

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **22 January 2013**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Proposed Garthdee Controlled Parking Zone
Extension**

REPORT NUMBER:**EPI/12/314**

1. PURPOSE OF REPORT

This report details the results of an informal consultation by letter drop carried out on streets proposed for inclusion within an extension to the existing Garthdee Controlled Parking Zone (CPZ). The report discusses the findings of the consultation.

2. RECOMMENDATION(S)

It is recommended by Officers that:

1. The Committee note the results of the informal consultation exercise
2. The Committee instruct Officers to monitor the parking impact in the area following the opening of the expanded Robert Gordon University campus and report findings to the Committee with further recommendations pertaining to the implementation of the Controlled Parking Zone

3. FINANCIAL IMPLICATIONS

The implementation of the CPZ is to be financed by the Robert Gordon University (RGU) per the legal agreement associated with the consent for the expansion of the Garthdee campus. Revenue and costs associated with the extension to the existing CPZ have not been included in budget calculations as the scheme remains unapproved.

4. OTHER IMPLICATIONS

The potential exists that with the expansion of the Garthdee campus of the RGU there will be an increase in demand for on street parking in the residential Garthdee and Kaimhill areas. If this is unregulated there will be issues relating to the unavailability of space for residents and visitor parking. In addition, residential and environmental amenity in the area will consequentially be affected by the overspill in parking.

5. BACKGROUND / MAIN ISSUES

5.1 Background

- 5.1.1 The Development Management sub-committee of the Council at its meeting on 11 March 2010 granted planning permission for the expansion of the Garthdee campus of the RGU. Associated with the consent is a legal agreement requiring that the University, amongst other things, carry out a public consultation exercise with regard to the extension of the existing Garthdee CPZ.
- 5.1.2 A plan of the streets that would be affected by such a proposal are shown in Appendix A in relation to the location of the existing CPZ and the campus expansion. The majority of the affected area is in Kaimhill.
- 5.1.3 National and local transport planning policy provides strict maximum parking guidelines for all types of new development. The expansion of the Garthdee campus of the RGU has been completed in accordance with these. The purpose of maximum parking standards are to constrain the number of vehicles accessing a development, to thereby reduce congestion on the wider road network, reduce dependency on the private car and cut vehicle emissions in line with national and local transport policy. If no constraint on the number of parking spaces was imposed, this would encourage all users of the development to travel by car. In an area with existing congestion problems this would be difficult to accommodate and subsequently mitigate against, and vehicle emissions in the area would rise. It would not be in line with existing national and local transport policy.
- 5.1.4 It is normal course that a development provide infrastructure and facilities to allow for and encourage travel by modes of transport other than the car. Such features employed at the Garthdee campus include cycle parking and attractive and convenient foot and cycleways along with new pedestrian crossing points external to the site.
- 5.1.5 The constrained car parking facilities on site will lead to a displacement of parking into surrounding streets where these are available. If this was allowed, the impact of the maximum parking standards in reducing the number of cars accessing the development would not be realised, and the reductions in congestion and vehicle emissions that the parking standards seek to deliver would not be achieved. It is considered that the most effective way of controlling on street parking, and securing the impact of the maximum parking standards, is to introduce a CPZ in the streets surrounding the development to dissuade users of the development from parking in the area and consequentially from travelling by car at all.
- 5.1.6 These initial stages of work to take forward a CPZ in line with planning policy and strategy have been funded by the RGU.

5.2 Informal Consultation with Residents

- 5.2.1 In accordance with the legal agreement associated with the developments planning consent an informal consultation exercise was

carried out by means of a letter drop to all residents and businesses affected by the proposals. A copy of the letter is shown in Appendix C.

