

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	12 November 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Future Operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill)
REPORT NUMBER	CR&E/24/313
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 Following the instruction from this Committee in March 2024 ([RES/24/095](#)), this report sets out the outcome of engagement with Robert Gordon University (RGU) and the community “to seek to agree on a framework for the period after the ten years that will be acceptable to all and will meet the needs of the Community” following the end of RGU commitments to fund the management of the Garthdee/ Kaimhill controlled parking zones (CPZ) Y and YY.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 notes that discussions were undertaken by officers with Robert Gordon University (RGU), community representatives and Local Members;
- 2.2 notes that RGU provided options for a 3 or 5 year transition period, part-funded by the Council, reliant on the Council not charging residents for permits during this period;
- 2.3 notes the community representatives response to the suggested transition period in section 3.4 of this report;
- 2.4 notes the implications of not charging for resident permits for the 3 or 5 year period, as set out in this report;
- 2.5 agrees that implementation of a transition period is not a feasible option and should not form part of the informal consultation which is to be carried out on the future of CPZ Y and YY;
- 2.6 notes that the Chief Officer - Operations will now undertake the informal consultation previously instructed by this Committee in March 2024, as set out at section 3.8 of this report, and report back the results and recommendations in March 2025; and

2.7 instructs the Chief Officer – Finance to include expected changes in operating costs and income levels for Zones Y and YY in the budget process for 2025/26.

3. CURRENT SITUATION

3.1 This reports the outcome of the discussions between Council officers, RGU, Local Members and the community as instructed by this Committee in March 2024.

3.2 Officers met with representatives from RGU and Garthdee Community Council along with Local Members on a number of occasions to consider the potential of a transition period following completion of the Planning requirements placed on RGU in relation to the CPZ.

3.3 RGU put forward a proposal that a 3 or 5-year structured withdrawal from the existing arrangement is put in place, a transitional period. They would provide a further voluntary financial contribution to the cost of running the scheme subject to residents not being charged for permits over the timescale of the agreement.

RGU would accept one of the following scenarios:

RGU alternative proposals – Garthdee CPZ

Scenario 1 (based on retaining zero cost to Garthdee residents)

3 year phased exit	Year 1	Year 2	Year 3	Total
RGU contribution	£28.14k	£13.86k	£0	£42k
ACC contribution	£13.86k	£28.14k	£42k	£84k

Scenario 2 (based on retaining zero cost to Garthdee residents)

3 year phased exit	Year 1	Year 2	Year 3	Total
RGU contribution	£21k	£21k	£0	£42k
ACC contribution	£21k	£21k	£42k	£84k

Scenario 3 (based on retaining zero cost to Garthdee residents)

5 year phased exit	Year 1	Year 2	Year 3	Year 4	Year 5	Total
RGU contribution	£20k	£15k	£10k	£5k	£0	£50k
ACC contribution	£22k	£27k	£32k	£37k	£42k	£160k

Appendix 3 sets out the alternative travel modes promoted by RGU to their students and staff.

- 3.4 A Garthdee Community Council representative provided the following response to discussions as no community representatives were available to attend the final meeting prior to preparation of this report.

“As a principle, Garthdee Community Council and the residents and community organisations believe that no-one should ever have to pay to park in this community, however there was a pragmatic suggestion of a compromise where RGU would pay for a period of 3-5 years that would give the residents something tangible to accept as part of a transition towards the CPZ either being removed or retained, with the residents paying for their permits. While not ideal from a resident’s perspective, we believe that it was a positive suggestion that would go a significant distance to addressing the colossal sense of anger within the community.

We do not believe the offer from RGU goes far enough and call upon RGU to review their proposal and offer a 3-5 year period of administration costs that RGU would pay for. From discussions, it is clear that Aberdeen City Council would be placed in a predicament where if it were to accept the proposal on the table from RGU, it would mean other communities in Aberdeen with a CPZ would demand the same arrangement, a point that RGU were all too aware of. This ultimately puts the community and people of Garthdee squarely in the centre of a deadlock between the university and Aberdeen City Council, which does nothing to resolve the issue in the spirit of compromise which was suggested by the community.

Garthdee Community Council fears that the people of Garthdee will be severely angered that their needs, both financial, and socially, are being ignored and strongly call upon RGU to meet the expectations of the people of Garthdee. Anything less will damage relations even further, possibly beyond repair.

It would be Garthdee Community Council’s intention to call a meeting where all parties responsible for causing this detrimental impact on the lives of Garthdee’s residents can face the public to grasp the strength of feeling on this matter.”

