

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing & Infrastructure
DATE	18 March 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	Parking Issues around Hill of Rubislaw office developments (Business Case & Preliminary Design)
REPORT NUMBER	CHI/15/110
CHECKLIST COMPLETED	Yes

1. **PURPOSE OF REPORT**

At its meeting of 28 October 2014 elected members considered a report by the director of Communities, Housing & Infrastructure (C,H&I) which gave officers' recommendations as to the progression of proposals for controlled parking measures in the area around the Hill of Rubislaw complex. Elected members instructed officers to;

- proceed with the detailed design of option 4, put together a business case for its justification, and report back to a future Committee meeting on the findings of the above detailing financial costings, and requesting permission to commence the legal process;
- subject to the above, remove Royfold Crescent from CPZ X, and include it within the design of the proposed Hill of Rubislaw zone;
- subject to the above, add the streets to the east of Anderson Drive included within the area of consultation to CPZ X, and;
- as part of the ongoing dialogue with the businesses at the Hill of Rubislaw, to instruct officers that they fund the administration, enforcement and management costs of the additional parking restrictions.

2. **RECOMMENDATION(S)**

It is recommended that the Committee:

1. Note the content of this report, and appended Business Case & preliminary design;
2. Note that the £30,000 budget for the initial phase of the project is included within the Roads renewal Capital budget for 2015-2016, and;
3. Instruct officers to commence with the legal process, and report back to a future Committee with the results of the initial phase consultation

3. **FINANCIAL IMPLICATIONS**

Contributions for the funding of the administration, enforcement, and management costs of the CPZ are being sought from the businesses based at the Hill of Rubislaw complex. In the event that contributions are not received, or there is a shortfall, funding to cover these costs will require to be allocated.

4. **OTHER IMPLICATIONS**

The detailed implications are as per the appended Business Case.

5. **BACKGROUND/MAIN ISSUES**

The preliminary design for the proposed CPZ is illustrated in the attached plans. Where 'Residents Only/Pay&Display' parking are proposed, the design largely follows the conventional 60/40 split in terms of the provision of each form of parking bay. It is noted that where footway crossings e.g. driveway accesses, are in place, parking will not be permitted although at this stage of the design process the precise location of such accesses have not been recorded. The attached plans therefore provide indicative plans as to officers' recommend parking mix.

It is further noted that where 'Priority Parking' is proposed, the finalised layout will be dependent upon the location of residents who wish for access to a 'Priority Parking' space. This too will be determined during subsequent consultation/design stages.

With regard to potential financial contributions from the companies based at the Hill of Rubislaw complex, officers have written to, and await response from the relevant companies.

6. **IMPACT**

Links to existing Plans/Policy are detailed in the appended Business Case.

7. MANAGEMENT OF RISK

Identified risks are detailed in the appended Business Case.

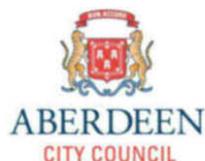
8. BACKGROUND PAPERS

Report EPI/13/123; Area Around Hill of Rubislaw – Parking Review presented to Enterprise, Strategic Planning and Infrastructure Committee on 29 August 2013.

Report CHI/14/013; Parking Issues around Hill of Rubislaw office developments presented to C,H&I Committee on 28 October 2014

9. REPORT AUTHOR DETAILS

Andrew Diansangu
Engineering Assistant, Traffic Management
adiansangu@aberdeencity.gov.uk
(01224) 522305



Business Case

Project Name	Hill of Rubislaw CPZ	Date	18 March 2015
Author	Andrew Diansangu	Version	3

Contents

1. BACKGROUND.....	3
1.1 CURRENT SITUATION.....	3
1.2 BUSINESS NEED	3
1.3 IMPACT OF NOT DOING IT	3
2. OBJECTIVES	4
3. STRATEGIC FIT	4
3.1 SMARTER GOVERNANCE	4
3.2 SMARTER LIVING.....	4
3.3 SMARTER PEOPLE	4
3.4 SMARTER ENVIRONMENT.....	4
3.5 SMARTER ECONOMY	4
3.6 SMARTER MOBILITY	5
3.7 SINGLE OUTCOME AGREEMENT	5
3.8 STRATEGIC INFRASTRUCTURE PLAN	5
3.9 PARTNERSHIP WORKING	5
3.10 OTHER EXISTING PROGRAMME VISION	5
4. SCOPE.....	5
4.1 PRODUCTS AND SERVICES	5
4.2 AREAS AFFECTED	5
4.3 OUT OF SCOPE	6
5. OPTIONS APPRAISAL	6
5.1 OPTION 1 – DO NOTHING / DO MINIMUM	6
5.2 OPTION 2	6
5.3 OPTION 3	8
5.4 RECOMMENDATION	9
6. BENEFITS	11
7. PROJECT COSTS.....	12
7.1 PROJECT COST SUMMARY	ERROR! BOOKMARK NOT DEFINED.
7.2 SOURCE OF PROJECT COSTS	13
7.3 EXTERNAL CAPITAL FUNDING	13
7.4 REVENUE FUNDING	13
7.5 TOTAL CAPITAL REQUESTED	14
7.6 REVENUE COSTS	14
7.7 ADDITIONAL CAPITAL REQUIRED	14
7.8 POTENTIAL CAPITAL RECEIPTS	14
7.9 FUTURE CAPITAL SAVINGS	15
7.10 OTHER FINANCIAL INFORMATION	15
8. PROCUREMENT APPROACH	15
9. KEY RISKS.....	15
10. TIME.....	16



Business Case

10.1	TIME CONSTRAINTS & ASPIRATIONS	16
10.2	KEY MILESTONES	16
11.	GOVERNANCE	16
12.	RESOURCES	17
13.	ENVIRONMENTAL MANAGEMENT	17
14.	STAKEHOLDERS	17
15.	ASSUMPTIONS.....	18
16.	DEPENDENCIES.....	18
17.	CONSTRAINTS	18
18.	ICT HARDWARE, SOFTWARE OR NETWORK INFRASTRUCTURE.....	18
19.	DOCUMENT REVISION HISTORY	19

1. Background

1.1 Current Situation

The proposed area for the introduction of controlled parking lies to the west of Anderson Drive, and is bounded by and includes King's Gate, Springfield Road, Springfield Avenue, Rubislaw Park Road, Rubislaw Park Crescent, & Viewfield Road. The proposals also include the introduction of controls in the streets to the east of Anderson Drive which would provide an extension to the current Controlled Parking Zone (CPZ) X.