- 5.2.2 The consultation letter detailed the extents of the proposed CPZ. A reply form was also included which allowed consultees to express their views on the expansion of the CPZ, and indicate whether they were supportive of or in opposition to the proposals. This method of consultation has been used for similar scenarios in the past, and has become commonplace for consultation on such schemes.
- 5.2.3 A response rate of approximately 38.7% was achieved from the informal consultation. Of 553 residences and businesses that were consulted, 212 responded. Six individual respondents returned more than one response, and a further six residences returned more than one response from separate individuals giving the same opinion. The additional responses from these properties were discounted.
- 5.2.4 Of the responses, overall 26.4% are in favour of the expansion of the CPZ, and 73.6% are against. Table 1, below, shows the responses for each individual street. In addition to these, there were four responses that did not indicate a preference either way. On Garthdee Road only one response was received, from Asda.
Appendix B plan showing those streets in favour of and in opposition to the proposals.

Table 1 – Informal Consultation Response Summary				
Street	Response Favour	In	Response Against	Response Rate
Auchinyell Gardens	18%		82%	58.3%
Auchinyell Road	40%		60%	41.7%
Auchinyell Terrace	58%		42%	22.2%
Craigievar Place	44%		56%	13.6%
Garthdee Crescent	21%		79%	63.6%
Garthdee Drive	46%		54%	24.6%
Garthdee Gardens	17%		83%	50.0%
Garthdee Road	100%		0%	14.3%
Garthdee Terrace	0%		100%	25.0%
Kaimhill Circle	18%		82%	61.1%
Kaimhill Gardens	11%		89%	56.3%
Kaimhill Road	0%		100%	50.0%
Pitmedden Crescent	25%		75%	50.0%
Pitmedden Terrace	33%		67%	42.9%
Ruthrie Court	18%		82%	55.0%
Ruthrie Gardens	33%		67%	37.5%
Ruthrie Road	21%		79%	53.8%
Ruthrie Terrace	14%		86%	53.8%
Ruthrieston Road	0%		100%	9.1%
Unknown Location	0%		100%	-

- 5.2.5 The results show that overall the residents of the affected area are against the proposed CPZ extension. Only two streets, Auchinyell Terrace and Garthdee Road, are in favour of the proposals. A plan showing which streets are in favour and against the proposals is appended to this report.
- 5.2.6 Of those that have replied that they would be in favour of the expansion of the CPZ, 12 (or 21%) qualified this by saying that they would only be in favour if there was no charge to residents.
- 5.2.7 From the responses it is clear that residents would be more content to have a CPZ introduced if they were not required to pay charges at this stage or at any point in the future. It is likely that if the informal consultation were to be repeated with a guarantee of no payment, a greater proportion would be in support of the scheme. It is not possible to tell if this would be a majority.

5.2.8 Residents returning responses raised a number of questions regarding the proposals and the existing situation. These are listed in Appendix D, along with Officers responses.

5.3 External Influence

5.3.1 During the course of the informal consultation process an anonymous leaflet was issued to all residents in the affected area, informing them that charges would be imposed as a result of the implementation of the CPZ. This was inaccurate information and in some degree misleading as the decision on whether to take the scheme forward or to consider a charging regime for residents permits has yet to be taken by this committee.

5.3.2 It is however apparent that a significant number of the respondents have been influenced by this information. Prior to its issue a greater proportion of responses indicated a preference towards the CPZ than after the leaflet was distributed. A number of comments make reference either directly or indirectly to the information contained within the leaflet.

5.4 Further Considerations

5.4.1 In considering the proposed scheme the committee will be aware that at its meeting in September, approval was granted for the commencement of charges for resident permits within the existing Garthdee CPZ. It is possible that residents within, but near the edge of, this zone will choose to forgo purchasing a permit in favour of parking outwith the existing CPZ in the area proposed for the CPZ expansion and impact on the current parking demand in the currently uncontrolled area. This practice is supported by experience and evidence of this occurring in other CPZs

5.4.2 In addition a separate report to this Committee recommends an increase in on street parking charges. In the event that this is approved, this will further exacerbate the displacement effect, and will have a detrimental impact on the migration of parking to free areas.

5.4.3 Through the informal consultation exercise a number of residents have suggested that the implementation of the expanded CPZ should only be considered following the opening of the RGU expansion when monitoring can be carried out to determine if there is a worsening of parking problems, and conclusive evidence of on street parking issues assessed.

