

## ABERDEEN CITY COUNCIL

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| COMMITTEE          | Urgent Business Committee                               |
| DATE               | 27 November 2014  |
| DIRECTOR           | Pete Leonard  |
| TITLE OF REPORT    | Garthdee - Proposed Controlled Parking Zone - Extension |
| REPORT NUMBER:     | CHI/14/018  |
| CHECKLIST RECEIVED | Yes   |

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### 1. PURPOSE OF REPORT

This report outlines the findings of the on-street parking surveys carried out on the streets proposed for inclusion within the extension to the existing Garthdee Controlled Parking Zone (CPZ), following the opening of the extension to the Robert Gordon University campus.

### 2. RECOMMENDATION(S)

It is recommended by officers that:

1. The Committee note the results of the on-street parking surveys.
2. The Committee instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required. If no significant objections are received, then to progress with the public advertisement and report the results to a future meeting of the Communities, Housing and Infrastructure Committee.

### 3. FINANCIAL IMPLICATIONS

The implementation of the CPZ is to be financed by the Robert Gordon University (RGU) as per the legal agreement associated with the consent for the new Riverside East building at the Garthdee Campus; this houses the university library along with several of the University's faculties. The legal agreement associated with the planning permission requires the University to pay for all costs incurred by the council in relation to the implementation of a controlled parking zone in the presently uncontrolled area bounded by Auchinyell Road, Garthdee Road and the A90 South Anderson Drive. Following implementation, and annually thereafter for a period of ten years, the University has agreed to make payments of; a maximum of £2000 contribution for the administration of resident's permits, a maximum of £2000

contribution for the administration of non-residents permits and an annual payment of £13,000 in relation to the costs of enforcing the controlled parking scheme. Revenue and costs have not been included in budget calculations as the scheme remains unapproved.

#### 4. OTHER IMPLICATIONS

With the expansion of the RGU Garthdee campus there has been an increase in demand for on-street parking in the residential areas of Garthdee and Kaimhill. A continued increase in student numbers will further impact on the available parking in the areas surrounding the campus.

#### 5. BACKGROUND/MAIN ISSUES

##### 5.1 Background

- 5.1.1 On 22 January 2013 a report (EPI/12/314 - Proposed Garthdee Controlled Parking Zone) was presented to the Enterprise, Strategic Planning and Infrastructure Committee. The committee adopted the motion that
  - a) the committee note the results of the informal consultation exercise
  - b) instruct officers to monitor 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 CPZ.
- 5.1.2 A plan showing the proposed extents of the CPZ is shown in Appendix A of this report. This details the streets that would be affected in relation to the existing CPZ and the RGU Garthdee campus expansion.

##### 5.2 Surveys carried out in proposed CPZ

- 5.2.1 Parking surveys were carried out in December 2013 and February 2014 in the area of the proposed Controlled Parking Zone (CPZ). The dates chosen were within university term time. The results of the surveys are detailed in Appendices B, C, D and E of this report.
- 5.2.2 The survey results have been categorised into three groups; high, medium and low density parking. For this report; high density parking is that which has a high uptake of on-street parking resulting in minimal available spaces, greater than 70%; this is shown as red on the plans. Medium density parking is defined as streets where 30 - 70% of parking spaces are occupied and is shown in blue. Low density parking is determined as streets which have less than 30% of spaces occupied; it is shown in green.
- 5.2.3 Base surveys were carried out. These were out-with normal university class times and the existing Garthdee controlled parking zone times of 10am to 4pm. It has therefore been reasonably assumed, for the purpose of analysing the survey data that the vehicles parked on-street at these times belonged to

residents. Surveys were also carried out at set times during the morning, afternoon and evening.

5.2.4 In addition to the formal surveys carried out, a number of drive-by observations were taken. These observations, along with communication with representatives of Garthdee Community Council, confirmed the findings.