The area is adjacent to the existing CPZ X, and surrounds the businesses located at the Hill of Rubislaw complex. This has resulted in the area being exposed to commuter parking to the detriment of the residents within the area and to some extent to a number of businesses within the area.

The introduction of the proposed controlled parking area will provide a control measure for the commuter parking problem that residents are encountering throughout the day and free up space for providing short term parking for the businesses.

The business case and pro-forma are to request members to approve the project to proceed to commencement of the legal process.

1.2 Business Need

The Roads Scotland Act (1984) compels Roads Authorities to ensure the safety of all users of its network.

The Local Transport Strategy commits Aberdeen City Council to 'continue to extend CPZs to areas where residential amenity is affected by commuter parking or where there is public support, recognising that this can further discourage parking of non-priority users'. The Local Development Plan defines this as 'the attributes which create and influence the quality of life of individuals or communities'.

Local, Regional, and National Transport Strategies promote the introduction of measures designed to encourage a mode shift to sustainable transport

1.3 Impact of Not Doing It

To do nothing would potentially result in Aberdeen City Council neglecting its duty of responsibility of care to road users.

To not implement the project as recommended would potentially be seen as Aberdeen City

Council not actively working towards achieving the environmental/sustainable transport aims & objectives of the Transport Strategies.

2. Objectives

The purpose of the project is to maintain residential amenity in the area around the Hill of Rubislaw complex where high volumes of commuter parking are currently experienced.

From a business perspective, the cost of implementing/operating the CPZ is estimated to exceed the projected revenue generated by pay parking, and sale of residents parking permits.

The key objective of re-establishing residential amenity will be measured by way of residents' feedback. Implementation of parking restrictions throughout will also allow enforcement of dangerous/obstructive parking by City Wardens. (as detailed further in section 7)

The successful delivery of the project will encourage active travel and car sharing as an alternative to travel by single occupancy personal car. The extent of this impact will be measured in partnership with the companies based at the Hill of Rubislaw.

3. Strategic Fit

3.1 Smarter Governance	This work aligns with the aim to '...encourage and support citizens to participate in the development, design and decision making of services to promote civic pride, active citizenship and resilience.'
3.2 Smarter Living	This work is policy neutral in this respect.
3.3 Smarter People	This work is policy neutral in this respect.
3.4 Smarter Environment	This work aligns with the aims to '...design and construct all new infrastructure to be energy efficient by maximising the use of low carbon technology and materials. We will use recycled materials where appropriate.' and '...provide a clean, safe and attractive streetscape...'
3.5 Smarter Economy	This work is policy neutral in this respect.



Business Case

<p>3.6 Smarter Mobility</p>	<p>This work aligns with the aim to ‘...provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.’</p>
<p>3.7 Single Outcome Agreement</p>	<p>This work will assist in the delivery of the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).</p>
<p>3.8 Strategic Infrastructure Plan</p>	<p>This work is policy neutral in this respect.</p>
<p>3.9 Partnership Working</p>	<p>Local business financial contributions are being sought, and if secured would result in resource efficiency in this respect</p>
<p>3.10 Other Existing Programme Vision</p>	<p>This work will assist delivery of the 5 year Corporate Business Plan, in particular the Enterprise, Planning and Infrastructure Directorate’s aims to <i>Protect and enhance our high-quality, natural and built environment</i> and <i>Support the delivery of a fully integrated transport network</i>.</p> <p>It will also support the environmental/sustainable aims of the National, Regional, and Local Transport Strategies.</p>

4. Scope

4.1 Products and Services

The project will have a positive effect on the residential environment in terms of re-establishing residential amenity currently eroded by extensive commuter parking.

Road safety for all road user groups will be improved by controlling where parking can be safely accommodated.

4.2 Areas Affected

Delivery of this project will require an estimated 350 hours of Technical Officer (G11) staff time (based on similar previous projects). With the potential delivery of a further 2 CPZs during the same period, this may necessitate the procurement of additional staff in order to ensure all existing Traffic Management & Road Safety responsibilities continue to be met.

The area covered by the proposed CPZ houses some 1250 residences and businesses, with the Hill of Rubislaw complex itself a major oil & gas sector employment centre.

Projected costs detailed within cover all associated costs for materials, and man hours to undertake installation.

4.3 Out of Scope

The successful delivery of this project will result in fewer single occupant personal car journeys being undertaken during peak hours, thus benefiting the entire road network.

5. Options Appraisal

5.1 Option 1 – Do Nothing / Do Minimum

Description	Do minimum would entail officers proposing the implementation of measures solely designed to improve road safety e.g. 'At any time' waiting restrictions at junctions
Expected Costs	Implementation costs of this option are estimated at £45,000. Re-lining every 5yrs is estimated to cost £43,000 Replacement signage every 10yrs is estimated to cost £7,000
Expected Benefits	There are no expected measurable benefits of this option. The expected immeasurable benefit of this option is mitigation against accident risk.
Risks Specific to this Option	This option does not address the problem of commuter parking, and does not address environmental/sustainable transport aims of the Local & Regional Transport Strategies.
Viability	This option is considered viable only if a CPZ is not progressed.
Other Points	n/a.