5.4.4 The planning conditions and terms of the legal agreement associated with the development stipulate that the CPZ must be brought forward prior to the opening of the development, but may be amended through written agreement between the parties. Officers have held informal discussions with senior management in RGU who have indicated that they would be willing to agree to a delay in the implementation of the expanded CPZ. At this stage only an agreement in principle to a possible delay has been reached, and a formalised agreement will be

required if a decision is taken to delay the process for the promotion of a CPZ. Should this not be forthcoming the decision to delay implementing the CPZ to a later date would mean that the full costs of implementation would require to be borne by the Council.

5.4.5 It should also be considered that the legal process to implement a CPZ takes approximately nine months to one year. If the Committee choose to delay the implementation of the CPZ, it will commence following the assertion that there is a further detriment to on street parking in the area, attributed to the expansion of the RGU, that should be addressed through the implementation of a CPZ. It would be approximately one year from that point in time until the CPZ was implemented, throughout which time the residents would potentially be exposed to the additional on street parking.

5.5 Summary of Findings

5.5.1 From the informal consultation, the opinion expressed by the residents of the Garthdee and Kaimhill area is against the expansion of the current CPZ. Only two streets have indicated that they are in favour of the scheme. It is clear that residents have been influenced by the anonymous leaflet that has been circulated throughout the area.

5.5.2 It is likely that a greater number of residents would be in favour of the expanded CPZ if it was guaranteed that there would be no cost to them.

6. IMPACT

Within the Local Development Plan (LDP) the existing Garthdee and Kaimhill areas are zoned as residential. The land upon which the RGU expansion is taking place is zoned as such. The Local Transport Strategy (LTS) and the Supplementary Guidance to the LDP aim to minimise single occupancy use of the private car in favour of more sustainable modes of travel. The implementation of the expanded CPZ is considered to adhere to these policies.

7. BACKGROUND PAPERS

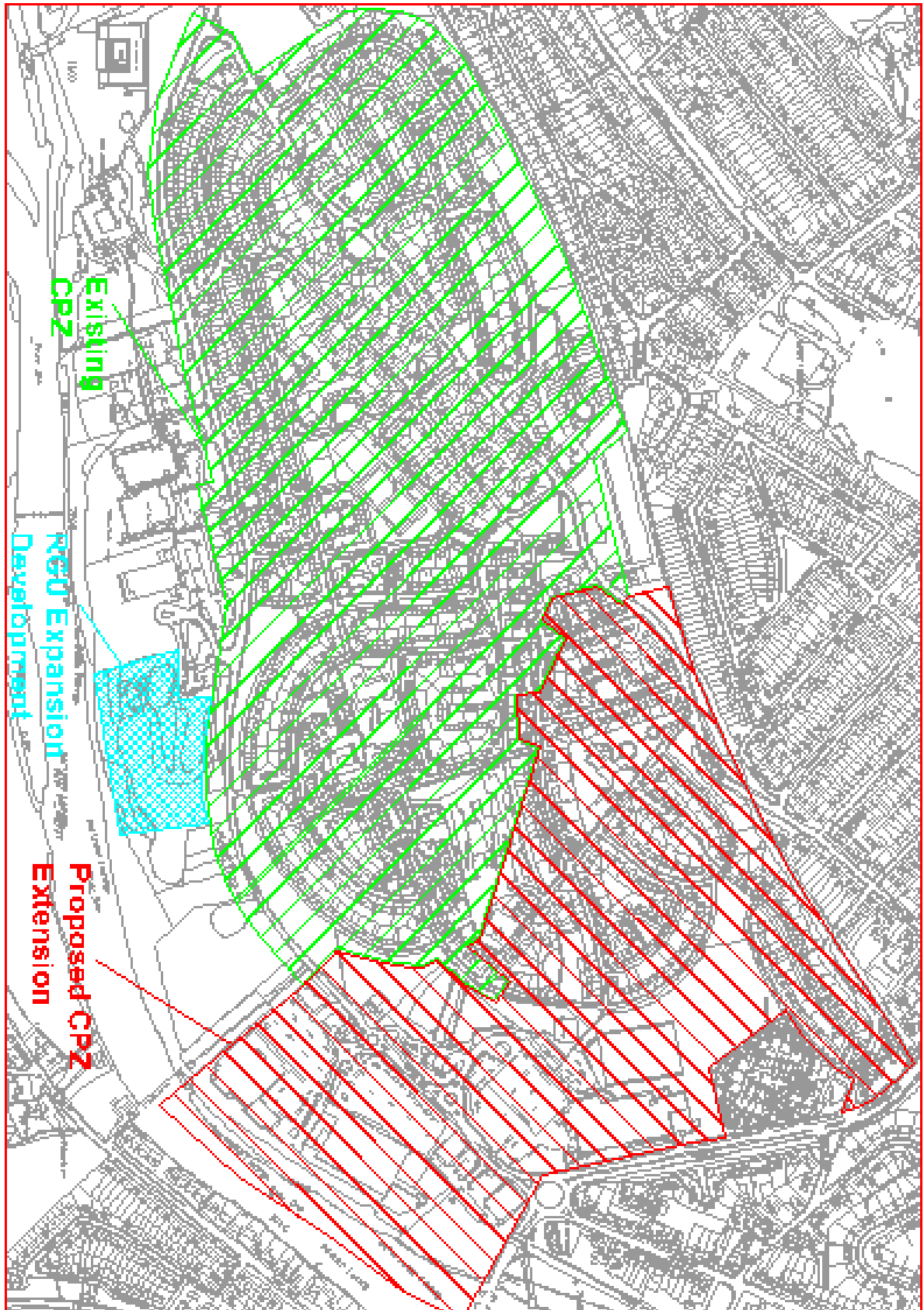
Legal agreement between Aberdeen City Council and Robert Gordon University in relation to the consent to planning application P091761 dated 28 February 2011.

