

ABERDEEN CITY COUNCIL

---

COMMITTEE	Communities, Housing and Infrastructure
DATE	25 August 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	Parking Issues Around Hill of Rubislaw - Informal Consultation Results
REPORT NUMBER	CHI/16/081
CHECKLIST COMPLETED	Yes

---

1. PURPOSE OF REPORT

The report will advise the Committee on the results of the recent public consultation into the options for a Controlled Parking Zone (CPZ) or Priority Parking around Hill of Rubislaw and a proposed extension to the Zone X CPZ.

The comments received as a result of this consultation will be analysed and used to develop the detailed design of any schemes that will be progressed. Specific queries raised by residents or proprietors on their response forms will be investigated and responded to accordingly. All comments provided have been fully considered with regards to the recommendations set forth in this report. The information gathered will be kept on record for reference at the next stage of formal preliminary statutory and public consultation.

2. RECOMMENDATIONS

It is recommended this Committee:

- i) note the content of the report; and
- ii) seek the required funding for implementing the proposed extension of the Zone X CPZ;
- iii) subject to the above, instruct the appropriate officers to progress the detailed design of the proposal to extend the Zone X CPZ to the preliminary statutory consultation stage and, if no objections are received, to proceed with the public advertisement.

- iv) instruct the appropriate officers not to progress the proposals for controlled parking measures in the area surrounding the Hill of Rubislaw office complex at this time and instead undertake further consultation at a future time, should the parking issues in the area significantly worsen, and report the findings to a future Committee meeting.

### 3. FINANCIAL IMPLICATIONS

There would be cost implications should the proposed extension to the Zone X CPZ be approved for implementation. The estimated cost for the necessary signage and road markings £26,000. There is currently no funding within the approved Capital Programme for the aforementioned work, so this must be sought before this scheme can be implemented. Based on the uptake of parking permits on streets, within the existing the Zone X CPZ, with similar characteristics to those proposed for inclusion within the CPZ, officers estimate there would be a demand for around 40 first permits and 22 second permits. This would generate revenue of around £4640 per year, with minimal additional revenue from short-term visitor parking. In this respect officers estimate the implementation costs will be covered within 6-7 years following the scheme coming into effect.

The existing budget allocated for the initial phase of the project, will cover the funding required for further consultation in relation to the parking issues in the area surrounding the Hill of Rubislaw.

### 4. OTHER IMPLICATIONS

There is currently an application for planning permission to construct additional parking (up to an additional 191 spaces) at the Hill of Rubislaw complex. Should this additional parking provision be provided, it is anticipated that the requirement for controlled parking measures within Hill of Rubislaw would be significantly reduced.

The recent downturn in the oil and gas industry has also had a substantial impact on the current level of commuter parking in the area surrounding the Hill of Rubislaw complex. Aberdeen City Council undertook a parking survey to determine the level of commuter parking which was taking place in 2013. This survey was undertaken at a time when the oil industry was more buoyant thus the Hill of Rubislaw development was occupied by a greater number of employees and contractors. Further parking surveys were undertaken on 26 January 2016, 27 January 2016 and 10 March 2016. Table 4.1 (below) compares the 2013 and 2016 survey results to understand how much parking behaviour has changed.

STREET	2013 Survey		2016 Survey		Difference	
	<i>Baseline</i>	<i>Day</i>	<i>Baseline</i>	<i>Peak</i>	<i>Baseline</i>	<i>Day</i>
SPRINGFIELD AVENUE	13	32	29	17	+16	-15
SPRINGFIELD LANE	2	0	0	0	-2	0
RUBISLAW PARK ROAD	6	16	9	18	+3	+2
ANGUSFIELD AVENUE	44	111	60	80	+16	-31
ANGUSFIELD LANE/PLACE	5	36	5	9	0	-27
KING'S CROSS ROAD	16	39	16	24	0	-15
CARNEGIE CRESCENT	14	39	14	25	0	-14

**Table 4.1 – Parking Capacity Analysis**

This table indicates that day time parking has reduced in all but one of the streets surveyed. Particularly in Angusfield Avenue, where overall parking has fallen by 31 vehicles, which is a decline of almost 28%. Overall, the results show a significant decline in the level of commuter parking to that occurring in 2013.

The recent survey indicated that current commuter parking, associated with Hill of Rubislaw, is concentrated around a small number of roads, which are;

- Angusfield Avenue (southern end);
- Rubislaw Park Road;
- Viewfield Road; and
- Kepplestone Avenue.

Commuter parking was also observed on Morningfield Road and to a lesser extent on Moray Place, Carnegie Crescent and King' Cross Road. However, this parking appears to be more associated with the proximity to key transport corridors rather than the Hill of Rubislaw development. Similarly, the non-residential parking on Rubislaw Park Road could be attributed, in some part, to the businesses at the north end of this street.

It is appreciated that some properties on Angusfield Avenue are acutely affected by commuter parking, although this is limited to the section between Rubislaw Burn and Queen's Road. Accounting for commuter parking in other streets, it is estimated that approximately 7% of the area west of Anderson Drive is affected. Due to the limited effects of commuter parking on the whole area, it is anticipated that a CPZ would receive significant levels of objection, should the scheme be progressed to formal public consultation. This is reaffirmed by many of the responses to the informal consultation questionnaire, as detailed in Section 5 of this report.

The area east of Anderson Drive has been treated separately from the main study area. Primarily as the commuter parking is associated with the effects of the Zone X CPZ, rather than the Hill of Rubislaw development. It is acknowledged that a significant number of commuters were observed parking on Morningfield Road. Parking is concentrated towards the eastern end of the road, close to the frontier with Zone X.

## 5. BACKGROUND/MAIN ISSUES

### 5.1 Overview

The consultation exercise consisted of a questionnaire issued to 1,265 households and businesses over an 'area of influence' comprised of streets previously identified as being affected by parking problems, and those unaffected streets that would be impacted upon through the displacement of parking should controls be introduced. (See Appendix 1 for a copy of the questionnaire issued and the contents on the consultation package). The purpose of this exercise was to allow officers to ascertain whether a desire for the introduction of parking measures exists and further inform elected members on the current situation.