5.2 Option 2

Description	This option would entail officers progressing with the implementation of a 'hybrid' CPZ with an inner core element of 'Pay & Display'/'Residents' only parking, and an outer core
--------------------	---

	<p>element of 'Priority Parking'.</p> <p>To minimise associated costs, and in recognition of advances in payment technologies, this option would not include the installation of on-street 'Pay & Display' meters.</p>
<p>Expected Costs</p>	<p>Implementation costs of this option are estimated at £130,000.</p> <p>Re-lining every 5yrs is estimated to cost £50,000</p> <p>Replacement signage every 10yrs is estimated to cost £50,000.</p>
<p>Expected Benefits</p>	<p>Key measureable benefits would be improved journey times, improved residential amenity, and increase in active travel journeys i.e. walking/cycling.</p> <p>Potential linked benefits to the above would be lower emissions, reduced congestion, and improved personal health. As implied benefits, these are not stated as key benefits of this option.</p> <p>An additional immeasurable benefit would be mitigation against accident risk.</p> <p>Income would also be generated by sale of Residents permits, and on-street parking charges.</p> <p>This option avoids the need for visually intruding on-street meters, and would reduce street furniture clutter in relation to a metered CPZ.</p>
<p>Risks Specific to this Option</p>	<p>Visitors of residents without access to a telephone or internet enabled device would be limited to parking by way of displaying a voucher (Books of visitors' vouchers would be available for purchase by residents living within the CPZ from Marischal College).</p> <p>There would be no other alternative means of pay parking for other persons.</p>

	<p>Availability of mobile phone coverage throughout the proposed zone has not been investigated. Signal ‘blackspots’ could therefore potentially impact on access to cashless payment mediums.</p> <p>Consultation with the businesses at the Hill of Rubislaw complex would ensure this information be relayed to the commuters that would represent the majority of users of ‘Pay & Display’ facilities.</p> <p>Press releases, and online information would inform the wider public.</p>
Viability	<p>Both Transport Scotland, and the Department for Transport permit the implementation of CPZs without on-street meters.</p> <p>There is currently no local policy regarding the provision of on-street meters, but a proposed policy devised by the Community Safety Team recommends that any space be located within 120m of a meter, with at least one meter desirable on any street. Consideration would be given to turnover/income of any location, avoidance of forcing customers to cross busy streets in order to use the nearest meter, and the visibility of meters.</p>
Other Points	<p>Meterless parking has successfully been implemented in other parts of the UK such as the London borough of City of Westminster.</p>

5.3 Option 3	
Description	<p>This option would entail officers progressing with the implementation of a ‘hybrid’ CPZ with an inner core element of ‘Pay & Display’/‘Residents’ only parking, and an outer core element of ‘Priority Parking’.</p> <p>A minimal number of on-street parking meters would be installed in line with proposed Aberdeen City Council policy.</p> <p>To minimise costs associated with cash collection, handling, and processing, and the associated risks of vandalism, on-street meters would accept electronic payments only.</p>

<p>Expected Costs</p>	<p>Implementation costs of this option are estimated at £205,000.</p> <p>Re-lining every 5yrs is estimated to cost £50,000</p> <p>Replacement signage every 10yrs is estimated to cost £50,000.</p> <p>Replacement meters would cost in the region of £5,000 per machine.</p>
<p>Expected Benefits</p>	<p>Key measureable benefits would be improved journey times, improved residential amenity, and increase in active travel journeys i.e. walking/cycling.</p> <p>Potential linked benefits to the above would be lower emissions, reduced congestion, and improved personal health. As implied benefits, these are not stated as key benefits of this option.</p> <p>An additional immeasurable benefit would be mitigation against accident risk.</p> <p>Income would also be generated by sale of Residents permits, and on-street parking charges.</p>
<p>Risks Specific to this Option</p>	<p>n/a</p>
<p>Viability</p>	<p>In respect of there being the option to pay for parking on-street, this option maintains the status quo of what operates elsewhere within Aberdeen City.</p>
<p>Other Points</p>	<p>Currently where on-street meters are in place throughout the city the machines accept cash as a method of payment. This has led to issues when new coins are introduced.</p>

5.4 Recommendation

It is recommended that funding be allocated to deliver the project as per option 2. This option fulfils the project specific aims and objectives of improving residential amenity and road safety around the Hill of Rubislaw complex, contributes towards wider strategy aims, and represents best value in terms of the options that fulfil this brief.



Business Case

Following adoption of this recommendation, officers would proceed with the detailed design of the scheme, and commencement of the required Traffic Regulation Order (TRO) process. This would entail extensive stakeholder consultation with future reports presented to the Communities, Housing & Infrastructure committee. Due to the scale of the project and the number of stakeholders affected, the length of the legal process, and the weather window during which time the CPZ can be implemented, it is estimated that the project would take in the region of 18 months to deliver.



Business Case

6. Benefits

ID	Benefit Name	Description	Benefit Owner	How Measured / KPI Ref.	Baseline Measure and Date	Expected Improvement and Date	Related Project Actions	Risks to Realisation
1	Improved residential amenity	Regulating parking in the proposed CPZ will afford residents the opportunity to access their homes safely	C,H&I	Residents' feedback		Spring/Summer 2016	Parking controls	Significant changes to proposed design
2	Increased active travel journeys	The introduction of parking charges in conjunction with Travel Plans implemented by the companies based at the Hill of Rubislaw complex are projected to lead to an increase in the number of trips undertaken by foot/bicycle	C,H&I & Hill of Rubislaw companies	Travel surveys		Autumn/Winter 2016	Parking Controls & Work Travel Plans	Lack of employees wishing to walk/cycle
3	Increased public transport journeys	The introduction of parking charges in conjunction with Travel Plans implemented by the companies based at the Hill of Rubislaw complex are projected to lead to an increase in the number of trips undertaken by public transport	C,H&I & Hill of Rubislaw companies	Travel surveys		Autumn/Winter 2016	Parking Controls & Work Travel Plans	Lack of employees wishing to travel by Public Transport Availability of Public Transport services

7. Project Costs

7.1 Project Cost Summary

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	TOTAL
Revenue Expenditure							
Permit administration		1,125	1,500	1,500	1,500	1,500	
Zone enforcement		27,750	33,000	33,000	33,000	33,000	
Total (A)		25,875	34,500	34,500	34,500	34,500	163,875
Revenue Receipts							
Residents Permits		33,000	44,000	44,000	44,000	44,000	165,000
Business Permits		10,500	14,000	14,000	14,000	14,000	52,500
P&D/Paybyhone		12,750	17,000	17,000	17,000	17,000	63,750
Total (B)		56,250	75,000	75,000	75,000	75,000	281,250
Capital Expenditure							
Design, consultation, TROs, contract preparation (to be funded from existing 'Roads' budgets)	30,000						30,000
Implementation		100,000					100,000
Re-lining						50,000	50,000
Total (C)	30,000	100,000				50,000	180,000
Grand Total (A+C-B)	+30k	+43.75k	-40.5k	-40.5k	-40.5k	+9.5k	+62.6k

7.2 Source of Project Costs

Implementation costs are compiled based on average materials costs applied to a preliminary design.

