

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	ARI Parking (following Notice of Motion by Councillor Bonsell)
REPORT NUMBER	RES/23/324
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The Council on 14 June 2023 instructed a report detailing the impact of changes in land use on the Aberdeen Royal Infirmary (ARI) site on car parking for staff, visitors and the wider community; on the public transport opportunities to and from the ARI site; and the impact on parking within the wider community and any solutions required.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 notes that National Health Service Grampian (NHS Grampian) are preparing a new Development Framework and Transport Strategy for the Foresterhill Campus;
- 2.2 notes the actions being taken by Aberdeen City Council and local public transport services in relation to active travel and public transport adjacent to the site; and
- 2.3 instructs the Chief Officer – Operations and Protective Services to report to this committee on any future impacts arising from the above recommendations or collaboration with NHS Grampian to improve accessibility to the site for patients and staff.

3. CURRENT SITUATION

Full Council Instruction

- 3.1 The Council on 14 June 2023 resolved:
- (i) to note that work commenced on the new Mortuary at Aberdeen Royal Infirmary (ARI) in October 2022 and the project was planned to complete in Spring 2024;

(ii) to note that Unison had reported members' concerns about car parking availability for staff at the ARI site and public transport changes and reductions that were affecting staff travel to work there;

(iii) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the impact that changes in land use on the ARI site had had on the car parking capacity available for staff and visitors and the wider community;

(iv) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the public transport opportunities to and from the ARI site; and

(v) to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on the implications of parking capacity in the area; the impact this was having on parking in the surrounding streets; and consider solutions, in consultation with NHS Grampian.

New Mortuary Site Parking

- 3.2 With regards to the construction of the new mortuary within the ARI estate, on a plot with no existing parking present, the new facility will accommodate 9 parking spaces for both staff and visitors. This is detailed in the Planning Application 210987/DPP approved on October 2021. The new mortuary replaces a facility which was previously off site, on Queen Street, and another which is on the Foresterhill campus, therefore the car parking provision for the site is in addition to that previously available.

On-Site Development and Parking Implications

- 3.3 NHS Grampian produced a Development Framework for the ARI site in 2008 and this was revised in 2015. The aspirations set out within this are now being updated and a "final phase" Development Framework of the campus over the next 10 years, is being prepared. This is being done with an "infrastructure first" approach, with a new Transport Strategy considering opportunities to increase public transport permeability throughout the site. Until this Development Framework is in place, individual planning applications received in relation to the site must be considered under their own merits and impacts.
- 3.4 NHS Grampian are currently reviewing car parking within the site following a period of disruption caused by the Covid-19 pandemic. The review includes a staff survey which concluded on 4th September. A Working Group has been created with a focus on travel for all staffing groups. This group is considering car sharing, social distancing, the implications of reduced public transport, unsocial hours of travel and future opportunities for improvements. An option appraisal will then be completed with a new onsite Parking Strategy expected to be in place towards the end of 2023.
- 3.5 The most significant change to parking within the site of recent years was the construction of the Lady Helen multi-storey car park which was provided for patient and visitor vehicles only. A temporary change has been made to this provision to accommodate a limited amount of staff parking to support single

car occupancy and social distancing measures to protect staff during the pandemic and with the ongoing pressures on the NHS caused by Covid-19. During this period a reduced number of patients and visitors have been using the site.

- 3.6 Future development proposals for the site include a National Treatment Centre (NTC). This will provide a “one stop shop” for medical assessment and treatment. Whilst the NTC may generate greater traffic to the site to attend appointments previously dealt with locally within Aberdeen City and Shire, and Moray, it is anticipated to reduce the overall number of journeys required for treatment of patients. This centre will have a significant requirement for parking which will be addressed by the future planning application, the future Development Framework and Transport Strategy.

Parking on the Surrounding Network

- 3.7 A controlled parking zone (CPZ) Zone Z was introduced in the Foresterhill area in 2002 to protect the residential amenity from the potential overspill of parking from the ARI site, particularly commuter parking by staff. This CPZ has been amended over the subsequent years, most recently to enable pay by phone and app within pay and display bays. The area of the CPZ is included in Appendix 1.
- 3.8 This CPZ works well to discourage parking which can impact on local residents however there are occasional reports from residents living on the periphery of the zone who experience issues finding parking spaces close to their homes. This has been mostly reported to the north of the zone.