Residents were asked whether they want a Controlled Parking Zone (CPZ) with Priority Parking scheme (Option 1) to be taken forward, if residents consider the alternative option of a Priority Parking scheme on the streets most impacted by overspill parking (Option 2) to be preferable, or indeed if residents feel there is currently no requirement for either of these schemes to be progressed. The streets from the neighbouring CPZ X that were removed from the original design of that zone were also included in the survey and asked to comment on separate proposals that would see this area included within Zone X. Residents were also invited to attend consultation 'workshops', conducted by officers from the Aberdeen City Council Traffic Management team, should they have queries relating to any of the aforementioned proposals. These sessions were well attended, with roughly 75 residents present.

The questionnaire generated a reasonable rate of response with 333 addressees responding. It should be noted that within the consultation area there are two distinct residential areas in which parking for non-residents is already restricted in some way. The first is Morningfield Mews, a gated estate within the Zone X extension area. The second is the Kepplestone development, located off the signalised junction of Queen's Road and Queen's Parade, in which all of the kerbside space is subject to yellow line restrictions and parking is restricted to private driveways, gated underground car parking or allocated off-street car parking. These two areas represent 351 of the households surveyed, however provided just 8 responses between them. Officers surmise that the apathy reflected in the response rate for these areas is likely because the parking situation within these developments will remain largely unaffected, whether parking controls are introduced or not. When disregarding these two areas, there was a 36% response rate from the households within the Hill of Rubislaw consultation area and a 46% response rate from the Zone X extension consultation area. In this respect, streets within these areas have been omitted from the results provided in the subsequent sections of this report.

## 5.2 Hill of Rubislaw Consultation Area - Results

The tables provided below illustrate the street-by-street responses to the two questions within the survey that officers consider to be the most pertinent with regards to making a decision on whether or not to progress with either of the proposed controlled parking measures.

STREET	Do you consider there to be a need for parking controls restricting non-residents from parking on your street?					
	NO		YES		NO RESPONSE	
	Count	%	Count	%	Count	%
ANDERSON DRIVE	6	17.14%	2	5.71%	27	77.14%
ANGUSFIELD AVENUE	24	32.43%	17	22.97%	33	44.59%
BALFRON PLACE	3	30.00%		0.00%	7	70.00%
KEPPLESTONE AVENUE	9	30.00%	2	6.67%	19	63.33%
KEPPLESTONE GARDENS	13	48.15%	0	0.00%	14	51.85%
KING'S CROSS AVENUE	8	46.67%	0	0.00%	7	53.33%
KING'S CROSS ROAD	2	15.38%	5	38.46%	6	46.15%
KING'S CROSS TERRACE	5	45.45%	0	0.00%	6	54.55%
KING'S GATE	5	10.87%	0	0.00%	41	89.13%
NORTHBURN AVENUE/LANE	13	48.15%	1	3.70%	13	48.15%
ORD STREET	14	45.16%	2	6.45%	15	48.39%
QUEEN'S AVENUE	2	7.69%	1	3.85%	23	88.46%
QUEEN'S ROAD	18	12.95%	6	4.32%	115	82.73%
ROSEWELL DRIVE	5	38.46%	0	0.00%	8	61.54%
ROSEWELL PLACE	7	25.00%	0	0.00%	21	75.00%
ROSEWELL TERRACE	4	20.00%	0	0.00%	16	80.00%
RUBISLAW PARK CRESCENT	12	25.53%	0	0.00%	35	74.47%
RUBISLAW PARK ROAD	8	25.00%	1	3.13%	23	71.88%
SPRINGFIELD AVENUE/LANE	18	39.13%	5	10.87%	23	50.00%
SPRINGFIELD ROAD	11	29.73%	1	2.70%	25	67.57%
SUMMERHILL ROAD	1	11.11%	0	0.00%	8	88.89%
VIEWFIELD ROAD	2	13.33%	0	0.00%	13	86.67%
WESTHOLME AVENUE	20	46.51%	1	2.33%	22	51.16%
WESTHOLME CRESCENT NORTH	2	25.00%	0	0.00%	6	75.00%
WESTHOLME CRESCENT SOUTH	7	87.50%	0	0.00%	1	12.50%
WESTHOLME TERRACE	3	23.08%	0	0.00%	10	76.92%
NO ADDRESS	6	60.00%	3	30.00%	1	10.00%
<b>Grand Total</b>	<b>228</b>	<b>27.92%</b>	<b>47</b>	<b>5.78%</b>	<b>538</b>	<b>66.30%</b>

**Table 5.1 - Response to the question: "Do you consider there to be a need for parking controls restricting non-residents from parking on your street?" (HoR consultation area)**

Table 5.1 illustrates that only 6% of the households surveyed consider there to be a need to introduce parking measures in the area surrounding the Hill of Rubislaw complex. Only one of the streets, King's Cross Avenue, had a higher number of households responding in favour of some form of controlled parking than the number households who saw no requirement for there to be a need for parking controls from restricted non-residents from parking on their street.

The highest response rate for a single street came from Westholme Crescent South, with all 7 respondents from this street answering against the introduction of controlled parking measures. The second highest response rate came from Angusfield Avenue, which is unsurprising given that this has been consistently identified as the street most acutely affected by non-residential parking. However, there were still more households that expressed that there was no requirement for controlled parking on this street, albeit this was a small majority with 17 in favour and 24 against.

34 respondents from within this area have stated that the issues caused by commuter parking have not been as substantial since the recent downturn in the oil and gas industry, resulting in fewer employees and contractors commuting to the Hill of Rubislaw office complex, although 3 of these respondents would still like to see controlled parking measures introduced, should the parking issues worsen if employment at the Hill of Rubislaw development was to increase to previous levels.