Permit administration, and zone enforcement costs are estimated from previous years costs associated with the operation of the RGU CPZ.

Design, consultation, TRO, and contract preparation costs are based on equivalent costs of implementing other CPZs.

7.3 External Capital Funding

Costs covered	Amount available	Fixed sum or proportion? (£ or %)	Source of funding	Certainty ("C" if certain, "P" if potential)
1				
2				
3				
4				

7.4 Revenue Funding

Costs covered	Amount available	Fixed sum or proportion? (£ or %)	Source of funding	Certainty ("C" if certain, "P" if potential)
1 Zone administration/enforcement costs		100%	Hill of Rubislaw businesses	P
2				
3				
4				

If this business case will also be used to make a Capital Request then the following sections must be completed.

7.5 Total Capital Requested

How much is being requested from the Capital Programme?

£100,000 is requested from the Capital Programme, with provision of the £30,000 Year 1 costs from within current Roads budgets.

7.6 Revenue Costs

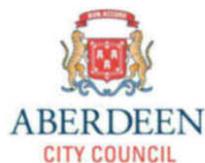
	Revenue Cost (per annum)	Existing Cost	New Cost	Revenue Funding	+/-
1	Staff	0	£34,500		+£34,500
2					
3					
4					

Receipts from 'Pay & Display'/residents permits is estimated to be in the region of £75,000 per annum (as detailed in section 7.1).

7.7 Additional Capital Required

	Additional Cost	Details including approx cost and responsible Service	When would this be required?
1	Technical Officer (G11)	Communities, Housing & Infrastructure £5,000	Throughout (approximately 350hrs)
2	Appointment of consultancy	Communities, Housing & Infrastructure £15,000	Throughout

7.8 Potential Capital Receipts



Business Case

Surplus Asset		Potential Value
1	If this project were to proceed, list any assets that would become surplus to your Service requirements. Also include their potential value.	n/a

7.9 Future Capital Savings		
Capital Savings		Potential Value
1	If this project were to proceed would there be any savings in Capital terms? Please list the savings and their potential value.	n/a

7.10 Other Financial Information		
<p>Businesses based at the Hill of Rubislaw cannot be compelled to contribute financially to the running of the CPZ as no legal agreement to this effect is in place. The companies have been approached to request whether they would wish to make such a contribution.</p>		

8. Procurement Approach		
<p>It is proposed that the implementation of the CPZ will be done in-house, utilising existing staff/equipment resources within Roads Maintenance. Should their commitments not allow for the programming of this project within their works, the contract would be put out to tender.</p>		

9. Key Risks		
Description	Mitigation	
The proposed implementation of the CPZ may meet with objection during the consultation process.	Early stakeholder involvement in the form of an informal consultation	

	<p>exercise indicates an overall majority support the introduction of measures.</p> <p>Through further consultation, officers would discuss proposals with objectors, and other interested parties, potentially amending the preliminary design as required.</p>
--	--

10. Time

10.1 Time Constraints & Aspirations

It is estimated that the project will take some 18 months to implement following confirmation of funding.

10.2 Key Milestones

Description	Target Date
Detailed design	May 2015
Contracts prepared	Dec 2015
TROs in place	Spring 2016
Scheme implemented	Spring/Summer 2016

11. Governance

Include any plans around the ownership and governance of the project such as what form the project board will take. Also identify the people in the key project roles in the table below.

Role	Name
Project Sponsor	Communities, Housing & Infrastructure
Project Manager	Doug Ritchie
Other Project Board	Engineer/Technical Officer



Business Case

Roles	
--------------	--

12. Resources

An accredited engineer is required to oversee the management of the project, and contract preparation. This role will be fulfilled by an existing member of the Traffic Management team.

A Technical Officer (G11) will be required to prepare contract documents, and TRO's, carry out detailed design, and hold consultations. This may require that additional staff resources are taken on board in order to ensure the section's general Road Safety & Traffic Management obligations are still met. It is estimated that this component will equate to 350 hours of staff time.

Should the project be outsourced to a consultancy, this would add an estimated £15,000 to the cost of delivery

13. Environmental Management

The implementation of the project will result in CO2 emissions from plant required to install materials. All plant and materials will conform to BSI standards.

Waste materials will be recycled where possible, and disposed of at landfill where this is not.

Upon implementation, the project will contribute towards improved air quality, and reduced noise pollution by way of reducing the numbers of single occupancy personal cars in the area, and on the wider road network.

14. Stakeholders

Local Elected Members – Councillors have been involved to date in discussions between officers, businesses at the Hill of Rubislaw complex, and members of the public regarding proposals. Through the consultation process that would follow commencement of the project, Councillors would continue to be involved.

Members of Public – Residents meetings have to date been held with a couple of groups to discuss their views on parking issues in the area. An informal consultation delivered by means of letter drop, and taking the form of a questionnaire to every household further sought their views, and resulted in a response rate of 39%. Through the consultation process that would follow commencement of the project, residents would continue to be involved. This will take the form of public meetings, press releases, public reports and

direct consultation.

Local Businesses – Meetings have been held between officers, Local Elected Members, and businesses at the Hill of Rubislaw complex to discuss problems related to the development, and ‘soft measures’ to help alleviate these problems. Local businesses were also included within the informal consultation described above. Through the consultation process that would follow commencement of the project, businesses would continue to be involved. This will take the form of public meetings, press releases, public reports and direct consultation.

15. Assumptions

It is assumed that the final design of the CPZ will differ somewhat from the preliminary design following further stakeholder consultation. Objection to the introduction of any measures is also likely to be received from those on the periphery of the proposed zone with those areas currently being largely unaffected by commuter parking problems.

It is assumed that should funding for the implementation of the proposed Hill of Rubislaw CPZ be allocated, it shall be elevated to ‘Priority 1’ on the list of areas previously identified as approved (subject to funding) for the implementation of control measures. This site was not previously identified on the list.

16. Dependencies

Should CPZs be progressed for the Palmerston and RGU areas during the same period, additional staff resources may be required as detailed above. In lieu of additional staff resources the project may be required to be outsourced in order to meet projected timescales for delivery, or delayed until such time as it can be accommodated within existing resource constraints.

17. Constraints

Local businesses/residents are likely to object to the idea of paying to park outside their premises.