8. REPORT AUTHOR DETAILS

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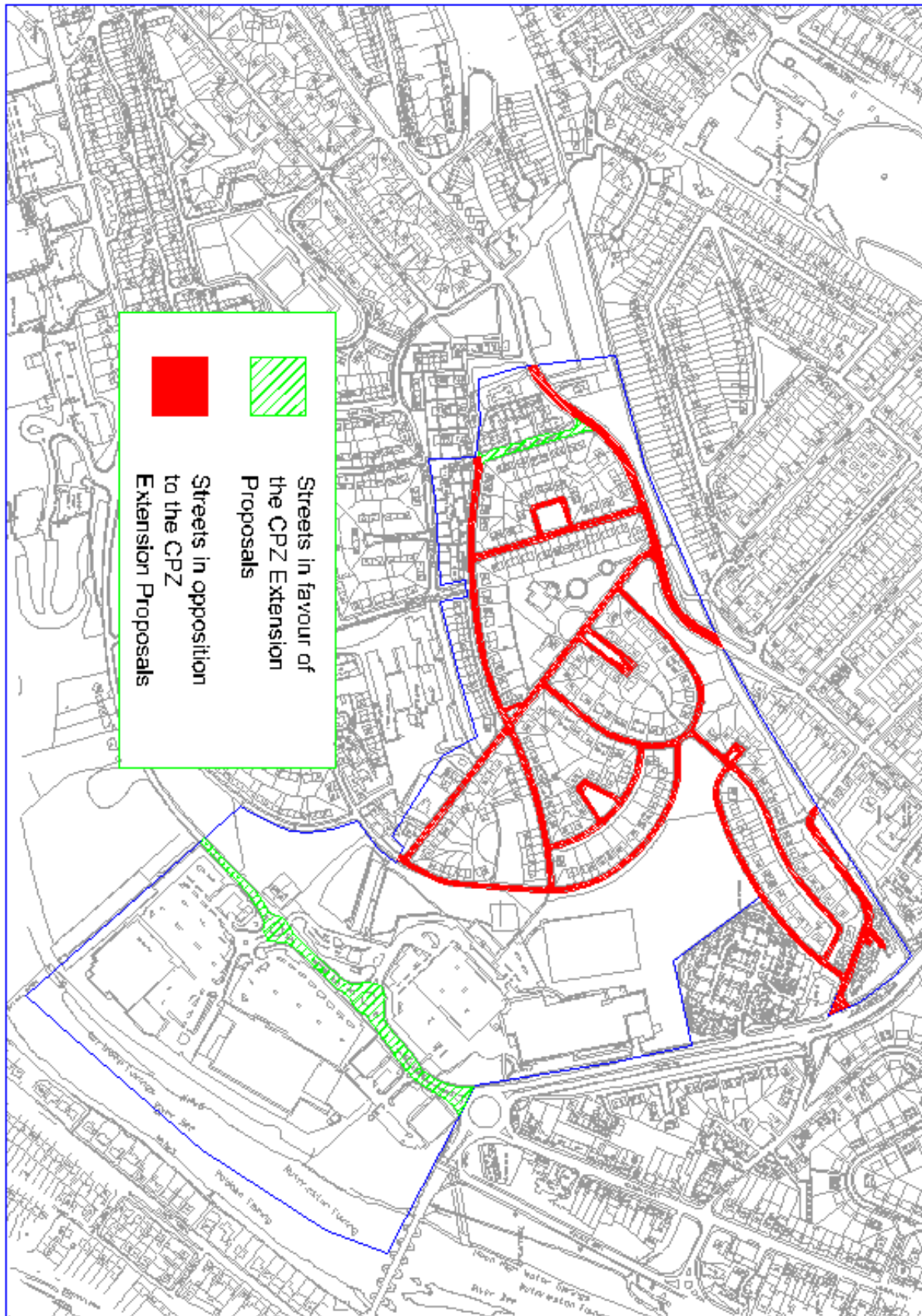
Appendix A