Residents were also asked which of the proposed schemes they would like to see progressed, or indeed if they felt there is currently no requirement for either of these schemes to be implemented. The responses to this question are presented in Table 5.2:

STREET	Which of the schemes outlined in this consultation package would you like to see progressed?							
	NEITHER		ONE		TWO		NO RESPONSE	
	Count	%	Count	%	Count	%	Count	%
ANDERSON DRIVE	2	5.71%	0	0.00%	3	8.57%	30	85.71%
ANGUSFIELD AVENUE	14	18.92%	12	16.22%	13	17.57%	35	47.30%
BALFRON PLACE	0	0.00%	0	0.00%	1	10.00%	9	90.00%
KEPPLESTONE AVENUE	4	13.33%	3	10.00%	2	6.67%	21	70.00%
KEPPLESTONE GARDENS	6	22.22%	2	7.41%	0	0.00%	19	70.37%
KING'S CROSS AVENUE	6	33.33%	2	13.33%	0	0.00%	7	53.33%
KING'S CROSS ROAD	1	7.69%	3	23.08%	3	23.08%	6	46.15%
KING'S CROSS TERRACE	2	18.18%	1	9.09%	1	9.09%	7	63.64%
KING'S GATE	2	4.35%	1	2.17%	0	0.00%	43	93.48%

NORTHBURN AVENUE/LANE	7	25.93%	1	3.70%	4	14.81%	15	55.56%
ORD STREET	6	19.35%	0	0.00%	7	22.58%	18	58.06%
QUEEN'S AVENUE	1	3.85%	1	3.85%	1	3.85%	23	88.46%
QUEEN'S ROAD	3	2.16%	10	6.47%	8	5.76%	118	85.61%
ROSEWELL DRIVE	2	15.38%	0	0.00%	1	7.69%	10	76.92%
ROSEWELL PLACE	2	7.14%	0	0.00%	1	3.57%	25	89.29%
ROSEWELL TERRACE	1	5.00%	0	0.00%	1	5.00%	18	90.00%
RUBISLAW PARK CRESCENT	6	12.77%	0	0.00%	2	4.26%	39	82.98%
RUBISLAW PARK ROAD	3	9.38%	1	3.13%	1	0.00%	27	87.50%
SPRINGFIELD AVENUE/LANE	13	26.67%	2	4.44%	8	17.78%	23	51.11%
SPRINGFIELD ROAD	3	8.11%	4	10.81%	1	2.70%	29	78.38%
SUMMERHILL ROAD	0	0.00%	0	0.00%	0	0.00%	9	100.00%
VIEWFIELD ROAD	2	10.53%	0	0.00%	0	0.00%	13	89.47%
WESTHOLME AVENUE	10	23.26%	2	4.65%	7	16.28%	24	55.81%
WESTHOLME CRESCENT NORTH	1	12.50%	0	0.00%	1	12.50%	6	75.00%
WESTHOLME CRESCENT SOUTH	5	62.50%	1	12.50%	0	0.00%	2	25.00%
WESTHOLME TERRACE	2	15.38%	0	0.00%	1	7.69%	10	76.92%
NO ADDRESS	4	40.00%	2	20.00%	0	0.00%	4	40.00%
<b>Grand Total</b>	<b>108</b>	<b>12.99%</b>	<b>48</b>	<b>5.76%</b>	<b>67</b>	<b>8.09%</b>	<b>590</b>	<b>73.16%</b>

**Table 5.2 - Response to the question: "Which of the schemes outlined in this consultation package would you like to see progressed?" (HoR consultation area)**

*\*Shaded rows indicate streets to be considered for 'Priority Parking' under Option 2*

There was a comparatively lower response rate to this question, with 53 fewer responses when compared with the previous question. Of these 53 respondents, 35 did not consider there was a need to introduce any parking controls and 18 felt there was (based on their response to the previous question). It is critical to consider these figures when interpreting the responses to this question. The lower response rate to this question may be due to the amount of information provided, with respect to the various different too time consuming to fully consider. Furthermore, those who expressed that they were currently against the introduction of any form of permit parking, i.e. the majority of those who did not provide a response, may not have felt the need to reiterate this opinion.

With regards to the responses received, the largest proportion (13% of households surveyed) did not want to see either of the proposals progressed, 6% expressed a preference for a Controlled Parking Zone with Priority Parking on the zone's peripheral streets (Option 1) to be

taken forward and 8% of households surveyed favoured a Priority Parking scheme on the streets most impacted by overspill parking. It should be noted that a number of responses received in support of Option 2 came from out with the area being considered for this scheme. This is likely due to residents that do not want to see parking controls implemented on their own street deeming that opting for this scheme means that a full CPZ, covering a wider area, is less likely to be progressed.

With respect to the street-by-street responses, only Queen’s Road conveyed an overall preference for the introduction of a full CPZ, in terms of the responses received. Similarly, Ord Street and Balfron Place were the only streets to express an overall preference for ‘Priority Parking’. King’s Cross Road responded 50/50 in terms of respondents’ preferences for the proposed two schemes. The largest proportional response on all other streets surveyed, in terms of responses received, was for neither scheme to be progressed.

### 5.3 Zone X Extension Consultation Area - Results

The tables provided below illustrates the street-by-street responses to the question within the survey that officers consider to be the most pertinent with regards to making a decision on whether or not to progress with an extension to the Zone X CPZ.

STREET	Would you like to see Option 3 progressed?					
	NO		YES		NO RESPONSE	
	Count	%	Count	%	Count	%
CARNEGIE CRESCENT	8	27.59%	4	13.79%	17	58.62%
CARNEGIE GARDENS	0	0.00%	1	11.11%	8	88.89%
MORAY PLACE	3	30.00%	2	20.00%	5	50.00%
MORNINGFIELD ROAD	3	5.36%	27	48.21%	26	46.43%
ANDERSON DRIVE	0	0.00%	0	0.00%	4	100%
<b>Grand Total</b>	<b>14</b>	<b>12.96%</b>	<b>34</b>	<b>31.48%</b>	<b>60</b>	<b>55.56%</b>

**Table 5.3 - Response to the question: "Would you like to see Option 3 progressed?" (Zone X consultation area)**

As evident from the results displayed in Table 5.3, there is fairly significant support for these streets to be included within the Zone X CPZ, particularly on Morningfield Road where there was a response rate of over 50%, with 27 households in support of the proposal and just 3 of the households surveyed opposed to the extension of Zone X. The support for the scheme lessens on the streets further away from the existing boundary of Zone X, however if controlled parking measures were introduced on only Morningfield Road, the parking issues currently faced on this street would merely be displaced onto these neighbouring streets.

### 5.4 Conclusions

The results of the informal consultation, as presented above, indicate that there is, at present, not enough support for the introduction of controlled parking measures in the area surrounding the Hill of

Rubislaw complex to justify commencing the legal process required to implement either proposed scheme, due to the number of formal objections that we would expect to receive. Furthermore, both the parking survey results, and the responses of the informal consultation, imply a correlation between the levels of commuter parking in the area and the buoyancy of the oil and gas industry. Given the uncertainty surrounding employment levels at the Hill of Rubislaw complex, it would be imprudent to progress a scheme that may not be necessary. Officers consider a more judicious option to be to continue to monitor the parking situation in the area surrounding the Hill of Rubislaw complex and undertake further consultation with the residents of this area at a later date.