5.2.5 The following points summarise the results of the surveys:

- The streets which were most affected by daytime parking, bound the existing Garthdee CPZ and are also the closest unrestricted parking to the university campus. The high uptake of parking is likely to be a combination of existing CPZ residents who choose not to purchase a parking permit or voucher and patrons of the RGU Garthdee Campus; who choose not to purchase a voucher.
- In the 3 months between the first survey and the second survey, it was found that the level of parking on Garthdee Drive (East) and Garthdee Crescent had increased from medium density to high density parking.
- Medium density parking was found at the corner of Garthdee Drive and Kaimhill Road but there was a high turnaround of vehicles in this area due to the proximity of the local convenience store.
- Ruthrieston Road was shown to have a high density of parking in all the surveys; this parking was used by residents and visitors of Ruthrie Court sheltered housing complex, along with customers of the shops and patrons of the Scout Hut on Ruthrie Terrace.
- A number of areas to the north of the proposed area show a medium or high density; this can be largely put down to a high density of residential properties such as the flatted properties on Ruthrie Terrace.

### 5.3 Indiscriminate parking

5.3.1 It was noted during the surveys that indiscriminate parking at junctions and on footways was having a detrimental effect on road safety, particularly for pedestrians. This practice is particularly prevalent at the junction of Pitmedden Crescent and Pitmedden Terrace. It was also noted that persistent parking in the area at the top of the ski slope on Pitmedden Crescent has caused damage to the verges. Correspondence has also been received from a number of concerned residents in regard to this matter. The City Wardens have been advised of this issue however where waiting restrictions are not currently in place there is little that can be done without enforcement by the Police. With the implementation of the proposed CPZ, parking would be formalised and waiting restrictions introduced; providing the City Wardens with the jurisdiction over this matter.

#### 5.4 Displacement of parking

- 5.4.1 In considering the proposed scheme it has been found from previous experience with the implementation of a controlled parking zone, that there can be a reluctance to accept the proposals from residents in streets with a low to medium density of parking.
- 5.4.2 With high density parking and indiscriminate parking found at the periphery of the existing Garthdee CPZ, it can be realistically envisaged that these issues will be transferred to any street within the area not covered by parking restrictions, where a partial extension area was introduced.
- 5.4.3 From October 2014 an increase in vehicles is also to be expected, as the university campus will be operating at full capacity for the first time since the new Riverside East building opened.
- 5.4.4 For the proposed CPZ to be effective it would be necessary that every length of road be regulated in some form, with parking permitted only in designated parking bays. It also must cover an area large enough so as not to merely shift parking from one street to the next; with the area covered far enough away from the university to provide a disincentive to students, who may choose to park immediately outside the CPZ and walk.
- 5.4.5 It should be noted that if it was subsequently decided to implement a CPZ, this would involve the presentation of further committee reports; with any scheme taking around a year to implement; due to the legal processes involved. The cost of the scheme would also have to be funded through the council's budget.

#### 5.5 Implementation of the proposed Controlled Parking Zone

- 5.5.1 The aspiration for the area is to introduce a Controlled Parking Zone (CPZ) in-keeping with the existing Garthdee zone with the restrictions operational 'Monday to Friday 10am to 4pm'. It is proposed to include joint voucher and residential permit parking bays to benefit visitors and students along with lengths of parking bays for the exclusive use of resident permit holders. This would regulate parking by providing designated bays and reduce indiscriminate parking. It is proposed that the scheme would include the provision of mobile phone payment technology, which is to be rolled out throughout the existing Garthdee CPZ in the coming months.
- 5.5.2 The proposed CPZ should operate as a typical peripheral zone, and that parking permits would be charged in alignment with the existing Garthdee CPZ. Residents and businesses would be offered two permits; one flexible and one fixed (which is registration number specific). Residential permits are currently set at £70 for the first permit, which by April 2016, subject to annual budget decisions, will be reduced to £50 with the second permit being £120. The current cost of business permits are £500 per permit, up to a maximum of two per business. Disabled 'Blue Badge' holders would be exempt from paying for a CPZ permit and residents who have their own driveway and

choose to utilise it will not have to display a voucher or parking permit; unless parked on-street.

