

Objector Issue	ACC Response	Number of Objectors
1. There is currently no parking problem in my street;	Whilst it is true that there are a number of streets which have spare parking capacity during daytime hours on the periphery of the proposed controlled area, it may be the case that a problem soon develops if restrictions were to be implemented in the existing problematic streets. Additionally, once the University introduces on-campus charging, more staff may seek to park on the surrounding streets.	15
2. Residents work during the day therefore there is less residential demand and students and staff can park easily during these times.	There are a number of streets within the proposed controlled area where student and commuter parking causes a significant problem to residents as identified through surveys and phone calls to the traffic management team.	2
3. People have a right to park outside their home.	There is nothing in statute to say that residents are entitled to park outside their own home on the public road.	1
4. Street furniture is unsightly.	Every effort has been made to reduce the amount of street furniture required to adequately implement the scheme. Where street furniture is required the design has attempted to minimise the impact upon the street environment.	6
5. Costs for permits are excessive / Permits should be free for residents.	The permits costs are those which were established at the beginning of 2009 by Aberdeen City Council and are in force city-wide. The price of permits is comparable with other towns and cities in Scotland. The cost of the permits goes toward the enforcement and maintenance of the zone once it is up and running.	50 + 84 Name Petition
6. It has been difficult to object due to a lack of meaningful consultation.	The consultation process and means of notifying residents of the method of objection have been used by the Council, for many years. The Council have complied with all legal requirements and have attended a number of additional consultation exercises which would not ordinarily be the case. It was decided to hold a number of small open sessions with the relevant community groups as part of the consultation rather than a full scale public meeting. It has been found in the past that at public meetings, proceedings can be dominated by one or two more confident individuals and not everybody has the chance to air their views. In undertaking the standard consultation, along with some smaller sessions in the community, it was felt that every individual would have equal opportunity to make their views known.	2
7. The value of my property will be reduced due to the restrictions and also the associated street furniture.	Every effort has been made to reduce the amount of street furniture required to adequately implement the scheme. Where street furniture is required the design has attempted to minimise the impact upon the street environment. Whilst it is difficult to comment on individual cases, the fact that the property is within a controlled parking zone may make it more appealing as sections of the street will be dedicated to resident parking thus theoretically making it easier to find parking.	2

<p>8. The scheme does not address the lack of available parking in the evening.</p>	<p>There are no parking controls in place within the city during the evening period. This particular scheme is being implemented to combat the effect of University associated parking problems during office hours. The problems encountered in the evening are due to the sheer volume of vehicles in the area due to the density of housing and the fact that a number of the properties in the area are houses of multiple occupancy.</p>	<p>6</p>
<p>9. The University issue cannot be seen in isolation to the parking problems in the area as a result of events at Pittodrie stadium.</p>	<p>This particular scheme is being implemented to combat the effect of University associated parking problems during office hours. Given Aberdeen Football Club's proposed move away from Pittodrie Stadium in the near future, it is hoped that the parking problems caused as a result of the staging of events at the stadium will be alleviated. It is unreasonable that the University should be expected to resolve problems caused by another body.</p>	<p>1</p>
<p>10. Part of the scheme is in a conservation area where no driveways will be permitted.</p>	<p>If individuals wish to construct a driveway a planning application must be submitted. The application will be judged upon its own individual merits. The Policy on driveways in conservation areas which has been adopted by the City Council presumes that front garden parking will not be permitted where rear garden parking is an option, where there is a road safety issue, where significant street or garden trees will be affected and where on-street parking is readily available in the vicinity. Other situations will be considered on their own merits but with the provision that the garden will have to be big enough to take a single car whilst leaving a reasonable space between the parked car and the house, and at least 50% of the garden ground for soft landscaping.</p>	<p>1</p>