Businesses based at the Hill of Rubislaw complex may express concern that the implementation of a CPZ would result in a loss of staff who seek employment opportunities where free parking is available in the vicinity of the workplace.

18. ICT Hardware, Software or Network infrastructure

Description of change to Hardware, Software or	EA Approval	Date
CHI 15 110 - Appendix 1 Hill of Rubislaw CPZ business case		



Business Case

Network Infrastructure	Required?	Approval Received
None		

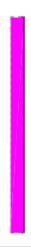
19. Document Revision History			
Version	Reason	By	Date
2	Amendments made after discussions with Director, prior to consultation	AD	11/2/15
3	Amendments made after comments from Legal	AD	20/2/15

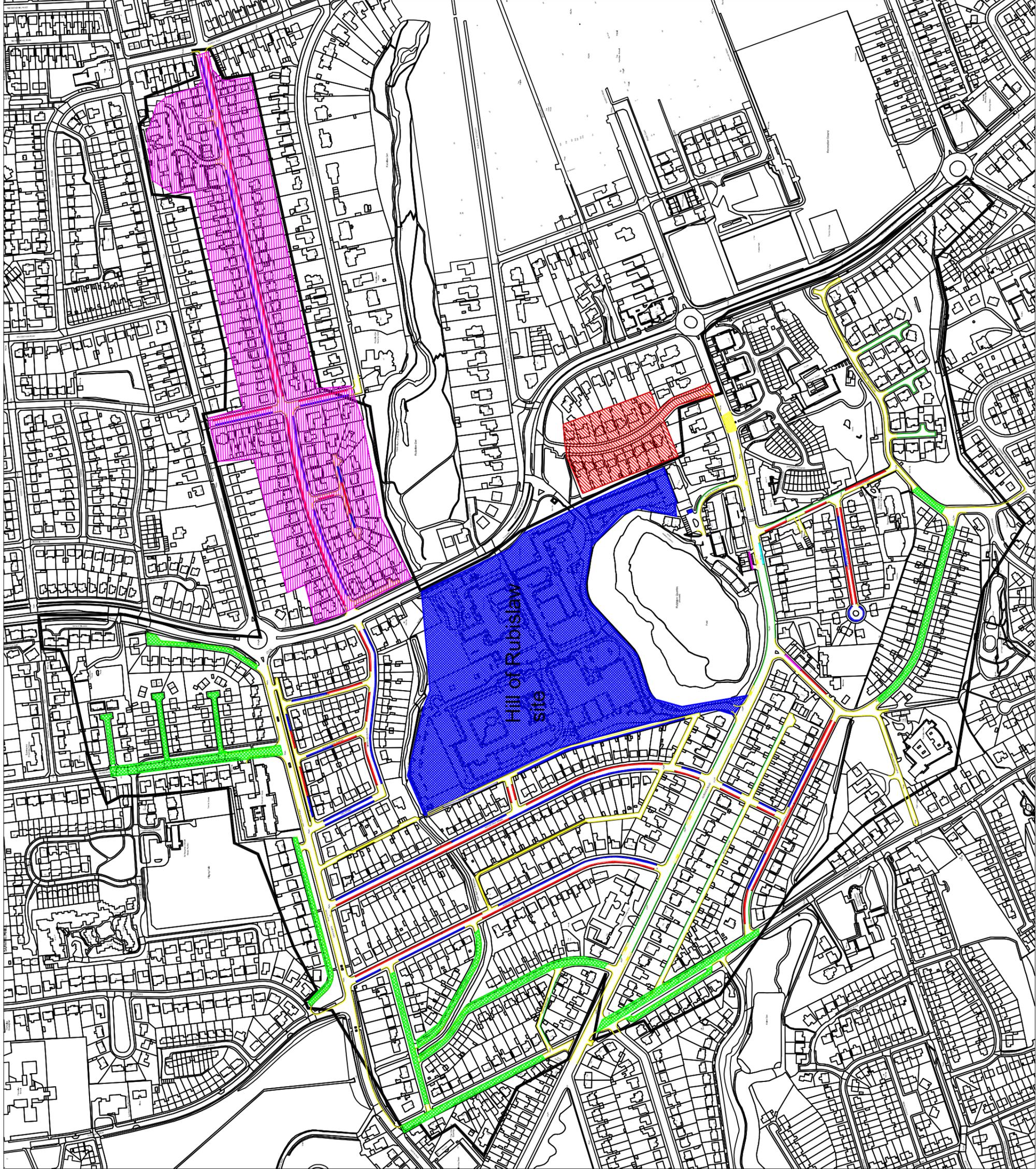
Project Management Toolkit - Options Scoring

Project Name: Hill of Rubislaw CPZ

		Option 1 - Do Minimal	Option 2 - Meterless CPZ	Option 3 - Metered CPZ	Option 4 - option name
Criteria	Weighting	Score 0 - 5 (high = good)			
Scope	30	3	5	5	
Cost	20	5	4	3	
Benefits	30	1	5	4	
Viability (inc Risk)	20	3	4	5	
Weighted score:		56	92	86	0
Overall ranking:		3	1	2	#N/A

KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority Parking' zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking



Rev.	Drawn (init./date)	Checked (init./date)



ABERDEEN
CITY COUNCIL

COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

Client.

ABERDEEN CITY COUNCIL

Project.