- 3.5 Having considered the RGU scenarios, officers have consulted colleagues including the Legal and Finance teams, in regard to the implications of the proposed transitional arrangements. The following points have been made regarding the transitional proposal.
- 3.5.1 Precedent – Throughout the city, ACC operates and manages our CPZ with residents paying for permits, including those around other campuses, such as Old Aberdeen and Foresterhill. The income from permit sales provides the budget for the operation and management of the CPZ. The current agreement at Garthdee/ Kaimhill was put in place to meet Planning conditions whereby operational and management costs are covered by RGU and residents do not pay for permits. The proposed scenarios create a precedent whereby operational and management costs are split between RGU and ACC and residents do not pay for permits. Therefore, there is a Budget implication in

relation to the operational and management costs which is not experienced at other CPZ.

- 3.5.2 Reputation – Residents in other CPZ may question why ACC are accepting management costs but not resident permit income for a specific CPZ when others are not.
- 3.5.3 Financial – Any proposal to extend the period for which residents do not pay for permits, has a financial implication for the future Council income which would need to be considered through the Budget process. The Parking Budget surplus is an important contributor to the delivery of the Local Transport Strategy and maintenance of our transport network. The costs/ income for the options are set out below in section 4.0.
- 3.5.4 Legal – There is no legal reason preventing ACC from extending the period for which residents do not pay for permits. There would be a requirement to produce a legal agreement with RGU, should one of the scenarios be taken forward.

Conclusion

- 3.6 Given the considerations set out in 3.5, officers recommend that the proposed transitional period is not acceptable to the Council.
- 3.7 If the Committee agrees with the recommendation above, it is the intention of officers to carry out an informal consultation with the Garthdee and Kaimhill communities regarding the continuation of the CPZ. The consultation was not completed before as it was felt by officers that a decision to increase the period of free residents permits would influence resident's decisions regarding the continuation of the CPZ.
- 3.8 The options to be considered within the informal consultation, as set out in the March 2024 report are
Option 1 Removal of the controlled parking measures – this would permit any vehicle to park kerbside within the area surrounding the Garthdee Campus and
Option 2 Keep controlled parking measures - maintenance and enforcement costs are taken on by the Council and residents are charged for permits to cover these costs.
- 3.9 If the Committee were of a mind to accept one of the RGU scenarios, it is recommended that the informal consultation on the future of the CPZ is delayed until approximately one year before the end of the new agreement.

4. FINANCIAL IMPLICATIONS

- 4.1 Zone Y has around 582 residents and 780 visitors permits in circulation, whilst Zone YY has around 169 residents and 206 visitors permits in use.

- 4.2 Please see the table below for the potential income, if these permits were charged at the current permit prices for Zone RR (Old Aberdeen) and Zone Z (Foresterhill Campus) i.e. 1st permit £105 and 2nd permit £157.

	Zone Y	Zone YY
1st permit	£ 81,900.00	£21,630.00
2nd permit	£ 91,374.00	£26,533.00
Total	£173,274.00	£48,163.00

- 4.3 If a transitional scenario were to be taken forward, this potential income would not be available to fund the CPZ. Full financial implications are set out in Appendix 1 and 2.
- 4.4 Under the current Minute of Agreements with RGU, payments for the operation of Zone Y cover the period to 1 December 2024 however those for the operation of Zone YY cover the period to 1 December 2025. Our website states that resident's permits for both Zones will not be charged until November 2025. On this basis, this cost will be built into the forecast outturns for the Parking ledger for the remainder of the year.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising out of this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no environmental implications for the decision not to accept the RGU scenarios.
- 6.2 RGU operate a Travel Plan for the site which is expected to be updated in 2024/ 25. This directs students and staff to sustainable travel options including walking, cycling and public transport.

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	No significant risks identified.			
Compliance	No significant risks identified.			

Operational	No significant risks identified.			
Financial	An extension of provision of free permits to residents would have a financial implication for ACC.	If the permits remain free of charge to residents, there is a loss of potential income to the Council. Adversely, if charges are reinstated at the end of the current agreements, income is expected.	L	Yes
Reputational	There may be a negative public reaction to the potential charging of the residents for permits.	It is proposed to carry out an informal consultation on whether to keep the CPZ before the current agreement is completed. This will inform the Council's decision on the future of the CPZ and whether residents will have to pay for permits.	M	Yes
Environment / Climate	No significant risks identified.			