Plan showing location of existing CPZ, and proposed expansion.



Appendix B

Plan showing those streets in favour of and in opposition to the proposals.



Appendix C

Copy of the letter sent to residents and businesses in the area.

Our Ref.
Your Ref.
Contact
Email
Direct Dial
Direct Fax

16 October 2012

To All Residents.
Garthdee Controlled Parking Zone.

**Enterprise, Planning and
Infrastructure**
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74 – 76 Spring Garden.
Aberdeen AB25 1GN

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Dear Sir/ Madam

INFORMAL CONSULTATION ON THE INTRODUCTION OF CONTROLLED PARKING ZONE IN GARTHDEE / KAIMHILL

As you will be aware the Robert Gordon University is undertaking development work to expand its Garthdee campus. It is anticipated that this development will increase the number of both staff and students operating at Garthdee. During the planning process it was identified, that in order to support sustainable transport initiatives to the campus and to protect the residential amenity and environment of the Kaimhill area, the existing Garthdee Controlled Parking Zone (CPZ) be extended. It is therefore necessary to undertake a consultation exercise with local residents and businesses regarding the introduction of a CPZ to the east of the existing CPZ operating in Garthdee. I have enclosed a plan showing the extent of the proposed CPZ.

The new CPZ is proposed for a number of reasons associated with the expansion of the Garthdee campus of the Robert Gordon University. The expansion of the campus will introduce a significantly higher number of staff and students which will be likely to have a detrimental impact to the environmental amenity within the existing uncontrolled parking areas in Kaimhill and Garthdee. The proposed CPZ will be designed to alleviate the potential for obstructive parking arising from those visiting the campus, which would be to the detriment of local residents. This will have the simultaneous benefit of safeguarding residential amenity throughout the Garthdee area. The introduction of a CPZ would also be seen to encourage staff and students of the Robert Gordon University to make use of public transport to access the Garthdee campus, thereby improving use of sustainable transport.

It is proposed that a small number of pay and display machines would be installed in the area, and that the use of cashless payment for parking would be encouraged by

the majority of users. A combination of residents only and general pay and display bays would be provided within the CPZ.