## 6. IMPACT

- 6.1 Within the Local Development Plan (LDP) the existing Garthdee and Kaimhill areas are zoned as residential. The land upon which the RGU expansion has taken place is zoned as an existing community facility. 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 aim of introducing a CPZ is to protect on-street residential parking and to discourage patrons of the RGU from using private vehicles. The implementation of the expanded CPZ is considered to adhere to these policies.
- 6.2 The content of the report meets with the Local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.
- 6.3 The proposals are in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.
- 6.4 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 projects will contribute to the delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

- 6.5 This project supports the 5 year Corporate Business Plan which includes an aim of delivering a fully integrated transport network to support movement and economic growth.

## 7. MANAGEMENT OF RISK

Where the recommendations of this report are not accepted there is the risk that road safety levels and traffic management could be compromised, thereby resulting in on-going public concern, negative media reporting, and reputational damage.

If it is not agreed for the implementation of the CPZ to go ahead at this time, there would be a point in the future that it could not be realistically expected that the Robert Gordon University cover the cost of a CPZ scheme. If at this point the issue of parking becomes a greater problem for the residents, any work carried out would become a burden on the council's budget. To

implement the scheme would also take a minimum of nine months, due to the legal processes involved.

This proposal however could prove contentious and it is therefore possible that it could be subject to negative feedback and/or comments. In this respect, concerned parties would be provided with a thorough rationale as to the necessity of the proposal.

## 8. BACKGROUND PAPERS

Report EPI/12/314; Proposed Garthdee Controlled Parking Zone Extension presented to Enterprise, Strategic Planning and Infrastructure Committee on 22 January 2013.

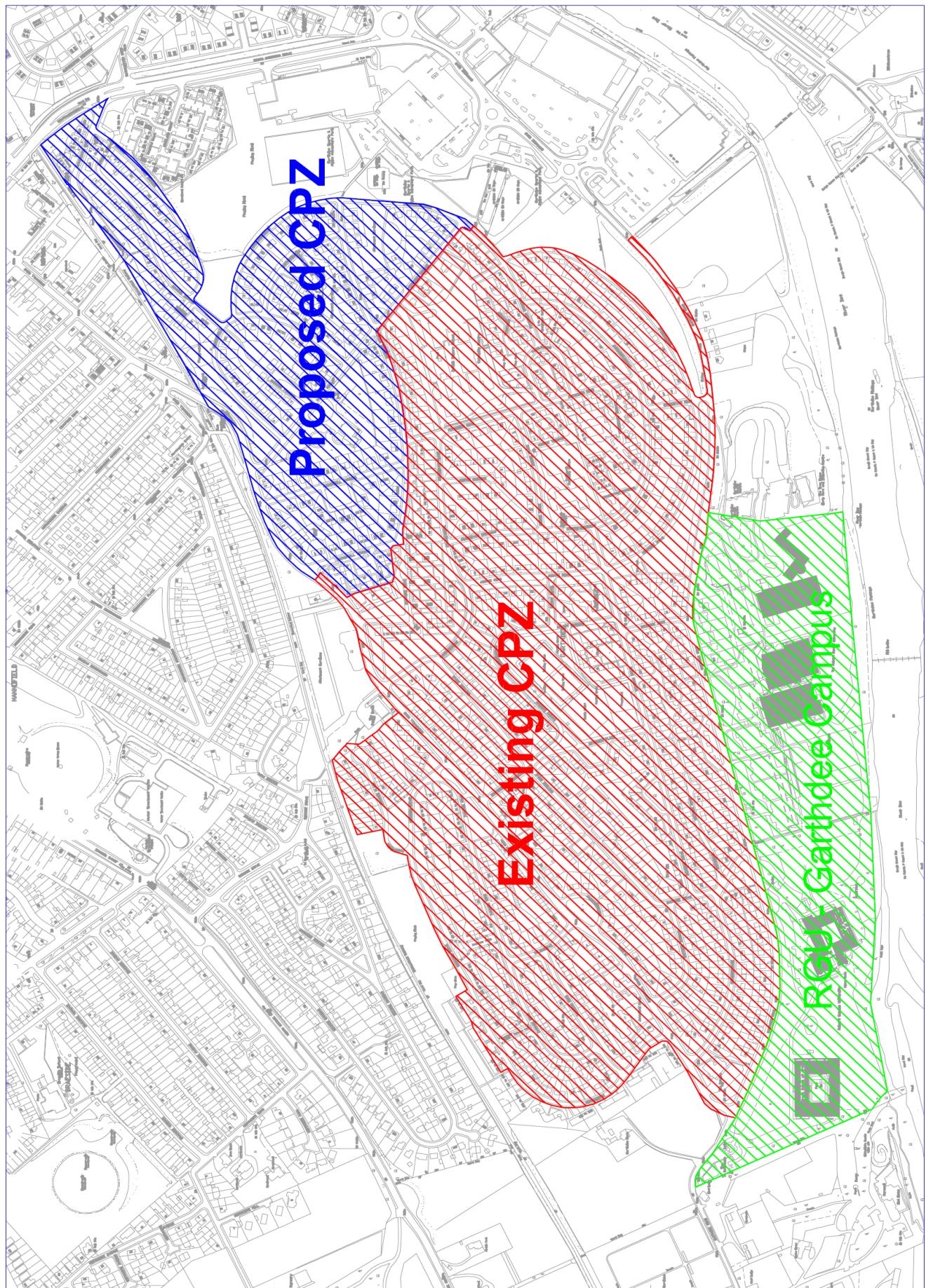
Legal agreement dated 23 July 2010 between Aberdeen City Council and Robert Gordon University in relation to the consent to planning application P091761.

