 2010

Map Ref: NJ9305NW





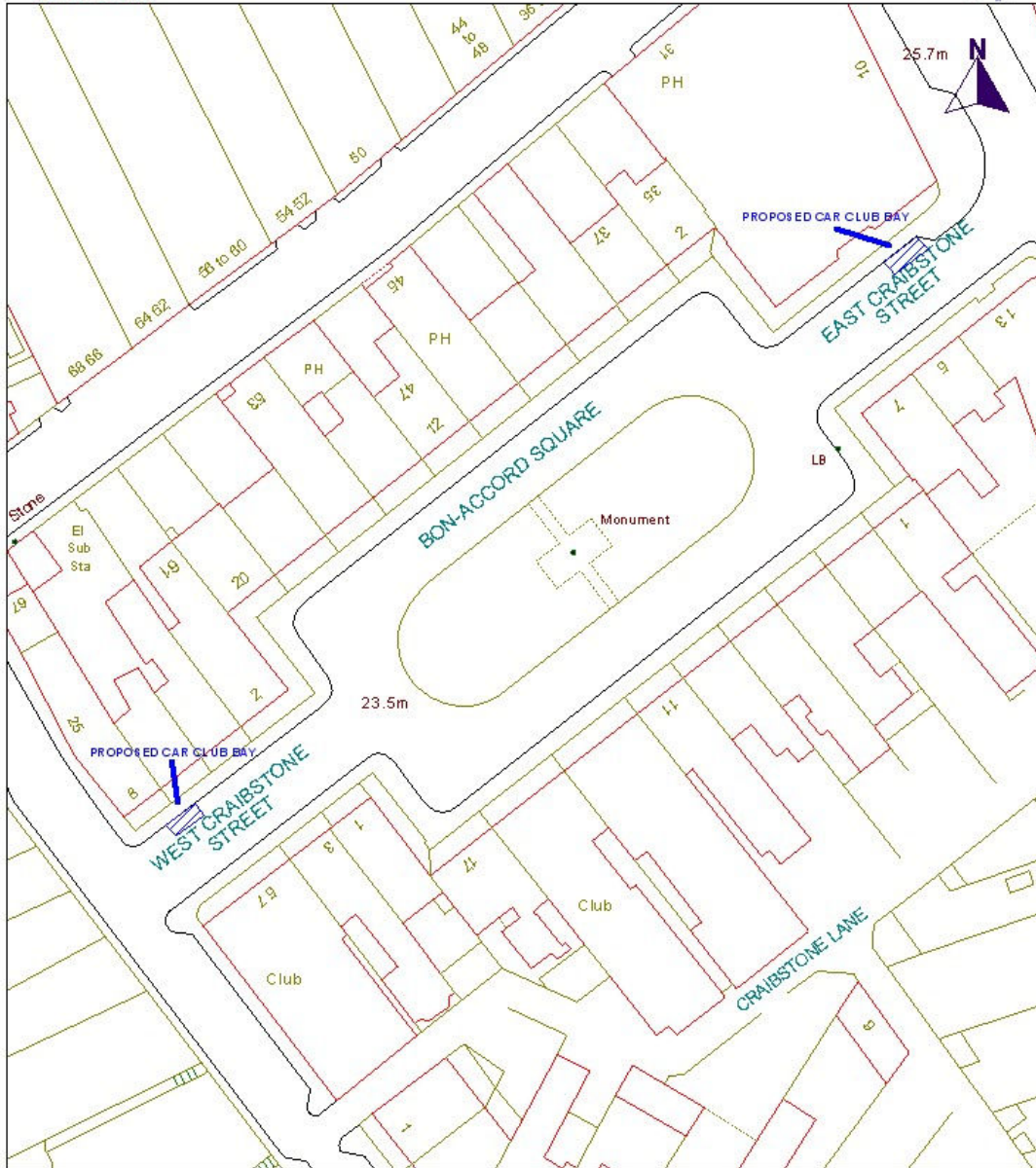
Title: QUEEN STREET PROPOSED CAR CLUB BAY X 1
ON EXISTING WAITING RESTRICTIONS

Scale: 1:500

Date: 13 October 2010

Map Ref: NJ9406SW





