

ABERDEEN CITY COUNCIL

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COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **15 November 2011**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Residential parking provision for Albert Terrace**

REPORT NUMBER: **EPI/11/299**

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**1. PURPOSE OF REPORT**

This report is to advise Committee of the updated parking survey information carried out on Albert Terrace as previously agreed by Committee.

**2. RECOMMENDATION(S)**

That the Committee:

1. note the content of the report
2. agree to maintain the existing parking layout on Albert Terrace

**3. FINANCIAL IMPLICATIONS**

There should be no cost implications in maintaining the current layout.

**4. OTHER IMPLICATIONS**

Should “residents only” parking bays be implemented the loss of “pay and display” parking that is available to the general public will impact on the local commercial and business interest of the area. There is a risk that if the parking bays on the south side of Albert Terrace are altered from “pay and display bays to “residents only” bays a number of these “residents only” bays will remain permanently empty during the working day and the Council would not be seen to support the local economy.

The implementation of “residents only” parking bays in Albert Terrace will create an unnecessary precedent within the defined city centre which would be difficult to resist should similar requests be made from residents elsewhere in the city centre.

## **5. BACKGROUND/MAIN ISSUES**

- 5.1 In 2006 a request was made by the former local member, Councillor Alison Smith, on behalf of the Albert Terrace Residents Association (ATRA) to have the pay and display bays on the south side of Albert Terrace altered to “Resident Permit Holder Only” bays. It was suggested at this time that residents were unable to park on their street as there were occasions when it was fully parked.
- 5.2 In response to this request a number of parking surveys were carried out to identify the level of parking and also the level of residents permit parking within the street. The surveys determined whether it was practical to restrict the south side of Albert Terrace to Residents Only parking or whether it was essential that the parking remain flexible to accommodate the many businesses in this part of the west end of the City.
- 5.3 The survey results clearly indicated that sufficient parking spaces were available within Albert Street to accommodate the residential parking demand whilst also servicing the local business community. It is acknowledged that whilst spaces may not have been directly available outside individual residential properties there were always spaces available within a short distance. At that time it was felt that to restrict parking on the south side to “residents only” parking would unnecessarily limit the generally available parking and have an impact on local business and therefore could not be justified.
- 5.4 In May 2009 a further request to review this issue was made by Councillors Martin Greig and Jennifer Stewart, on behalf of the ATRA.  
Further surveys were carried out and provided similar results to those carried out in 2006. In this respect it was felt that no further action was justified, however, in the interests of fairness the matter was referred to the Controlled Parking Areas Working Party for further discussion.
- 5.5 A report was submitted to the Controlled Parking Areas Working Party (CPAWP) meeting on 24th February 2011, the minute of which was then presented to the Enterprise, Planning and Infrastructure Committee on March 15<sup>th</sup> 2011.
- 5.6 Recommendation xiv of this report was that the introduction of “resident only” parking on Albert Terrace was unnecessary.
- 5.7 The minutes of the working party meeting were presented to Enterprise, Planning and Infrastructure Committee on 15<sup>th</sup>

March 2011 wherein it was noted “to drop the recommendation that the introduction of exclusively residential parking provision in Albert Terrace was unnecessary.”

- 5.8 The EP&I committee resolved to request officers to submit a further detailed report on the possibility of introducing exclusively residential parking provision in Albert Terrace, including updated surveys, to a future meeting for consideration.

### **Updated Surveys and Investigations**

- 5.9 Dialogue with the Albert Terrace Residents Association has been maintained and at a recent meeting they reconfirmed their reasons for the request for “residents only” parking to be implemented. The residents association has questioned the surveys carried out by officers and the reasoning behind the current arrangements. A summary statement prepared by the Residents Association outlining their arguments is given in Appendix 3 for information and consideration.
- 5.10 In response to the committee instruction, parking beat surveys were carried out and the results are shown in Appendix 1. The surveys previously carried out are shown in Appendix 2 for information and comparison.
- 5.11 Albert Terrace has an on street parking capacity of 70 spaces with some 40 spaces on the south side and 30 spaces on the north side. The terraced residential properties of Albert Terrace bound the southern footway
- 5.12 From the survey results in Appendix 1 the maximum parking demand of 62 spaces is noted to be during the midday period and comprises of a residential (permit) demand of 27, with 35 spaces occupied by general parking. As would be anticipated the parking demand during the evening and overnight reduces to some 34 spaces with a significant excess of on street parking available for residential parking.
- 5.13 The most recent survey results are consistent with those previously taken and would indicate that the non residential demand during peak occupancy (column A , Appendix 1 & 2) does exceed the number of available spaces on the north side of Albert Terrace (30). The provision of “residents only” spaces on the south side would displace visitor parking to the surrounding streets and would impact on the ability of the on street city centre parking to service the local businesses who rely on available on street parking. It has been observed that the immediately adjacent section of Albert Street is generally at capacity during the working day.