With regard to the potential extension of the Zone X CPZ, the consultation results show a clear support for the implementation of this proposal from residents of the area, albeit this support is heavily concentrated on Morningfield Road. However if controlled parking measures were introduced on only Morningfield Road, the parking issues currently faced on this street would merely be displaced onto the neighbouring streets to the west. In this respect officers consider there to be sufficient support for the scheme for this proposal to be progressed to the statutory consultation.

## 6. IMPACT

**Improving Customer Experience** – The Local Transport Strategy (LTS) aims to minimise single occupancy use of the private car in favour of more sustainable modes of travel. The LTS 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 LDP defines this as ‘the attributes which create and influence the quality of life of individuals or communities’. The aim of introducing a CPZ extension is to protect on-street residential parking, to discourage commuters from using private vehicles and to reduce the volume of traffic on the distributor roads leading to the proposed extension area and on the residential streets within this area. The implementation of the proposed scheme is considered to adhere to these policies.

**Improving Staff Experience** – Not Applicable

**Improving our use of Resources** – Not Applicable

**Corporate** – 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. 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.

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.”

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.

**Public** – There is no Equality and Human Rights Impact Assessment required as this report only recommends these proposals progress to the statutory consultation for the Zone X extension proposal. Accordingly there will be no changes effected as a result of the recommendations being approved by this Committee.

The content of this report will be of interest to the residents/proprietors/businesses within the consultation areas.

## 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.

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

Area Around Hill of Rubislaw - Parking Review - EPI/13/123

<http://committees.aberdeencity.gov.uk/documents/s41562/CHI-14-013%20Area%20Around%20Hill%20of%20Rubislaw%20-%20Parking%20Review.pdf>

Parking Issues around Hill of Rubislaw Office Developments - CHI/14/013

<http://committees.aberdeencity.gov.uk/documents/s41562/CHI-14-013%20Area%20Around%20Hill%20of%20Rubislaw%20-%20Parking%20Review.pdf>

Parking Issues around Hill of Rubislaw Office Developments - Business Case and Preliminary Design - CHI/15/110

<http://committees.aberdeencity.gov.uk/documents/s45284/Parking%20Issues%20Around%20Hill%20of%20Rubislaw%20Office%20Developments%20Business%20Case%20Preliminary%20Design.pdf>

Introduction of a Controlled Parking Zone with Priority Parking in the area around Hill of Rubislaw - Initial Statutory Consultation - CHI/15/286

<http://committees.aberdeencity.gov.uk/documents/s51185/CHI.15.286%20-%20Hill%20of%20Rubislaw%20Initial%20Statutory.pdf>

## 9. REPORT AUTHOR DETAILS

James Watt  
Engineering Assistant  
Email: [JameWatt@aberdeencity.gov.uk](mailto:JameWatt@aberdeencity.gov.uk)  
Tel. 01224 (52)2319

## Appendix 1 - Consultation Package

Our Ref. HoR/  
Your Ref.  
Contact James Watt  
Email JameWatt@aberdeencity.gov.uk  
Direct Dial (01224) 522319  
Direct Fax (01224) 523315



**ABERDEEN**  
CITY COUNCIL

20 April 2016

Resident(s)

### **Communities, Housing and Infrastructure**

Aberdeen City Council  
Business Hub 11  
Level 2 West  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

Tel 08456 08 09 10  
Minicom 01224 522381  
DX 529451, Aberdeen 9  
[www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

Dear Resident(s)

### **Informal consultation regarding controlled parking measures in the area surrounding the Hill of Rubislaw complex**

Aberdeen City Council has received numerous representations from residents over the last few years in the vicinity of the Hill of Rubislaw complex regarding overspill parking. In particular, residents have reported: being unable to take access/egress from driveways; disabled persons being unable to stop on-street; residents being unable to receive deliveries; and a general deterioration of residential amenity. Council officers have an outstanding remit from the Communities Housing & Infrastructure committee to deliver a detailed design for controlled parking measures in this area, to alleviate these issues.

As you may be aware, previous consultation with residents has been sought on this issue and a preliminary design for Controlled Parking Zone (CPZ) in the area was subsequently produced. This was also based on parking surveys, which gave an indication of the level of commuter parking on each street within the study area. A CPZ is an area wide scheme, which regulates the entire length of street with either yellow line or parking bay restrictions. The restrictions can be used to discourage commuter parking by way of parking charges and allow for residential parking by way of a permit scheme. Given the adverse effects of the overspill parking from the Hill of Rubislaw complex are constrained to a relatively small number of streets, if implemented, the CPZ would most likely move the problem to streets immediately outside the zone. To avoid this, the council have developed a 'buffer zone' solution, termed 'Priority Parking', between the proposed CPZ area and the unrestricted roads beyond.

Unlike a CPZ, where every length of kerb space is regulated, Priority Parking only regulates sections of the road. Under a Priority Parking scheme, a road would be lined with a mixture of residential parking bays and unregulated parking spaces. Only permit holders would be permitted to park in a residential bay, residents or visitors without a permit would require to park in an unregulated bay. The number of residents wishing to participate in the Priority Parking scheme would determine the length of kerb-space designated for residential parking.

PETE LEONARD  
DIRECTOR



Heritage 100% Recycled



**AGE POSITIVE**  
scotland



Choose products with the FAIRTRADE Mark



Please see the enclosed leaflet for further details on how a Priority Parking Scheme would operate. Also enclosed is a plan (titled 'Option 1') indicating the detailed design for the full CPZ with peripheral Priority Parking zones.

During the detailed design phase of this scheme, further parking surveys were conducted to determine if the current levels of overspill parking reflected those recorded for the preliminary design of this scheme. Officers found a significant reduction in commuter parking on residential streets surrounding the Hill of Rubislaw complex, most likely due to the recent downturn the North Sea oil industry is suffering from. Officers have therefore developed an alternative scheme that would see Priority Parking introduced on only those streets affected by the current level of commuter parking. (titled 'Option 2')

Officers have also been asked to consider the current commuter parking issues on the streets to the east of Anderson Drive.(titled 'Option 3') This proposal is for a traditional CPZ and would be incorporated as an extension to the existing CPZ Zone X.

Prior to formally promoting any of these options through the formal public consultation stage of the legislative process, we would like to hear from you.