Title: BON ACCORD SQUARE PROPOSED CAR CLUB BAY X 2
 ON EXISTING PAY & DISPLAY BAYS

Scale: 1:750

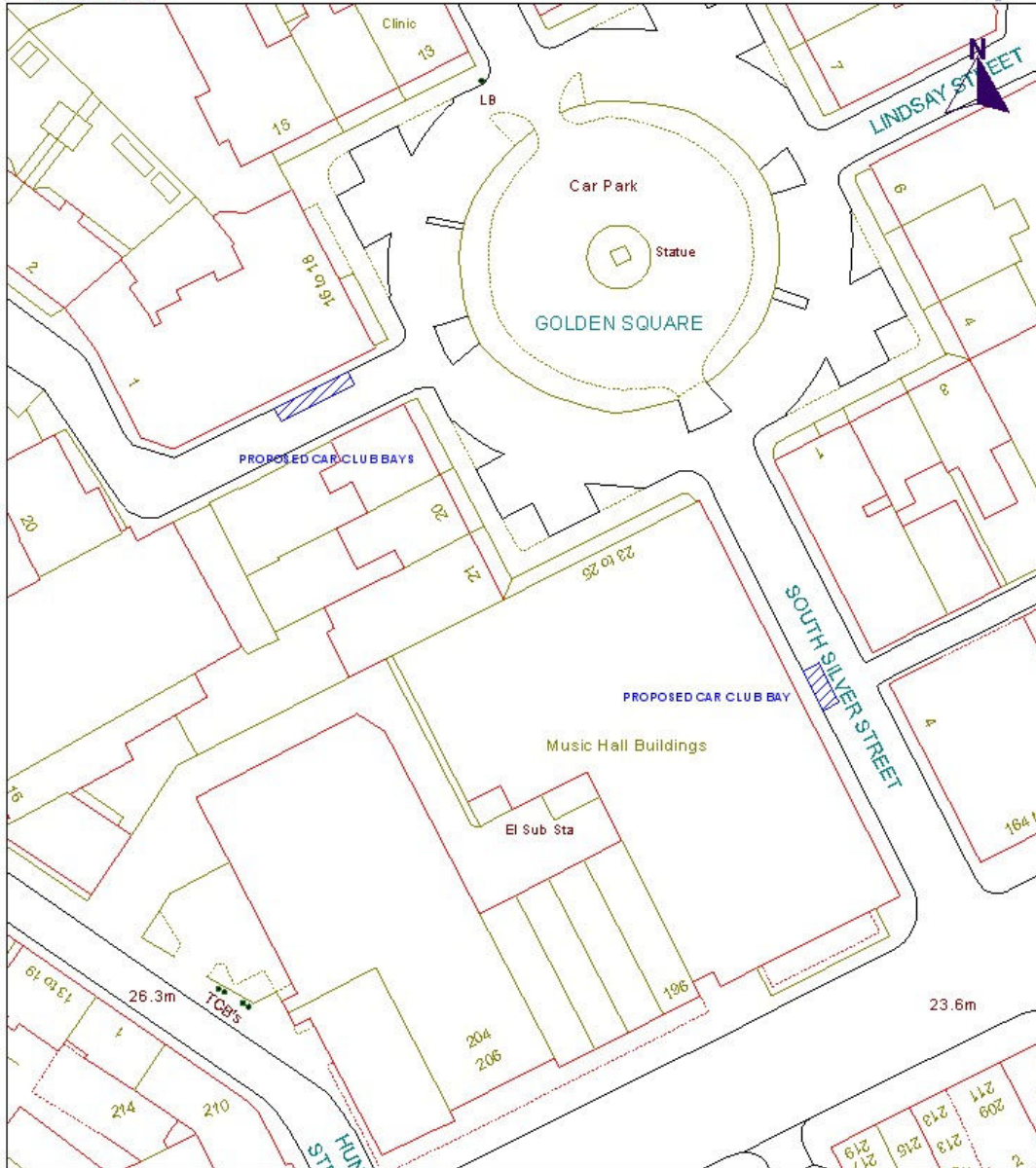
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Map Ref: NJ9305NE