Public Transport Provisions to ARI Site

- 3.9 First Aberdeen provide services 3 (Mastrick - Cove/ Charleston) and 23 (Heathryfold - Sheddocksley) to ARI site, with 11 (Woodend - Northfield), 12 (Heathryfold - Torry), 13 (Scatterburn - Seaton Golf Links (via Summerhill)) operating in the local area with all services running via the City Centre.
- 3.10 Stagecoach provide services 59 (Torry - Northfield), X35 (Union Square - Oldmeldrum) and 9 (Inverurie - Union Square), X14 (Kingswells - Broad Street) and 218 (Union Square - Alford) operating to ARI site with all services running via the City Centre.
- 3.11 While there has been a slight reduction to some service frequencies, service levels have largely been maintained in recent years and recent changes to the city centre traffic management, including significant bus priority measures are expected to have a positive impact on bus time reliability and efficiency which our local service providers have stated will be reinvested into services to improve journey times and bus frequencies. Generally, services operate from between 5:30am and 7:00am to 11pm and 12pm Monday to Friday however some, such as the 218 only operate during the daytime (8:38am to 5:54pm).

Active Travel Options

- 3.12 Ashgrove Connects is an ACC project proposed to provide cycle infrastructure along Ashgrove Road West corridor, improving active travel access to the Foresterhill site.

- 3.13 This project supports recent works by NHS Grampian to support staff to cycle and walk to work. This includes new path networks developed within the site, through Spaces for People project.

Conclusions

- 3.14 Development within the ARI site has been challenging to predict within the Development Framework due to the changing practises and focus of medical care over time and the availability of funding to construct new facilities. Many developments within the site over recent years have been to upgrade existing facilities which do not have an overall impact on parking requirements within the site. The new mortuary parking provision is in addition to that previously available.
- 3.15 The pandemic affected staff parking practices within the site, along with patient and visitor numbers. These changes need to be considered by NHS Grampian as they prepare a Parking Strategy and future Transport Strategy, in support of their forthcoming Development Framework. Parking provisions for the site will be considered against an improved public transport and active travel network.
- 3.16 Public transport and active travel network to and around the site will be improved by the upcoming proposals by NHS Grampian, our local bus service providers and ACC. NHS Grampian is also supporting staff to make sustainable and active travel choices through their Working Group and staff engagement.
- 3.17 With regards to the surrounding network the existing CPZ manages a safe and equitable environment for local residents and businesses by reducing the impact of parking which could be displaced from the Foresterhill site.
- 3.18 In view of the above, officers propose to continue the support of NHS Grampian in their endeavours to manage parking within the site and to provide staff and visitors with appropriate and inclusive access to the facilities.

4. FINANCIAL IMPLICATIONS

- 4.1 As no additional works are proposed within this report, there are no financial implications.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 As no additional works are directly proposed as a result of this report, there are no environmental implications.
- 6.2 The report does set out the works proposed by all organisations to improve accessibility to the Foresterhill site by active travel and public transport which

would be expected to have a positive environmental impact by reducing the need for personal vehicles on the network.

- 6.3 This may have a mixed impact for biodiversity as there is likely to be a loss of overall greenspace within the site as it is developed to accommodate additional infrastructure and facilities though works are likely to introduce additional greening features within their design.

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	Failure to support NHS Grampian in the sustainable development of their campus will have a negative impact for the region	To continue to challenge and support NHS Grampian in their development of the site to ensure accessibility for all, by a multimodal transport network.	L	Yes
Compliance	No significant risks identified			
Operational	The failure to implement the measures mentioned will led to a greater burden of vehicles on the city's road network	Officers propose to support these amendments.	M	Yes
Financial	No significant risks identified			

Reputational	Not supporting partner organisations in improving access to services.	Officers propose to support these amendments.	M	Yes
Environment / Climate	The promotion and improvement of active and sustainable public transport to the site is expected to have a positive impact on the environment	Officers propose the support of these improvements.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Aberdeen City Council Policy Statement	Impact of Report
<u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> • Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund, and consider options for council-run services in the city. • Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen.
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. The report

	details the process being undertaken at the ARI site to improve access for all.
Regional and City Strategies	The schemes outlined within this report support Nestrans Regional Transport Strategy priorities of improved journey efficiencies to enhance connectivity; Significantly reduced carbon emissions from transport to support net-zero by 2045; and accessibility for all and our draft Local Transport Strategy objectives TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare; TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive; and TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	