At present the Council is undertaking an informal consultation with residents and businesses in the area in order to ascertain if the implementation of a CPZ in this area is desirable. Following this informal process, all responses will be considered and reported to the Environment Planning and Infrastructure Committee at which time a decision will be taken on whether or not it is appropriate to proceed to the formal stages for the implementation of a CPZ. Should approval be given a detailed scheme would be advertised with all local residents, businesses and the general public afforded the opportunity to formally object to the scheme if they wish. Any future decision on whether the CPZ is to be implemented will be taken by the elected members of the Council.

The informal consultation exercise being carried out at present is simply designed to ascertain if there is a desire amongst existing residents and businesses for a CPZ to be introduced in Garthdee. A return slip is attached to this letter, with a single question asking for your opinion in respect of the above. There is in addition a space for any comments that you may wish to make in respect of these proposals.

Please take this opportunity at an early stage to voice your views on the attached reply form, and please return this to the Council in the stamped addressed envelope provided by **Tuesday 6 November 2012**.

Yours faithfully

Appendix D

Themes raised by residents and businesses in the area.

At present vehicles park in inappropriate locations in the area. How will the CPZ help this?
The implementation of the CPZ will regulate parking in the area and clearly identify where it is appropriate to park. Aberdeen City Council wardens will regularly patrol the area to enforce the CPZ restrictions.

Will there be a cost associated with the CPZ for residents?

The decision whether to charge for residents permits has not yet been taken. The decision will be the responsibility of the elected members of the Enterprise, Planning and Infrastructure Committee.

If there is a charge, why should residents have to pay to fund the CPZ to solve a problem introduced by the expansion of RGU?

The decision whether to charge for residents permits has not yet been made. In addition, the CPZ is being introduced to protect residents, and ensure that parking is available for them in a residential area. Any cost that residents are asked to pay is to meet the costs of administering the CPZ and by the presence of City Wardens, ensure that street parking is not abused. The benefit is felt entirely by the residents.

I have some suggestions to make for things to be included in the CPZ?

When designing the final scheme, we will take all comments into consideration, and implement them where possible.

Will I get a guaranteed parking space outside my house?

The parking permit does not guarantee a parking space at all, or in any particular place. There may be residents only bays, however these would be available to anyone with a residents parking permit.

It's very difficult to get to the RGU campus by any means other than by car. How can this be resolved if people also can't take their cars?

RGU are introducing a variety of measures to make travel by other modes of travel possible, including cycle parking, footpaths and cycle paths within the development, and new crossing points on the external road network. In addition there is a high frequency bus service.

What about local businesses? Some of these will suffer if people can't stop or have to pay to stop outside them.

There are a number of traffic management methods that can be implemented. These include for example additional pay and display machines on street close to the shops, and a pricing structure that allows for short visits. Other methods are available, and further consideration will be given when the scheme is designed.

My street is so far from the campus that no one will park here to walk down. Why is it being included in the CPZ?

It is the experience of Council Officers when CPZs have been introduced in other areas that on street parking has been displaced further afield. While this may not be significant, there will be some impact in areas further from the campus which therefore require to be protected by the CPZ extending this far. Natural boundaries of Anderson Drive and the former Deeside railway line have therefore been selected.

Shouldn't you wait until after the RGU expansion has opened to see if the parking problem does get worse before implementing this?

This would be a decision for the elected members of the Enterprise Planning and Infrastructure Committee to make. It is a possibility, however if the parking problems were bad in the area it would take a minimum of one year to implement the CPZ, throughout which time residents would be exposed to the additional on street parking.

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 20/12/12

Vice Convenor: Councillor Ramsay Milne - email sent 20/12/12

Local Members

Councillor Angela Taylor

email sent 20/12/12

Councillor Gordon Townson

email sent 20/12/12

Councillor Ian Yuill

email sent 20/12/12

Council Officers

Barry Jenkins, Head of Finance, – ***has been consulted and has no 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 – has been consulted

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

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

Laura Watson, Service Co-ordinator

Mark Masson, Committee Services