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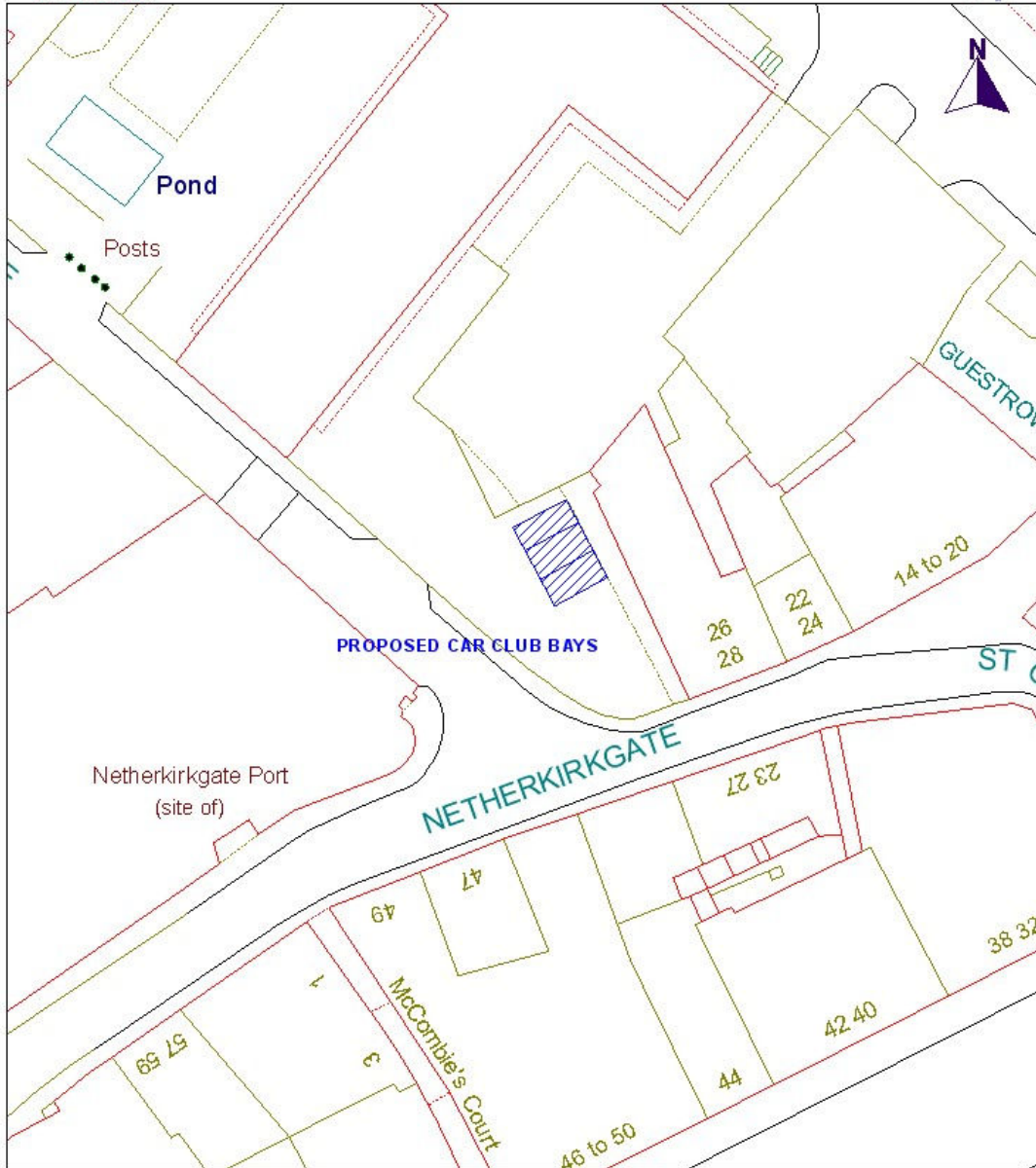
Title: GOLDEN SQUARE PROPOSED CAR CLUB BAY X 2
ON EXISTING WAITING RESTRICTIONS