- 5.14 The survey results have also highlighted that the introduction of “residents only” parking on the south side would leave in excess of 13 spaces vacant at a time when general parking demand is high. This figure assumes that all residential parking will take place on the south side but this cannot be guaranteed and residents could still legitimately park within the pay and display spaces. It will be noted that on average 10 residents chose to park on the north side at all times of the day and evening
- 5.15 A founding principle of the introduction of controlled parking within the defined city centre has always been that the turn over and availability of parking is essential in the delivery of a competitive and healthy economy, particularly in areas where off street parking is limited by planning and building constraints. The implementation of “residents only “parking within the city centre would fundamentally undermine this principle and erode the general parking provision within the central area.
- 5.16 It has been suggested that the amenity and environment within Albert Terrace is unique and the implementation of “residents only“ parking would not be seen to set a precedent . Whilst Albert Terrace has an excellent setting and character the overlying principle to allow “residents only “parking could equally be applied on many of the city centre streets and would be extremely difficult to resist.
- 5.17 It can be seen from the surveys that the existing parking arrangements do not, to any significant degree, impact on the ability of residents to park within Albert Terrace, albeit not always at the frontage to their properties but within a short walk
- 5.18 The loss and “pay and display“ parking may impact on the income generated and if considered to be applicable on a wider area of the city centre, has the potential to be significant.
- 5.19 Taking all matters into consideration it is concluded the loss of general on street parking would impact on the local businesses and very importantly create a precedent that could potentially erode the on street parking availability within the city centre and the commercial support this provides.

## **6. IMPACT**

- 6.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for all modes of transport.
- 6.2 The proposals are in line with the Single Outcome Agreement to support the local economy and attract local business.

**7. BACKGROUND PAPERS**

Report and Minute from the Controlled Parking Areas Working Party meeting on 24<sup>th</sup> February 2011

**8. REPORT AUTHOR DETAILS**

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## APPENDIX 1

### Recent survey results

	Date and time	Resident Permit	Business permit	Pay and Display	Blue Badge	Medic	Total no. of vehicles on street	Column A	Column B
North	08/06	11	-	4	1	-			
South	08:00	25	1		2	-			
<b>Totals</b>		<b>36</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>44</b>	<b>8 (-)</b>	<b>4</b>
North	08/06	10	5	12	1	-			
South	11:00	17	8	5	2	2			
<b>Totals</b>		<b>27</b>	<b>13</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>62</b>	<b>35 (5)</b>	<b>13</b>
North	09/06	9	8	7	-	-			
South	15:00	15	5	8	2	-			
<b>Totals</b>		<b>24</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>-</b>	<b>54</b>	<b>30 (-)</b>	<b>16</b>
North	07/06	12	-	2	-	-			
South	20:30	25	-	-	1	-			
<b>Totals</b>		<b>37</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>-</b>	<b>40</b>	<b>3 (-)</b>	<b>3</b>
North	30/06	10	1	2	-	-			
South	07:30	22	-	1	1	-			
<b>Totals</b>		<b>32</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>37</b>	<b>5 (-)</b>	<b>8</b>
North	29/06	8	7	12	1	-			
South	11:00	15	5	11	-	-			
<b>Totals</b>		<b>23</b>	<b>12</b>	<b>23</b>	<b>1</b>	<b>-</b>	<b>59</b>	<b>36 (6)</b>	<b>17</b>
North	29/06	10	6	13	-	-			
South	15:00	18	3	7	1	-			
<b>Totals</b>		<b>28</b>	<b>9</b>	<b>20</b>	<b>1</b>	<b>-</b>	<b>58</b>	<b>31(1)</b>	<b>12</b>
North	29/06	9	1	2	-	-			
South	18:45	19	1	1	1	-			
<b>Totals</b>		<b>28</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>34</b>	<b>6 (-)</b>	<b>12</b>