We are looking to understand whether Hill of Rubislaw residents want a CPZ with Priority Parking scheme (Option 1) to be taken forward, if you consider the alternative option of a Priority Parking scheme on the streets most impacted by overspill parking (Option 2) to be preferable, or indeed if you feel there is currently no requirement for either of these schemes to be progressed.

We also wish to understand whether residents of Carnegie Crescent, Moray Place and Morningfield Road would support the proposed extension to the existing Zone X (CPZ), incorporating the streets to the east of Anderson Drive (Option 3).

To let us know your views, please complete the response form enclosed and return to the Council via the pre-paid envelope provided. Responses are sought by Friday 20 May 2016.

We would also like to invite you to attend one of the informal consultation workshops that officers from the Traffic Management team will be offering. These will be drop-in sessions that will allow residents to speak with officers and discuss the options in more detail, ask questions about aspects of the scheme they feel have not been addressed, and view larger scale plans for each option. These workshops will be conducted at Airyhall Library, Springfield Road, Aberdeen at the following times:

- Tuesday 10 May 2016, 13:00 to 16:00 hours.
- Tuesday 10 May 2016, 17:00 to 21:00 hours.
- Wednesday 11 May 2016, 17:00 to 21:00 hours.

If any of these dates are not suitable and you wish to discuss the options further then please contact me on 01224 522319

Yours sincerely,

**James Watt**

Engineering Assistant  
Traffic Management and Road Safety

## Informal consultation regarding controlled parking measures in the area surrounding the Hill of Rubislaw complex

### RESPONSE FORM (1 PER HOUSEHOLD)

Do you currently have difficulty parking near to your home?	<b>YES</b>	<b>NO</b>

Do you consider there to be a commuter parking problem on your street?	<b>YES</b>	<b>NO</b>

Do you consider there to be a need for parking controls restricting non-residents parking on your street?	<b>YES</b>	<b>NO</b>

Do you consider there to be other parking problems on your street (please state)?	
-----------------------------------------------------------------------------------	--

#### HILL OF RUBISLAW RESIDENTS

Which of the schemes outlined in this consultation package would you like to see progressed?	<b>OPTION 1</b>	<b>OPTION 2</b>	<b>NEITHER</b>

Should Priority Parking be introduced on your street, would you want to sign-up to the scheme?	<b>YES</b>	<b>NO</b>

Should Priority Parking be introduced on your street, how many permits would you require?	<b>NONE</b>	<b>ONE</b>	<b>TWO (max)</b>

#### CARNEGIE CRESCENT/ MORAY PLACE/ MORNINGFIELD ROAD RESIDENTS

Would you like to see Option 3 progressed?	<b>YES</b>	<b>NO</b>

#### Priority Parking Permits

Qualifying Residents would be entitled to a maximum of two permits per household. Households are entitled to a maximum of two permits (if applying for only one, this can be either fixed or flexible. If applying for two, either at the same time or while one permit is already valid, one permit must be fixed, i.e. vehicle specific)

As this scheme has not previously been implemented in Aberdeen, the cost per permit has not yet been set by committee however officers would be recommending that priority parking permits are lower than within a traditional CPZ.

Currently parking permits within the City are £50 for the first permit / 12 month period and £120 for the second permit / 12 month period.

Please provide any general comments in the space below.

COMMENT:

Please provide the following details:

**Name**

**Address**

**Postcode**

**Signed**

The information provided by you upon this form is recorded manually and on computer, stored securely and processed for the purpose of determining public opinion in relation to the implementation of controlled parking measures in the area around the Hill of Rubislaw complex and helping to inform the design of these measures.

Aberdeen City Council (ACC) will process your personal information (in this case your name and address) fairly and lawfully and in accordance with the principles of the Data Protection Act 1998. In order to comply with legal obligations, including the Freedom of Information (Scotland) Act 2002, ACC may require to make copies of this form available to the public. In that event your address will be removed prior to disclosure of the form.

# Aberdeen City Council

## PRIORITY PARKING FACTSHEET



### **General Overview of Priority Parking**

Priority Parking is a part-time permit scheme, in which:

- controls will operate for a short period each day Monday to Friday;
- permit places are limited in number, but will generally meet the residential demand for parking in each street during the working day;
- the remainder of the area will remain uncontrolled;
- there are permit parking places only, limited to use by:
  - Resident Permit Holders from within the defined Priority Parking zone
  - Trades Permit Holders
- there is no option to pay-and-display;
- there may be some provision provided for limited waiting, for example in the vicinity of local shops etc.
- a resident (or visitor) with a Blue Badge will be able to park their vehicle, without requiring a permit/ in the 'Residents Only' parking bays providing their Blue Badge is displayed in their windscreen and is current.

The proposed levels of parking provided:

- should normally exceed observed levels of daytime residential demand;
- will be located in proximity to those properties without off-street parking;
- will be located in order to minimise the need for additional street furniture;
- could be adjusted, by legal process, to take account of changing demand.

### **Reasons for introducing Priority Parking**

The proposal has been designed to:

- prevent all-day commuter parking and long-term non-residential parking from taking place within areas set aside as permit holder parking;
- protect parking opportunities for Resident Permit Holders;
- make it easier for residents to park near their homes;

- provide improved parking opportunities, when compared with areas subject to full controls (CPZ), for:
  - Visitors (to residents and businesses);
  - Non-Trades Permit Holder tradesmen, delivery vehicles etc.
- create a buffer between areas subject to full controls (CPZ) and uncontrolled areas;
- reduce the potential for migration of problems into other areas;
- reduce the initial implementation costs when compared to full CPZ control;
- require significantly less enforcement than full CPZ, thereby reducing the ongoing costs of managing parking in areas subject to this form of control;
- reduce the potential impact on the amenity of the area by minimising street furniture and negating the need for ticket machines related to pay-and-display;

### **Priority Parking Permits**

Qualifying Residents would be entitled to a maximum of two permits per household. Households are entitled to a maximum of two permits (if applying for only one, this can be either fixed or flexible. If applying for two, either at the same time or while one permit is already valid, one permit must be fixed, i.e. vehicle specific)

As this scheme has not previously been implemented in Aberdeen, the cost per permit has not yet been set by committee however officers would be recommending that priority parking permits are lower than within a traditional CPZ.

Currently parking permits within the City are £50 for the first permit / 12 month period and £120 for the second permit / 12 month period.