## 9. REPORT AUTHOR DETAILS

Katherine Duncan  
Technical Officer, Road Safety and Traffic Management  
[kathduncan@aberdeencity.gov.uk](mailto:kathduncan@aberdeencity.gov.uk)  
(01224) 522319

Garthdee Controlled Parking Zones - Existing & Proposed

Appendix A



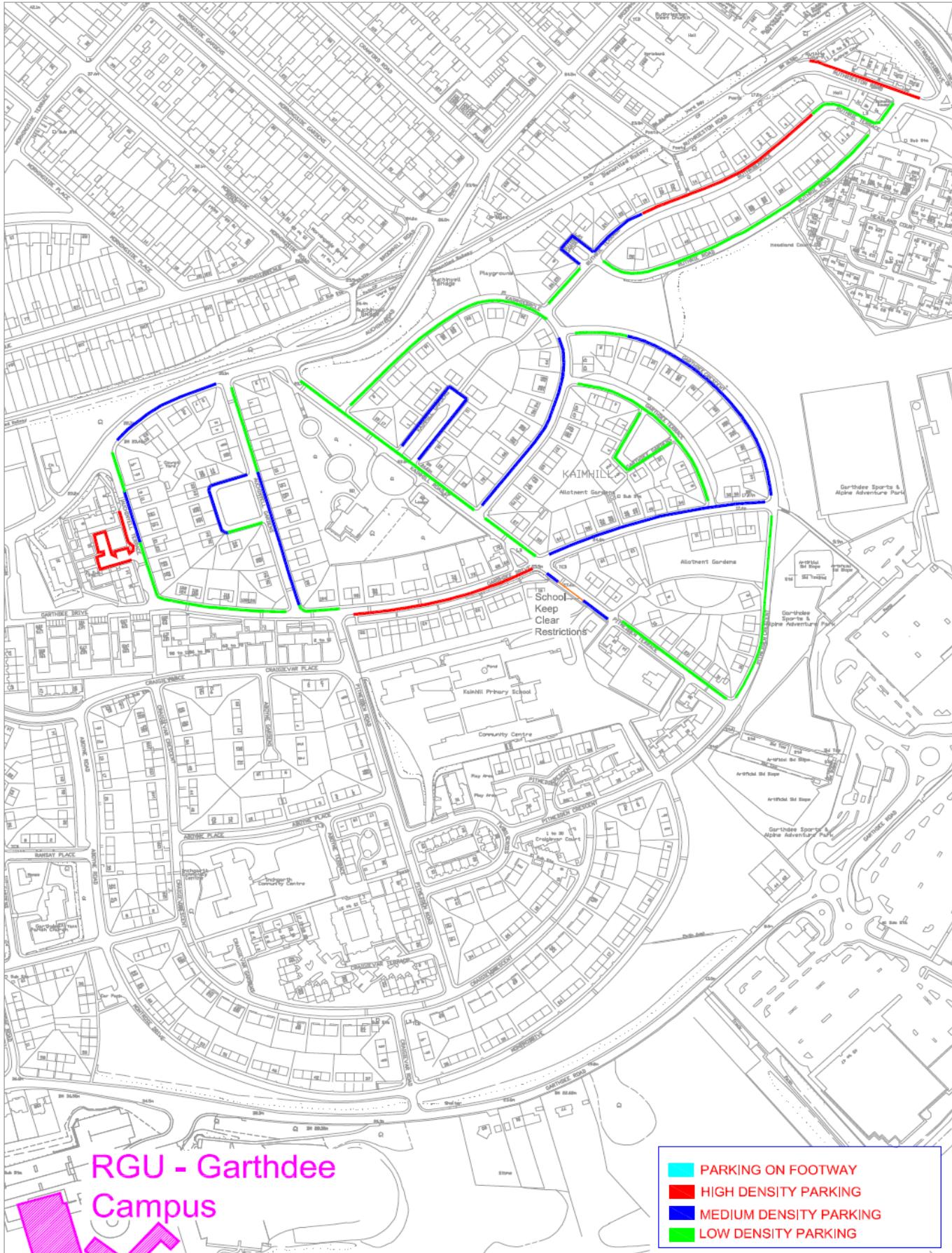
## Appendix B

Table: Density of on-street parking – Survey Data

| <b>Street Name</b>         | <b>Parking Density<br/>(Base)</b> | <b>Parking Density<br/>(Overall)<br/>December 2013</b> | <b>Parking Density<br/>(Overall)<br/>February 2014</b> |
|----------------------------|-----------------------------------|--|--|
| Kaimhill Road (North)      | Low                               | Low  | Low  |
| Kaimhill Road (South)      | Low                               | Medium   | Medium   |
| Kaimhill Gardens           | Medium                            | Low  | Medium   |
| Kaimhill Circle (North)    | Low                               | Low  | Low  |
| Kaimhill Circle (South)    | Medium                            | Low  | Medium   |
| Pitmedden Terrace          | Low                               | High   | High   |
| Garthdee Drive (East)      | Medium                            | Medium   | High   |
| Garthdee Drive (Mid)       | High                              | High   | High   |
| Garthdee Drive (West)      | Low                               | High   | High   |
| Ruthrie Terrace            | High (Low at shops)               | Low  | Low (Medium at shops)                                  |
| Ruthrie Gardens            | Medium                            | Medium   | Medium   |
| Ruthrie Road               | Low                               | Low  | Low  |
| Ruthrieston Road           | High                              | High   | High   |
| Garthdee Crescent          | Medium                            | Medium   | High   |
| Garthdee Terrace           | Low                               | Medium/Low   | Low  |
| Garthdee Gardens           | Low                               | Low  | Low  |
| Pitmedden Crescent         | Low                               | High   | High   |
| Auchinyell Gardens         | Medium/Low                        | Medium   | High   |
| Auchinyell Terrace (North) | Medium                            | High   | Medium   |
| Auchinyell Terrace (South) | Low                               | High   | High   |
| Auchinyell Road            | Medium                            | Medium   | Medium   |