**Column A** – records the number of vehicles parked in the street legitimately by a means other than with a resident permit ie with a Pay and Display ticket, medical permit, Blue Badge or business permit. Assuming the south side of the street was altered to “Residents permit holders only” parking, then the number of vehicles in this column would have to park on the north side. This number varies between 3 and 36 (above). As this side of the street only allows 30 vehicles to park then the number of vehicles recorded in brackets would be displaced to other streets. In each case, and at all times, empty spaces would remain on the south side of Albert Terrace.

**Column B** – records the number of spaces that would remain empty on the south side should it be converted to “Resident permit holders only” parking

## APPENDIX 2

### Previous survey results

	Date 2009	Resident/ business Permit	Pay and Display	Blue Badge	Medic	Total no. of vehicles on street	Column A	Column B
North	17/03	8	1	0	2			
South	20:40	22	0	1	1			
Totals		30	1	1	3	35	5	10
North	18/03	8	18	0	0			
South	10:20	22	6	1	1			
Totals		30	24	1	1	57	26	10
North	24/03	8	13	1	1			
South	14:20	19	5	0	1			
Totals		27	18	1	2	47	21	13
North	25/03	11	15	0	0			
South	12:20	18	17	0	1			
<b>Totals</b>		<b>29</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>33</b>	<b>11</b>
North	24/09	9	9	0	1			
South	11:00	17	7	1	3			
Totals		26	16	1	4	47	21	14
North	30/09	10	11	0	1			
South	12:00	21	7	0	1			
Totals		31	18	0	2	51	20	9
North	06/10	9	13	1	0			
South	11:30	21	9	1	0			
Totals		30	22	2	0	54	24	10
North	07/10	11	7	0	0			
South	11:50	14	8	2	2			
Totals		25	15	2	2	44	19	15

## APPENDIX 3

### *Albert Terrace Residents Association. Background / Discussion Document Relating to Request for "Residents Only" Parking.*

- 1) Zone P (which includes Albert Terrace) was one of the *first* Controlled Zones to be established. As such, we believe that not much thought was given to Residents Only Parking in those early days.
- 2) As Zones have spread out from the City Centre, they have often been given Residents Only Parking – even though they are often underutilised when compared with Albert Terrace. A clear case in point is the Residents Only Parking in Carden Place – *just 50 metres from Albert Terrace via Albert Walk*. This facility is underutilised as most of the properties up to and including St Mary's Church have offstreet parking.
- 3) Albert Terrace, on the other hand, is regularly fully parked from end to end – especially between 8am to 6 pm.
- 4) ACC Roads Officials have carried out surveys and maintain that there is still capacity for residents to park albeit not outside their own houses. We strongly dispute the methodology, as the surveys carried out to date are not statistically valid. The technique the Officials are using to observe the parking patterns is known to Statisticians as '*Activity Sampling*'. However, it requires *several hundred* random observations to give a valid result. To get a valid statistical result with a '95% Confidence Level would require between 330 and 930 separate observations!
- 5) The Officials have said in the past that they do not have the resources to carry out such a large survey, but without this rigorous approach, the results are invalid. I can agree that to do such a massive survey is wasteful of resources, so therefore why try and justify a decision on insufficient data when a *commonsense* intuitive approach would be more useful ?
- 6) On the commonsense approach, a very valid point was raised at our last Residents Meeting. The question was :- Have other Zones in the past (or newly created ones) been subject to the same rigorous parking surveys before Residents Only Parking was granted ?? ...I don't think so, do you ? Why has Albert Terrace been singled out?
- 7) Since our last meeting with Roads Officials, the parking situation has deteriorated as Businesses in Albert Street have split their premises into 2 or 3 different users of the same building. More Business Permits seemed to have been issued and these people are unlike shoppers and ad-hoc parkers in that they stay all day in the same spot.
- 8) The parking situation would be even worse were it not for the fact that, at least 10% of the Residents have garages to the rear and therefore choose not to hunt for spaces on the street.
- 9) We have never asked for exclusively Residents Only Parking for both sides of the street ~ we have only ever campaigned for Residents Only on our side of the Street.
- 10) Finally, Albert Terrace is a much admired and historic part of Victorian Aberdeen. There is a healthy Residents Association which cares for the road by funding hanging baskets, strimming the bank opposite and planting spring bulbs and flowers and recently we 'adopted' the Planters at the west end of the Terrace. In view of the Council financial difficulties we cleaned out and planted the latter with summer bedding plants. Just recently, we have planted spring bedding plants to enhance the tubs. This is done on an entirely voluntary basis and at our own expense. The residents are also caring of one another and most people know each other by sight – much as things were in communities a few years ago. As you can see, we put a lot back into the community; is it too much to ask for a little in return ??