## PRIORITY PARKING – How does it work?

Priority Parking gives residents the flexibility to choose whether or not they wish to obtain a Residents Parking Permit. A street will be separated into sections of Resident Permit Only and Non-Regulated Parking Bays. Residents who chose to obtain a permit would be able to park in either a Resident Permit Only or Non-Regulated Parking Bay. Residents who chose not to obtain a permit would only be permitted to park within a Non-Regulated Parking bay.

The primary role of Priority Parking is to give priority to residents, whilst permitting visitors and some commuter parking within designated areas. Therefore, it is envisaged that the Priority Parking Restrictions would operate during the day, typically when there is a demand for parking from both residents and commuters.

How the scheme may work in practice is summarised below.

### Situation A – Quiet Daytime Period

Resident E with an appropriate permit can choose to park in either the Resident Permit Only or Non Regulated Bay. But is likely to park outside their house.

Resident D with no permit can only park in a Non Regulated Bay. Which is OK as there are plenty of spaces available.

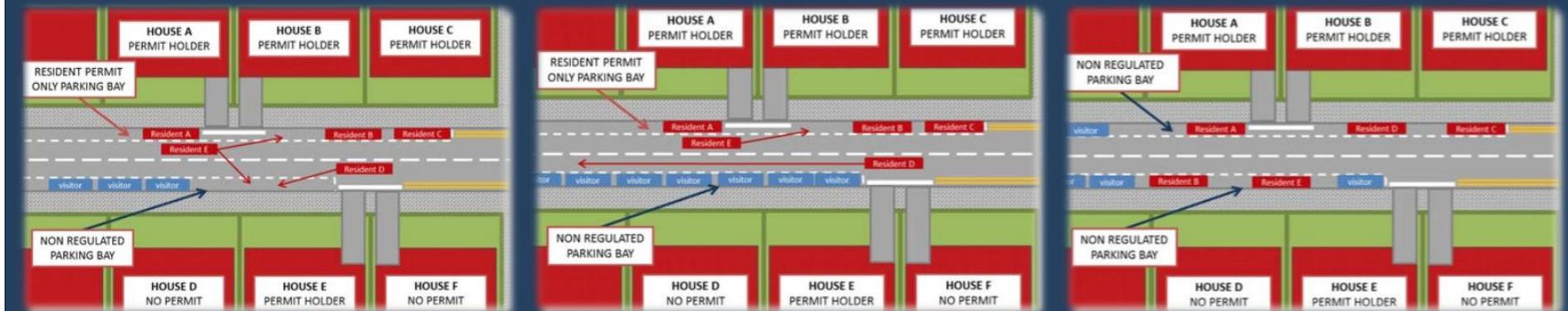
### Situation B – Busy Daytime Period

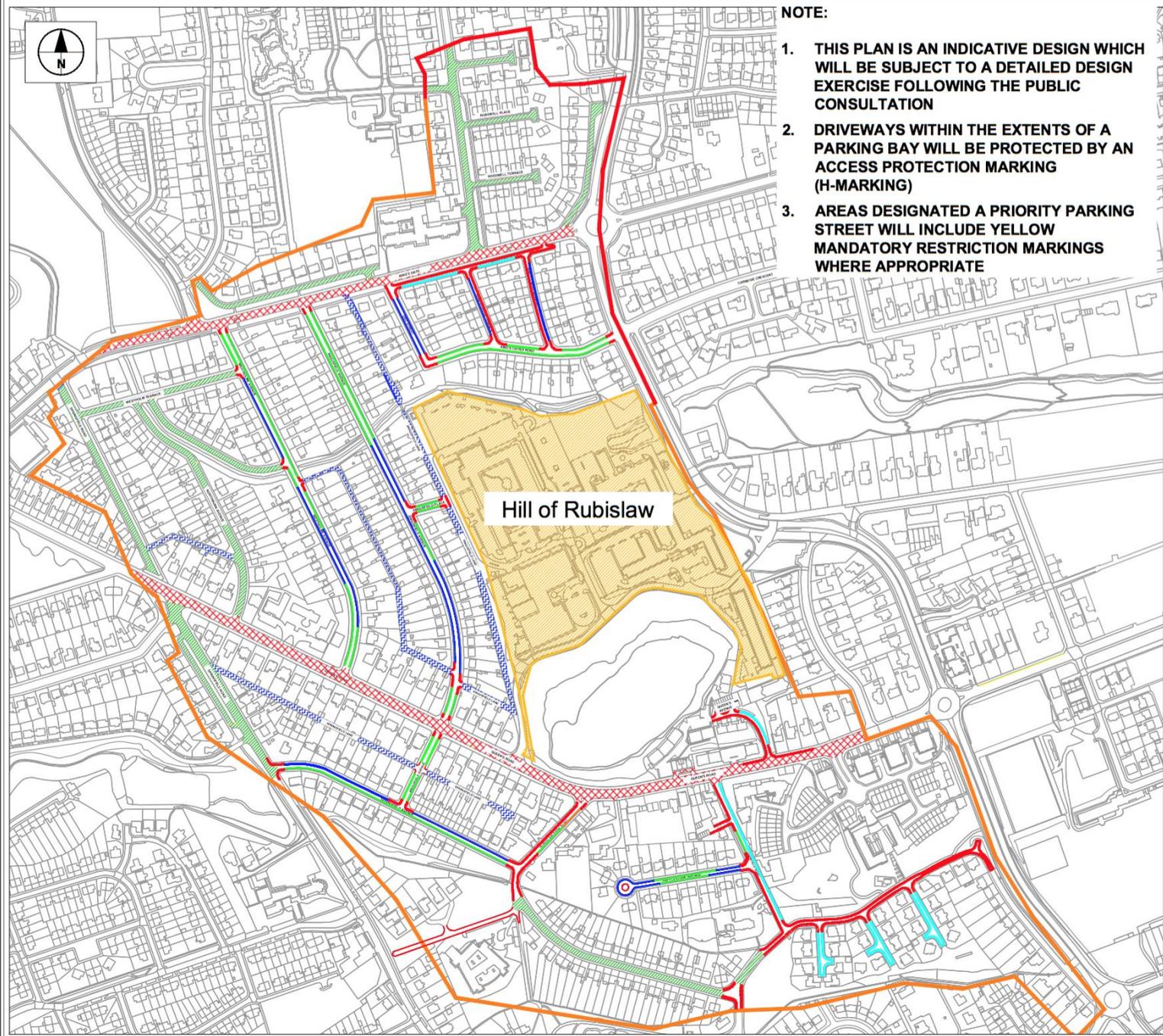
Resident E with an appropriate permit can choose to park in the Resident Permit Only when the Non Regulated Bays are full.