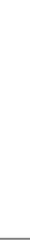
HILL OF RUBISLAW CONSULTATION

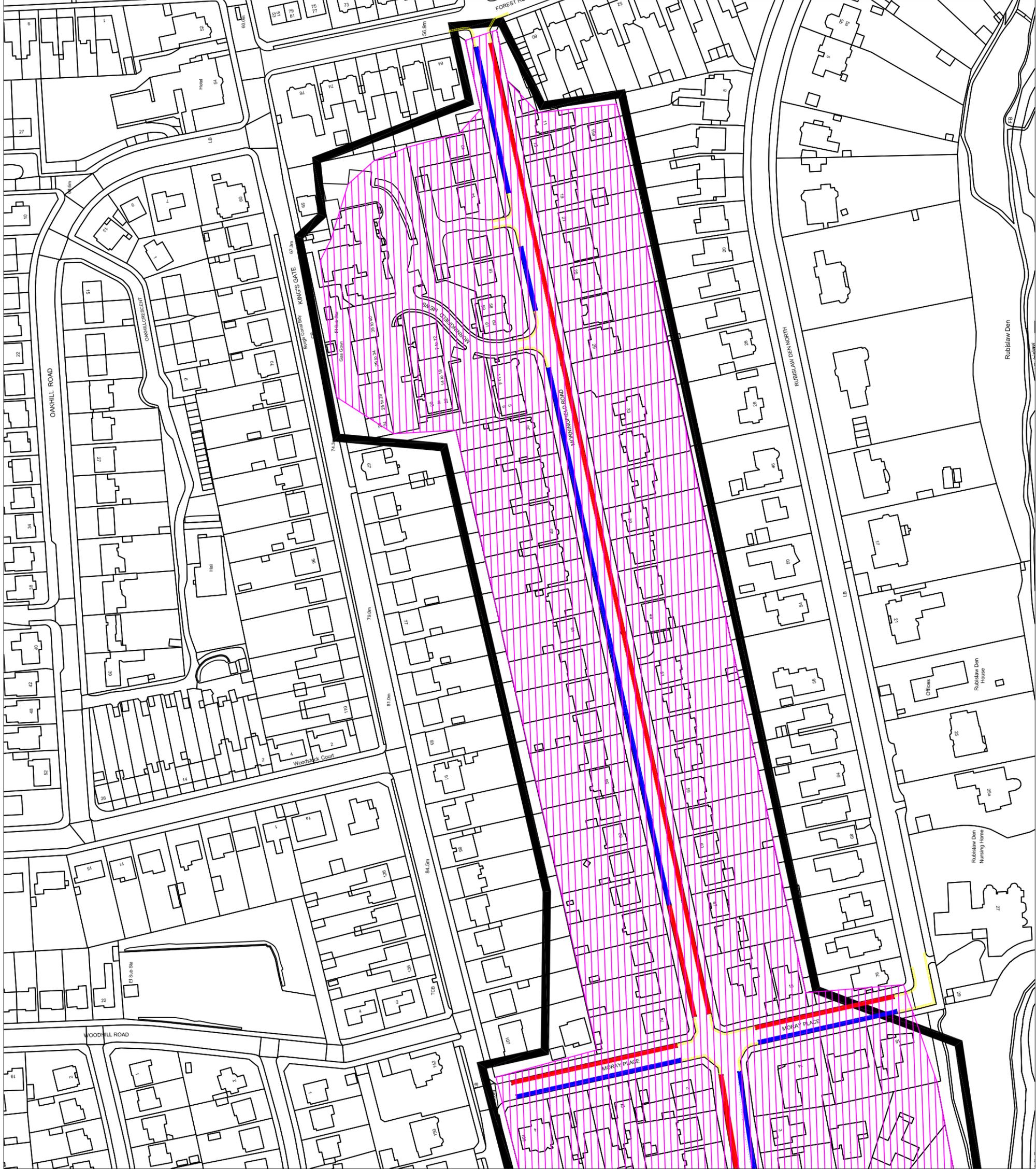
Title.

STREET BY STREET RESULTS

Drawn (init./date)	File Location
AYD 14/10/2014	
Checked (init./date)	Drawing No.
Scale & sheet size	
1:5000	A3

KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority Parking' zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking



Rev.	Drawn (init./date)	Checked (init./date)
Description.		



ABERDEEN
CITY COUNCIL

COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

Client.	ABERDEEN CITY COUNCIL	
Project.	HILL OF RUBISLAW CPZ	
Title.	MORNINGFIELD ROAD & MORAY PLACE	
Drawn (init./date)	AYD	14/10/2014
Checked (init./date)		
File Location		
Drawing No.		
Scale & sheet size	NTS A3	

KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority Parking' zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking

Rev.	Drawn (init./date)	Checked (init./date)



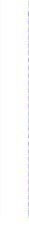
ABERDEEN
CITY COUNCIL

COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

Client:	ABERDEEN CITY COUNCIL
Project:	HILL OF RUBISLAW CPZ
Title:	CARNEGIE CRESCENT, CARNEGIE GARDENS, ANDERSON DRIVE, KING'S GATE, KING'S CROSS ROAD, KING'S CROSS AVENUE, KING'S CROSS TERRACE & ROSEWELL DRIVE
Drawn (init./date)	AYD 14/10/2014
Checked (init./date)	
Scale & sheet size	NTS A3



KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority' Parking zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking

Rev.	Drawn (init./date)	Checked (init./date)