Scale: 1:750

Date: 13 October 2010

Map Ref: NJ9306SE





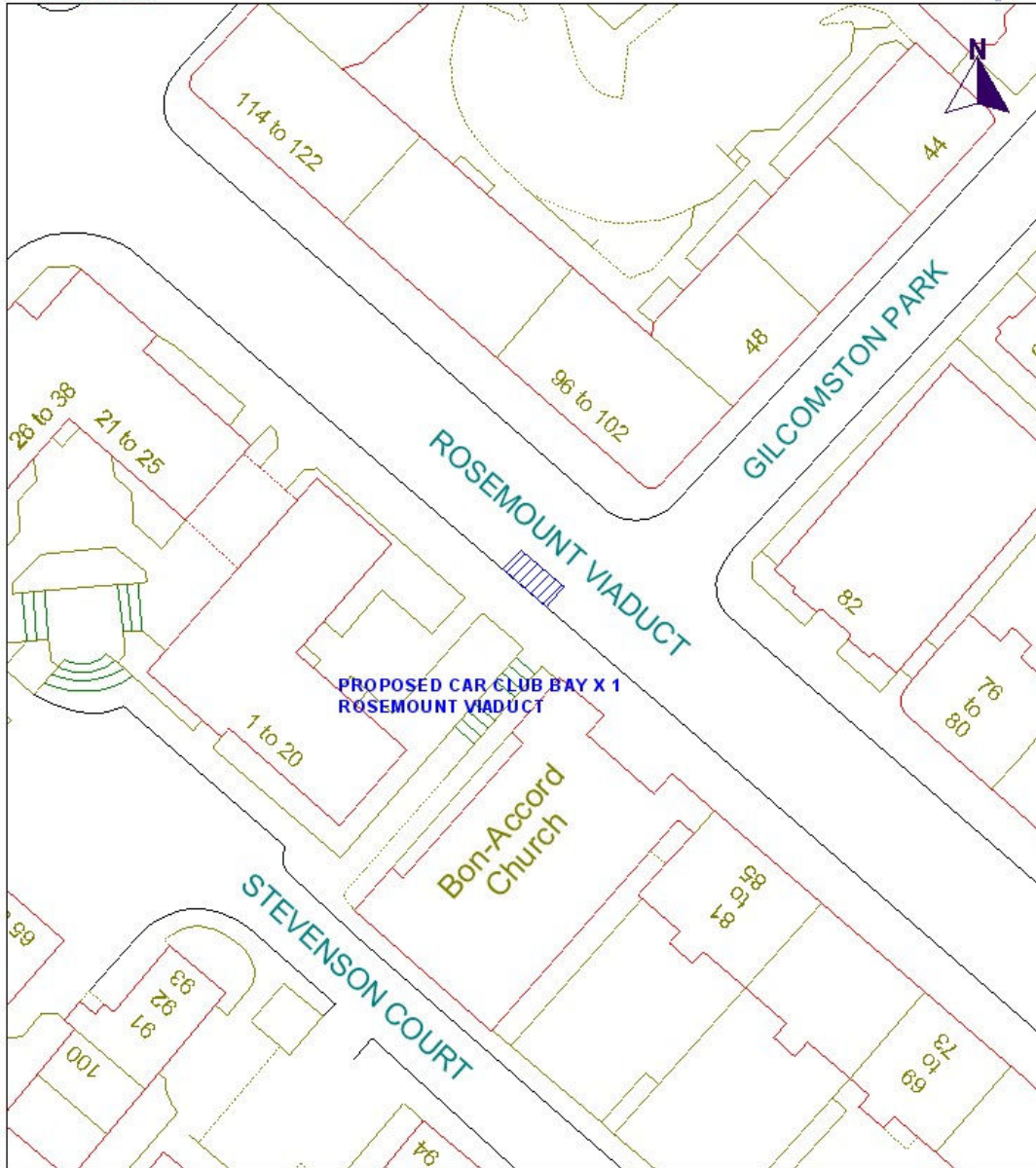
Title: FLOURMILL LANE PROPOSED CAR CLUB BAY X 3
IN EXISTING COUNCIL CAR PARK

Scale: 1:500

Date: 13 October 2010

Map Ref: NJ9406SW





Title: ROSEMOUNT VIADUCT PROPOSED CAR CLUB BAY X 1
ON EXISTING PAY & DISPLAY BAY

Scale: 1:500

Date: 13 October 2010

Map Ref: NJ9306SW



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