Resident D with no permit cannot park in the Resident Permit Only Bay, even if there is space. Resident D will need to find alternative parking if the Non Regulated Bays are full.

### Situation C – Non Operational Hours

During times when the scheme is not operational, typically an evening, visitors and residents can park in any bay.



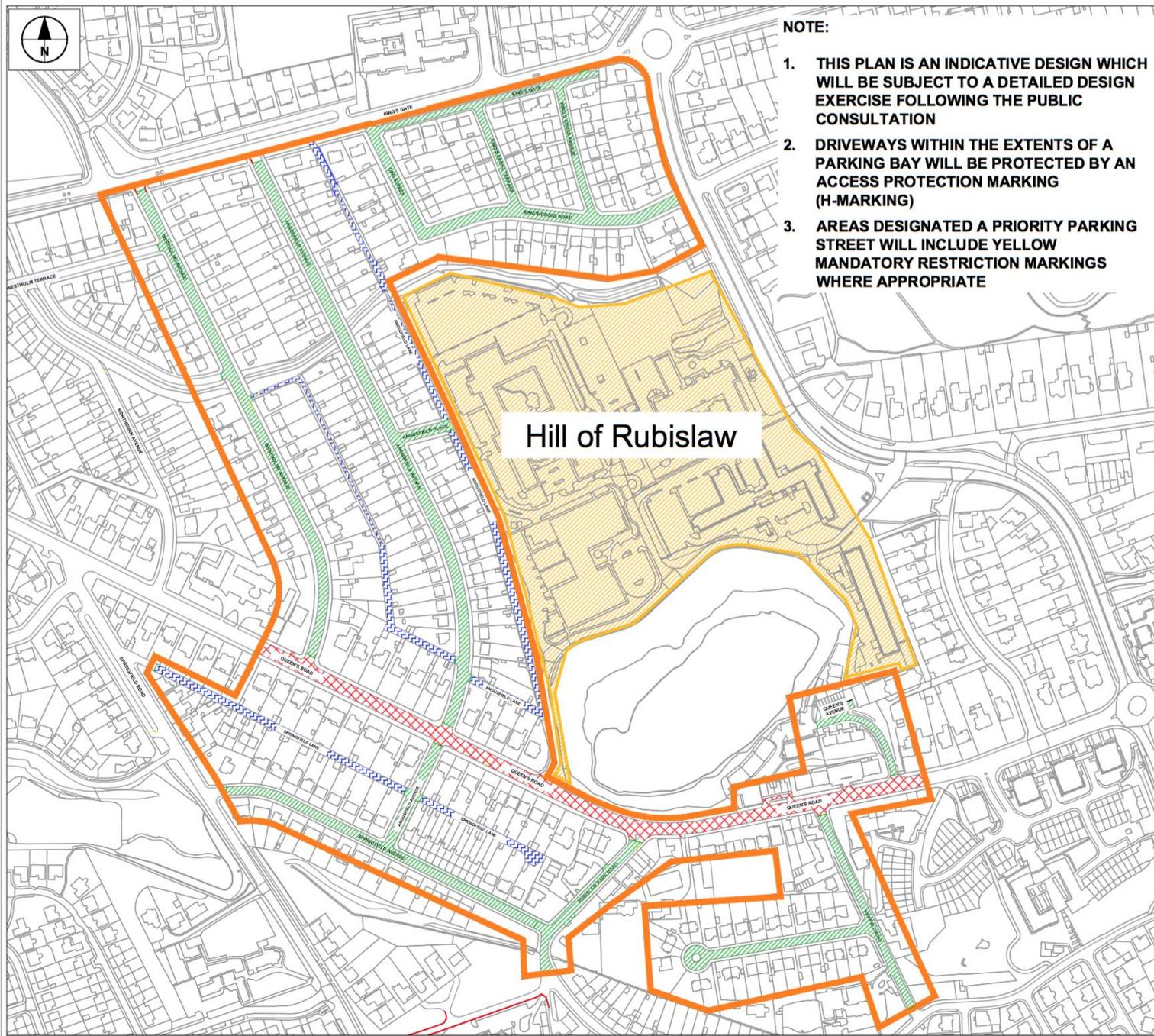


- NOTE:**
1. THIS PLAN IS AN INDICATIVE DESIGN WHICH WILL BE SUBJECT TO A DETAILED DESIGN EXERCISE FOLLOWING THE PUBLIC CONSULTATION
  2. DRIVEWAYS WITHIN THE EXTENTS OF A PARKING BAY WILL BE PROTECTED BY AN ACCESS PROTECTION MARKING (H-MARKING)
  3. AREAS DESIGNATED A PRIORITY PARKING STREET WILL INCLUDE YELLOW MANDATORY RESTRICTION MARKINGS WHERE APPROPRIATE

**KEY**

- Pay and Display Parking and Holders of Appropriate Permits
- Residential Parking Only (Holders of Appropriate Permit Only)
- Limited Stay Parking
- Priority Parking Street (Mixture of Residential and Unrestricted Parking)
- Residential Parking Lane (Holders of Appropriate Permit Only)
- Mixed Restriction Street (Mixture of Yellow Line Restrictions, Bus Stops and Limited Stay Parking for Shops)
- Hill of Rubislaw
- No Waiting at Any Time Restriction (Double Yellow Lines)
- No Waiting Within Stated Times Restriction (Single Yellow Lines)
- CPZ Extension Area

Rev.	Drawn (init,date)	Checked (init,date)
Description.		
 <b>ABERDEEN</b> 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.	Rubislaw Proposed Parking Controls Public Consultation Plan Indicative CPZ Scheme Plan Option 1 (Combinator of Traditional CPZ and Priority Parking)	
Drawn (init,date)	RH 08/03/2016	File Location
Checked (init,date)		Drawing No.
Scale & sheet size	NTS A3	