8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <p>Consult citizens, community councils and other partners on the work of the City Council, including carrying out a public engagement and consultation as part of the annual budget setting process.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Previous Integrated Impact Assessment relating to Future Operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill) March 2024 has been reviewed and changes made

Data Protection Impact Assessment	Not required
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10. BACKGROUND PAPERS

10.1 RES/24/095 – Future operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill) – NZET March 2024

11. APPENDICES

11.1 Appendix 1 – Financial Implications of RGU Scenario 1, 2 and 3
Appendix 2 – Financial Implications of Officer Recommendation
Appendix 3 – Details on RGU website for travel to Garthdee Campus

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Appendix 1 – Financial Implications of RGU Scenario 1, 2 and 3

	Scenario 1 - 3 year phased exit by RGU	Scenario 2 - 3 year phased exit by RGU	Scenario 3 - 5 year phased exit by RGU
Change in Number of Permits issued	None up to Year 3	None up to Year 3	None up to Year 5
Change in funding from Robert Gordon University	Year 1 – loss of £13.86k Year 2 - loss of £28.14k Year 3 - Loss of all income £42k	Year 1 - loss of £21k Year 2 - loss of £21k Year 3 - Loss of all income £42k	Year 1 - loss of £22k Year 2 - loss of £27k Year 3 - loss of £32k Year 4 - loss of £37k Year 5 - loss of £42k
Change in funding from permit holders	None up to Year 3	None up to Year 3	None up to Year 5
Change in Voucher Sales Income	None	None	None
Change in PCN fine income	None	None	None
Change in management costs	None	None	None
Net Change in costs	Year 1 – £13.86k Year 2 - £28.14k Year 3 - £42.00k	Year 1 - £21k Year 2 - £21k Year 3 - £42k	Year 1 - £22k Year 2 - £27k Year 3 - £32k Year 4 - £37k Year 5 - £42k

Appendix 2 – Financial Implications of Officer Recommendation

	Scenario Options from RGU	Officer recommendation whereby permits are charged on completion of current agreement	Option to remove CPZ (if this is decided by a future committee)
Change in Number of Permits issued	None during years of operation	Decrease in the range of 5% to 50%	All Resident (approx. 750) and Visitor (approx. 1,000) permits removed
Change in funding from Robert Gordon University	Loss of up to £42k per annum	Loss of up to £42kpa	Loss of up to £42kpa
Change in funding from permit holders	None	Depending on customer resistance to charges: High income - new income of £220k Medium income - new income of £165k Low income - new income of £110k	None
Change in Voucher Sales Income	None	None	Loss of up to £15kpa
Change in PCN fine income	None	None	Estimated reduction of £200kpa
Change in management costs	None	None	Reduction of approx. £16k
Cost of infrastructure changes	None	None	£50k in first year
Net Change in costs	Loss of up to £42k per annum	Depending on customer resistance to charges: High income - (£178k) Medium income - (£123k) Low income - (£68k)	Loss of up to £291k

Appendix 3 – Details on RGU website for travel to Garthdee Campus

Data provided on the RGU Transport section of their website:

CAR TRAVEL AND RGU'S NET ZERO COMMITMENT

Please be mindful that domestic transport is currently Scotland's [largest source of CO2 emissions at over 25%](#). In planning your travel to campus, have you considered the following options for travelling to RGU?

- Semester long bike hire is available from £20 per month from [BikePad](#) at Woolmanhill flats, who also provide a bike maintenance workshop
- Secure bike storage is available on campus for a £10 deposit and there is access to lockers and showers in most buildings
- [FREE Bus travel](#) for Under 22s
- [Car Sharing](#) can halve the cost of driving and you can find people to car share with using the [Liftshare](#) scheme

Also information provided where an application is made for a parking permit on campus:

Please be mindful, transport is currently Scotland's largest contributor to [climate change](#).

As such, in planning your travel to RGU, have you considered the following options for travelling to RGU?

- Semester long bike hire is available from £20 (+deposit) per month from [BikePad](#) at Woolmanhill flats who also provide a bike maintenance workshop.
- Secure bike storage is available on campus for a £10 deposit and there is access to lockers and showers in most buildings.
- [FREE BUS TRAVEL](#) for Under 22s
- Discounted student [bus tickets](#) for those not eligible for those 22 and over
- Car Sharing can halve the cost of driving and you can find people to car share with using the [Liftshare](#) scheme. RGU offer heavily discounted permits for those that car share.
- If you are unsure of what your travel options are, or would like more information on the emissions of your journey, why not sign up for a [free personalised travel plan?](#)