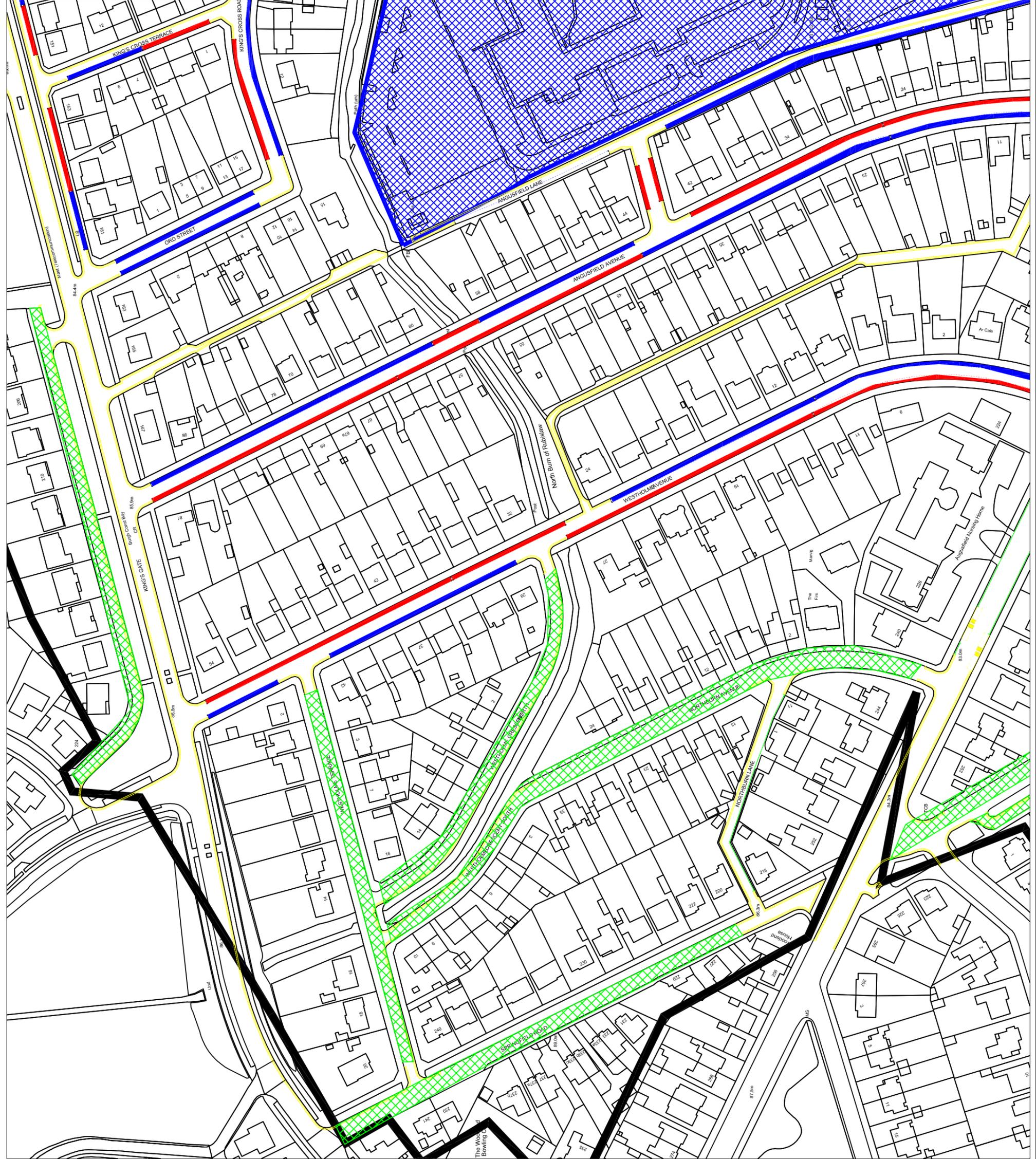


ABERDEEN
CITY COUNCIL

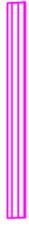
COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

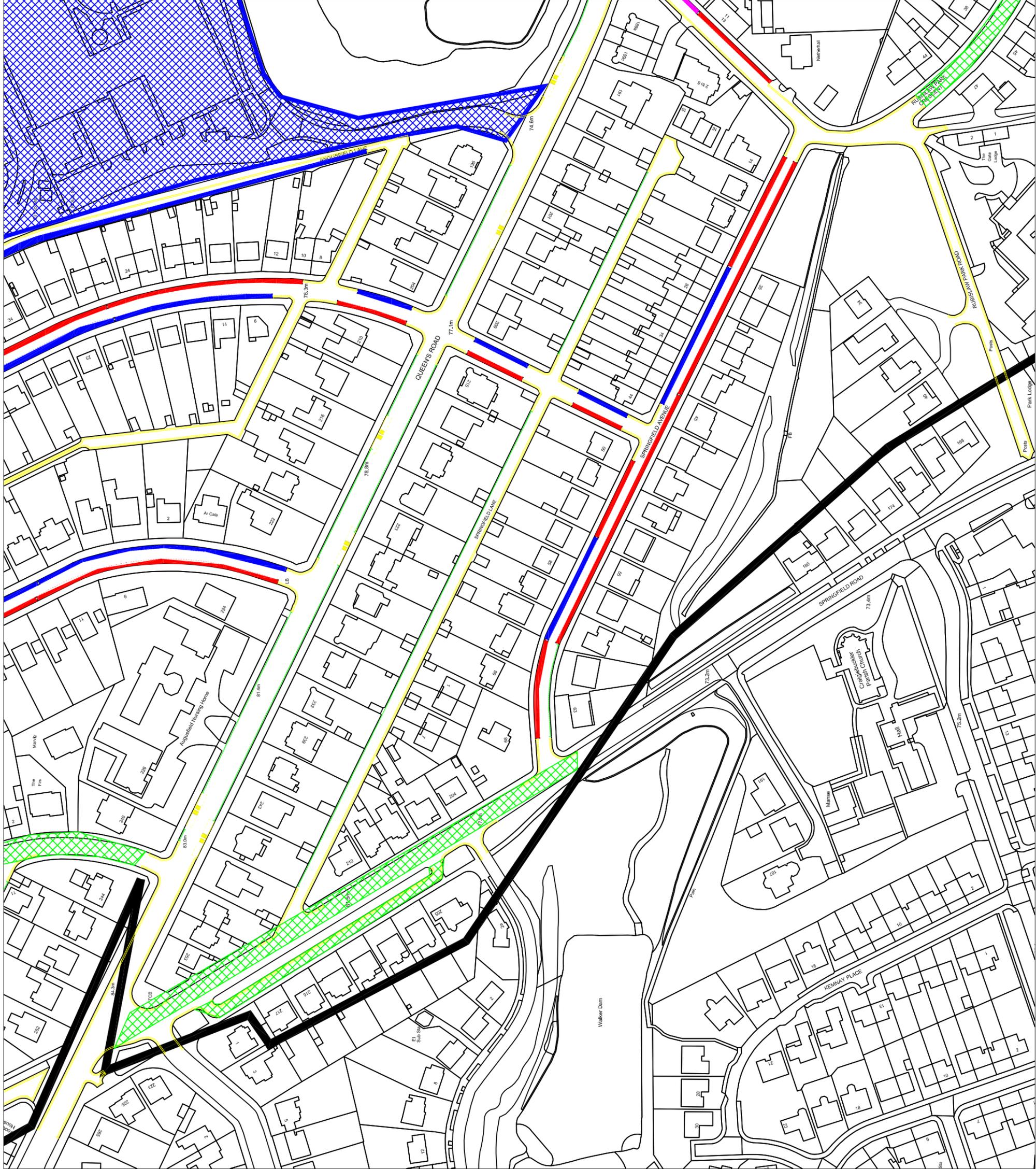
Client.	ABERDEEN CITY COUNCIL
Project.	HILL OF RUBISLAW CPZ
Title.	ORD STREET, KING'S GATE, ANGUSFIELD LANE, ANGUSFIELD AVENUE, WESTHOLME AVENUE, WESTHOLME TERRACE, WESTHOLME CRESCENT, NORTHBURN AVENUE, NORTHBURN LANE, SPRINGFIELD ROAD