- NOTE:**
1. THIS PLAN IS AN INDICATIVE DESIGN WHICH WILL BE SUBJECT TO A DETAILED DESIGN EXERCISE FOLLOWING THE PUBLIC CONSULTATION
  2. DRIVEWAYS WITHIN THE EXTENTS OF A PARKING BAY WILL BE PROTECTED BY AN ACCESS PROTECTION MARKING (H-MARKING)
  3. AREAS DESIGNATED A PRIORITY PARKING STREET WILL INCLUDE YELLOW MANDATORY RESTRICTION MARKINGS WHERE APPROPRIATE

**KEY**

-  **Priority Parking Street**  
(Mixture of Residential and Unrestricted Parking)
-  **Mixed Restriction Street**  
(Mixture of Yellow Line Restrictions, Bus Stops and Limited Stay Parking for Shops)
-  **Residential Parking Only Lane**
-  **Hill of Rubislaw**
-  **General Scheme Extents**

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



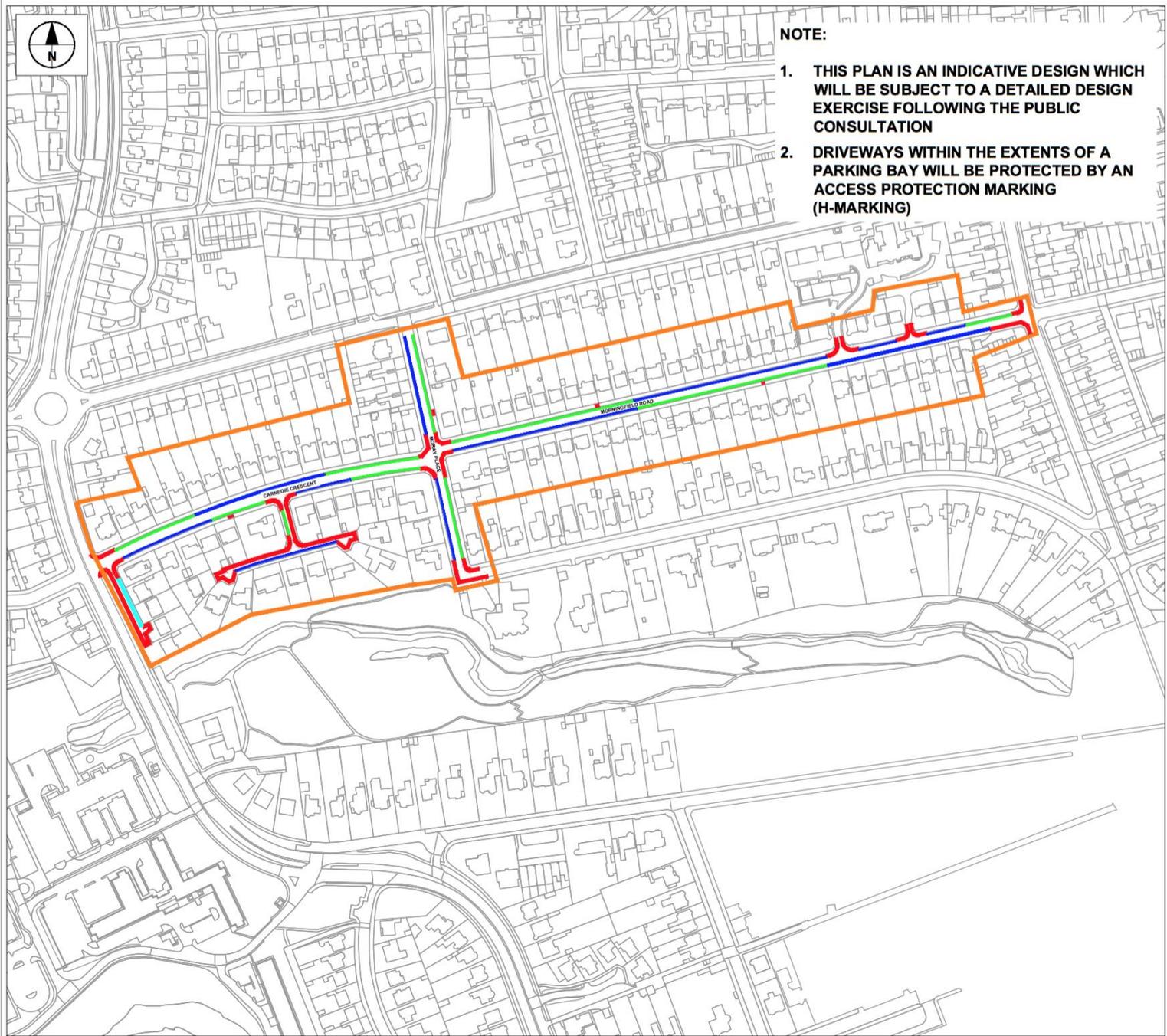
COMMUNITIES, HOUSING & INFRASTRUCTURE  
 Road Safety and Traffic Management Team  
 Business Hub 10, Level 2 South, Marischal College, Aberdeen  
 Telephone (01224) 522305

Client: ABERDEEN CITY COUNCIL

Project: HILL OF RUBISLAW PARKING MANAGEMENT

Title: Rubislaw Proposed Parking Controls  
 Public Consultation Plan  
 Indicative Scheme Plan  
 Option 2 (Priority Parking)

Drawn (init./date)	File Location
RH 24/03/2016	
Checked (init./date)	Drawing No.
NTS	A3



**NOTE:**

1. THIS PLAN IS AN INDICATIVE DESIGN WHICH WILL BE SUBJECT TO A DETAILED DESIGN EXERCISE FOLLOWING THE PUBLIC CONSULTATION
2. DRIVEWAYS WITHIN THE EXTENTS OF A PARKING BAY WILL BE PROTECTED BY AN ACCESS PROTECTION MARKING (H-MARKING)

**KEY**

- Pay and Display Parking and Holders of Appropriate Permits
- Residential Parking Only (Holders of Appropriate Permit Only)
- No Waiting at Any Time Restriction (Double Yellow Lines)
- No Waiting Within Stated Times Restriction (Single Yellow Lines)
- ZONE X Extension Area
- Indicative Location for Parking Ticket Machine (Plus Pay By Phone)

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



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: ZONE X EXTENSION PARKING MANAGEMENT

Title: ZONE X Proposed Extension  
 Public Consultation Plan  
 Indicative Scheme Plan  
 Option 3 (Zone X Extension)

Drawn (init./date)	RH 08/03/2016	File Location
Checked (init./date)		Drawing No.
Scale & sheet size	NTS A3	