10. BACKGROUND PAPERS

10.1 None

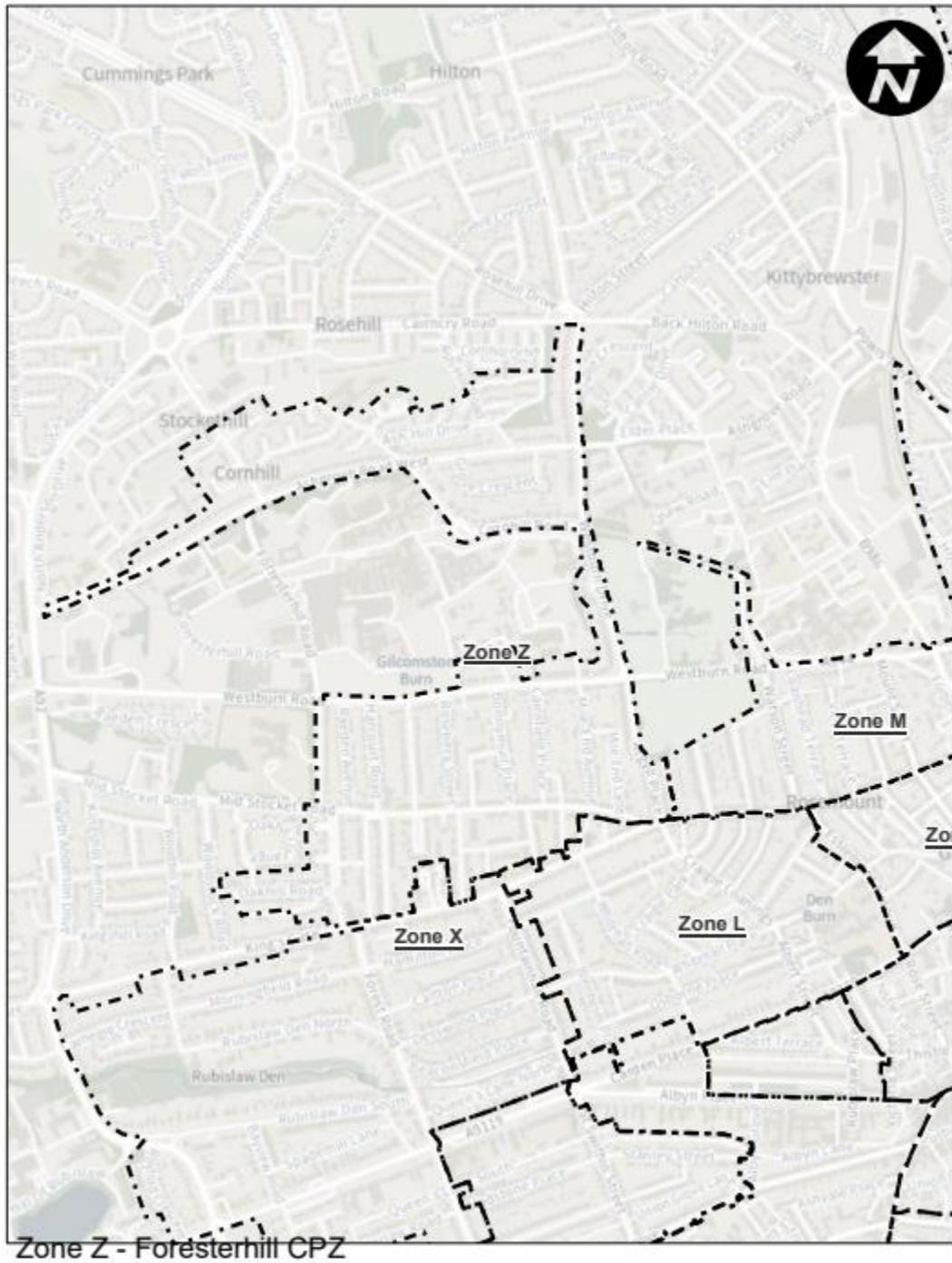
11. APPENDICES

11.1 Appendix 1 – Controlled Parking Zone Z - Foresterhill

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 – Controlled Parking Zone Z – Foresterhill



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