Drawn (init./date)	AYD	14/10/2014	File Location
Checked (init./date)			Drawing No.
Scale & sheet size	NTS	A3	



KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority Parking' zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking



Rev.	Drawn (init./date)	Checked (init./date)

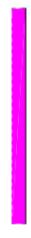


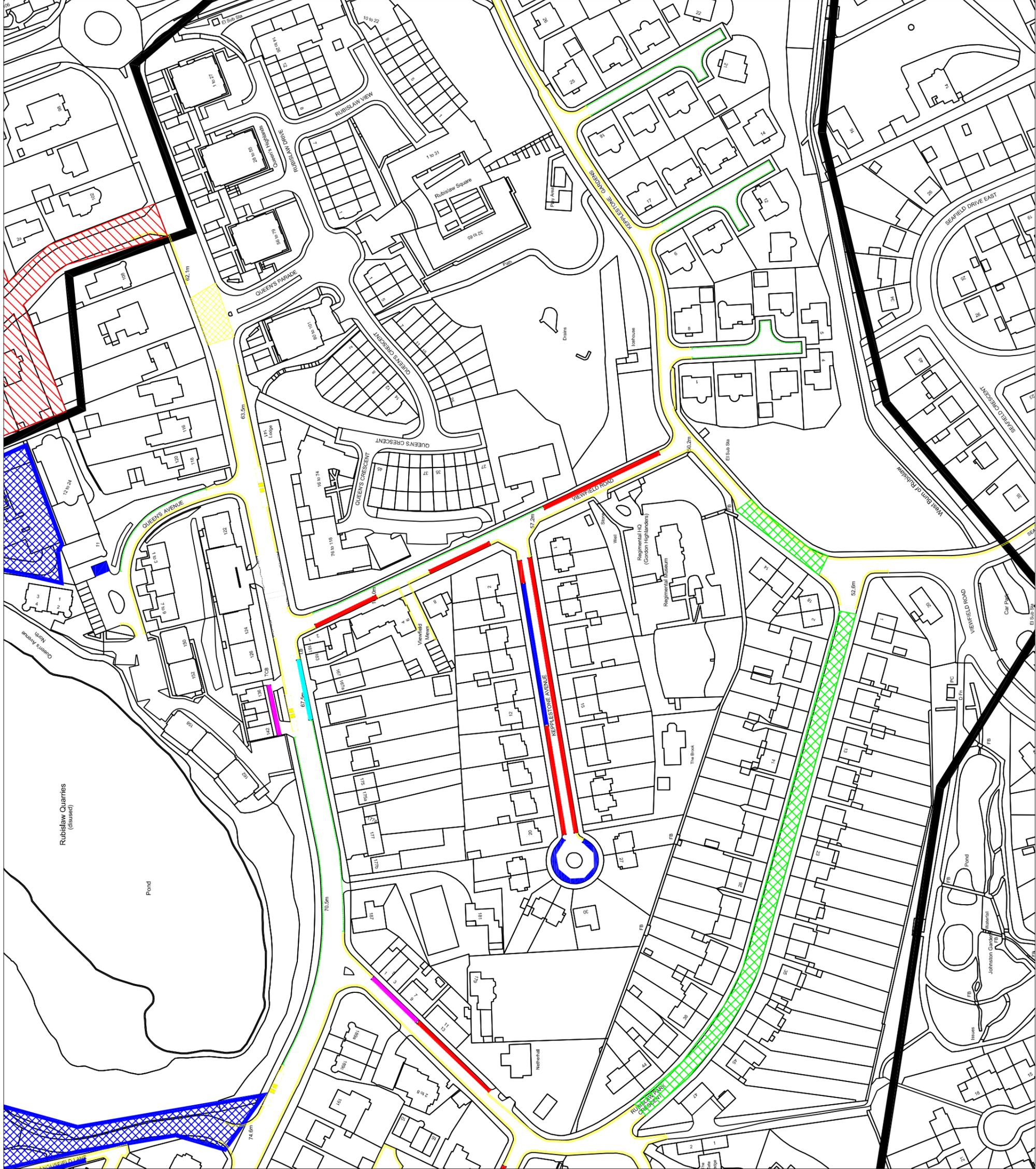
ABERDEEN
CITY COUNCIL

COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

Client:	ABERDEEN CITY COUNCIL
Project:	HILL OF RUBISLAW CPZ
Title:	ANGUSFIELD LANE, ANGUSFIELD AVENUE, WESTHOLME AVENUE, NORTHBURN AVENUE, QUEEN'S ROAD, SPRINGFIELD ROAD, SPRINGFIELD AVENUE, SPRINGFIELD LANE, RUBISLAW PARK ROAD, RUBISLAW PARK CRESCENT
Drawn (init./date)	AYD 14/10/2014
Checked (init./date)	
File Location	
Drawing No.	
Scale & sheet size	NTS A3

KEY

-  = Hill of Rubislaw Site
-  = Area of Influence
-  = Area to be added to Zone X
-  = Area to be removed from Zone X
-  = 'At Any Time' waiting restrictions
-  = Timed waiting restrictions
-  = Shared use 'Pay & Display' parking
-  = 'Residents Only' parking
-  = 'Priority Parking' zone
-  = 45 minute max stay parking
-  = 2hr max stay 'Pay & Display' parking



Rev.	Drawn (init./date)	Checked (init./date)
Description.		



ABERDEEN
CITY COUNCIL

COMMUNITIES, HOUSING & INFRASTRUCTURE
Road Safety and Traffic Management Team
Business Hub 10, Level 2 South, Marischal College, Aberdeen
Telephone (01224) 522305

Client.	ABERDEEN CITY COUNCIL
Project.	HILL OF RUBISLAW CPZ
Title.	QUEEN'S AVENUE, QUEEN'S ROAD, RUBISLAW PARK ROAD, RUBISLAW PARK CRESCENT, VIEWFIELD ROAD, KEPPLESTONE AVENUE, KEPPLESTONE GARDENS
Drawn (init./date)	AYD 14/10/2014
Checked (init./date)	
File Location	
Drawing No.	
Scale & sheet size	NTS A3