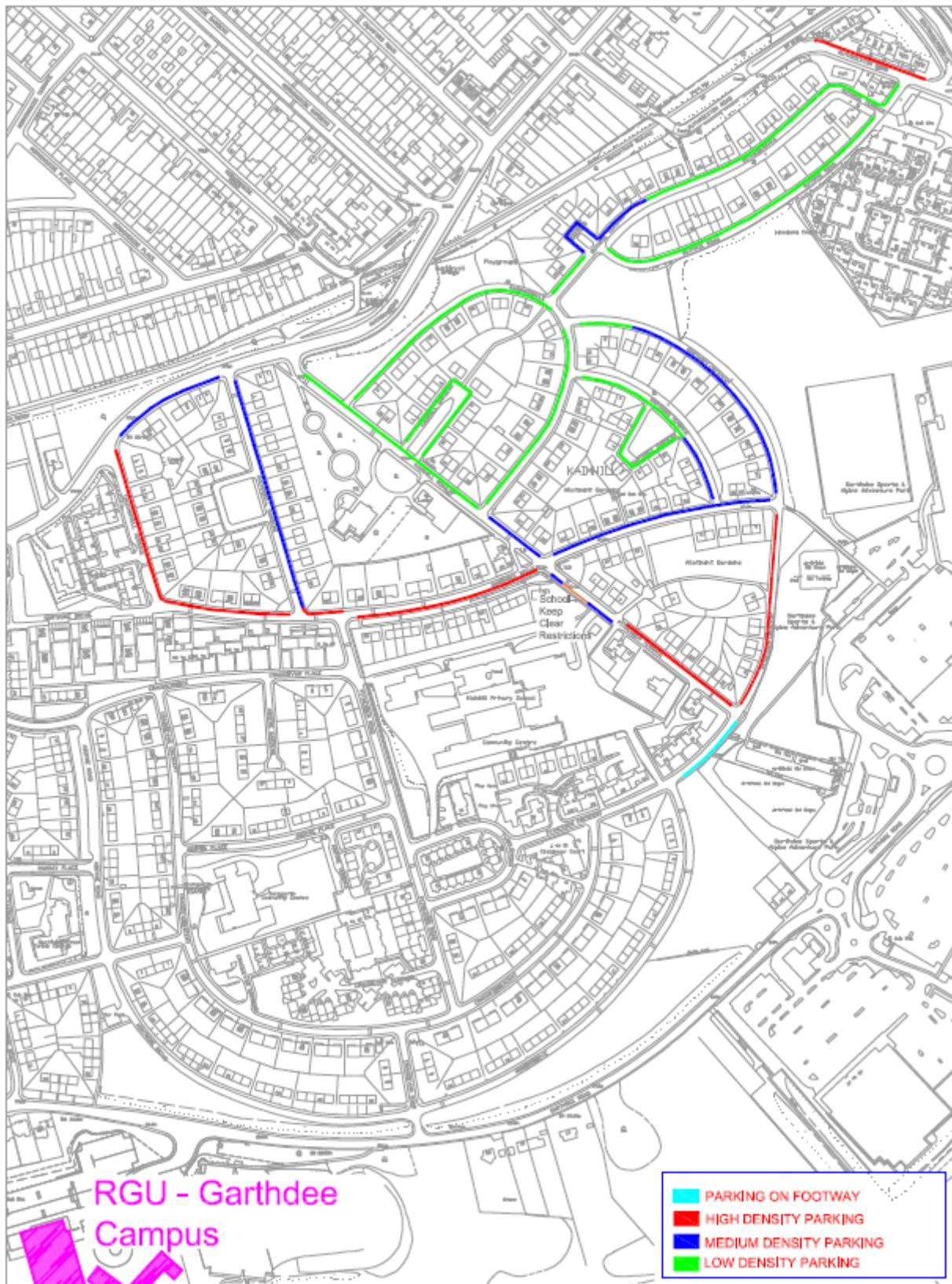
## **Appendix C**

## Proposed Extension to Garthdee CPZ - Base Parking Survey



## Appendix D

### Proposed Extension to Garthdee CPZ - Parking Survey December 2013 - Overall Congestion



## Appendix E

## Proposed Extension to Garthdee CPZ - Parking Survey February 2014 - Overall Congestion