## **Consultees comments**

<b>Council Leader</b>	Councillor Callum McCaig – has been consulted
<b>Convenor</b>	Councillor Kate Dean – has been consulted
<b>Vice Convenor</b>	Councillor John Corall - <i>has been consulted and supports the recommendations of officers on this issue</i>

<b><u>Local Members</u></b>	email 25/07/11
<b>Councillor George Adam</b>	Has been consulted
<b>Councillor Yvonne Allan</b>	Has been consulted
<b>Councillor Marie Boulton</b>	Has been consulted
<b>Councillor Bill Cormie (Depute Provost)</b>	Has been consulted
<b>Councillor Barney Crocket</b>	Has been consulted
<b>Councillor Martin Greig</b>	Has been consulted
<b>Councillor Muriel Jaffrey</b>	<i>- supports officers recommendations</i>
<b>Councillor Alan Milne</b>	Has been consulted
<b>Councillor George Penny</b>	Has been consulted
<b>Councillor Richard Robertson</b>	Has been consulted
<b>Councillor John West</b>	Has been consulted
Councillor John Stewart	Has been consulted
Councillor Kevin Stewart	Has been consulted
Councillor Jillian Wisely	Has been consulted
Councillor Ian Yuill	Has been consulted
Councillor Irene Cormack	Has been consulted
Councillor Alan Donnelly	Has been consulted
Councillor James Kiddie	Has been consulted
Councillor Neil Cooney	Has been consulted
Councillor Mark McDonald	Has been consulted
Councillor Jennifer Laing	Has been consulted
Councillor Len Ironside	Has been consulted
Lord Provost Peter Stephen	Has been consulted
Councillor Wendy Stuart	Has been consulted
Councillor Gordon Townson	Has been consulted
Councillor Neil Fletcher	Has been consulted
Councillor Kirsty West	Has been consulted
Councillor Aileen Malone	Has been consulted
Councillor Neil MacGregor	Has been consulted
Councillor Jackie Dunbar	Has been consulted
Councillor Gordon Graham	Has been consulted
Councillor Andrew May	Has been consulted
Councillor James Hunter	Has been consulted
Councillor Norman Collie	Has been consulted
Councillor Jim Noble	Has been consulted
Councillor Gordon Leslie	Has been consulted
Councillor John Reynolds	Has been consulted
Councillor Jim Farquharson	Has been consulted
Councillor Jennifer Stewart	<i>- has been consulted and has commented that this street is mainly residential, has no businesses on it but there remains parking pressures on the residents. Through consultation with the residents Cllr Stewart would like the south side of the street to be altered to Residents Only parking bays. Residents have also advised that there are often empty spaces on Carden Place for use by visitors to the area.</i>
Councillor Willie Young	Has been consulted

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## **Council Officers**

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Barry Jenkins, Head of Finance, Resources - *has been consulted and had no financial comments*

Jane MacEachran, City Solicitor, Continuous Improvement - has been consulted

Ciaran Monaghan, Head of Service, Office of Chief Executive - has been consulted

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - has been consulted

Hugh Murdoch, Head of Service, Shelter and Environment – has been consulted

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership - *We are in agreement with the recommendations of keeping the parking lay-out the same and agree that any introduction of residents parking bays in a city centre controlled parking zone would set a precedent.*

Mike Cheyne, Roads Manager - has been consulted

Neil Carnegie, Community Safety Manager - has been consulted

Margaret Jane Cardno, Community Safety Manager - has been consulted

Colin Walker, Community Safety Manager - has been consulted

Dave Young, Account Manager, Service, Design and Development - has been consulted

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

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