<p>11. Permits were originally £50 when the initial consultation took place.</p>	<p>Whilst it is true that the permits cost less at the time of the initial consultation, they have been legally advertised at the current prices which were set by Aberdeen City Council in early 2009. These are the prices which are in effect across the city. On the 17th December 2008 the Council decided to increase the charges for a wide range of aspects of car parking. At the meeting on 5th February 2009 the Resources Management Committee approved a report setting out the context of these increased charges. Please see below that decision in the context of the Local Transport Strategy (LTS) and the factors affecting costs to the Council.</p> <p>Local Transport Strategy References:</p> <p><i>'In addition to reviewing parking charges, systems and mechanisms we will continue to extend CPZs (Controlled Parking Zones) to areas where residential amenity is affected by commuters parking or where there is public support, recognising that this can further discourage parking of non-priority users.'</i></p> <p>and</p> <p><i>'The price and availability of residents parking permits will be managed in order to minimize over-subscription of permits, ensure the fairest possible allocation of permits and favour environmentally friendly vehicles.'</i></p> <p>Considering the ongoing costs to the Council of administering the increasing number of 'zones', enforcing them and maintaining the signing and lining (which is funded from the Roads Maintenance revenue budget) the actual costs of having dedicated residents' spaces per day (22p/day for the £80 permit and 33p/day for the second permit) are minimal in terms of the costs of owning a vehicle and maintaining it on the road (the costs of road excise duty exceed both of these for most vehicles). In the past the Council agreed that for each new zone there was a need to employ additional resources to deal with the administration and enforcement.</p> <p>The Committee report (section 6.8) made reference to the changing face of policy since the zones were introduced in the 1980s. The new zones have flexible second permits and approximately 60% of available space dedicated to residents or their visitors. This not only restricts the capacity of parking for all other road users wishing to park but also limits the potential income to the Council from turnover of spaces.</p> <p>There is a need to ensure that the use of all permits is legitimate and, when it is not, these permits are withdrawn. With such levels of scrutiny comes a cost and this has to be reflected in the charges that are levied on residents.</p> <p>The charges for permits started at a low base level when they were introduced and over time those charges have gone through periods where the charge has remained static. In comparison with the other larger cities in Scotland the charges are reflective of levels that have been in place there for some time and it is reasonable to expect the price of parking to be similar across our major cities.</p>	<p>1</p>
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<p>12. Any costs for permits should be borne by the University.</p>	<p>The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. The provision of a Controlled Parking Zone in the streets surrounding the University of Aberdeen's Old Aberdeen campus is a condition of the planning approval for the construction of the University's new library building. The University were required to fund the implementation of a Controlled Parking Zone to mitigate the on-street effect of alterations to their on-campus parking provision i.e. installation of ticket machines, signing, lining and the other required physical on-street measures. No provision within the planning conditions was made for the on-going operation of such a zone or maintenance of the associated equipment, street furniture and road markings, for which the income from permit charges is used.</p>	<p>36</p>
<p>13. The proposals provide inadequate parking for Sunnybank School.</p>	<p>Sunnybank School is to be treated in the same manner as any other school within areas of controlled parking across the city. Indeed, in the past complaints have been received by the Road Safety and Traffic Management section from residents of Sunnybank Road relating to teachers from the school parking on-street.</p>	<p>7</p>
<p>14. The proposed on-campus charging to be introduced by the University could be used to offset the cost of resident permits as this will be a new revenue stream for the University.</p>	<p>The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. Any alteration to this would need to be agreed with the University of Aberdeen. The Council has no influence over how the University of Aberdeen channels its revenue streams.</p>	<p>1</p>
<p>15. Charges may encourage additional driveways leading to drainage and flooding issues.</p>	<p>Each driveway application received by the Council is assessed by Roads officers to determine its suitability and to assess whether drainage problems are an issue. If drainage is deemed to be problematic, the application may be refused. It is current policy that all new driveways must be drained internally i.e. there should be no surface water run-off onto the footway.</p>	<p>1</p>
<p>16. Daytime restrictions may actually encourage residents of the area to drive to work rather than using public transport.</p>	<p>Whilst roads officers agree that this may be possible for some individuals, this would be difficult to sustain over a long period. For example, if the resident in question was absent from work through illness or holiday, their vehicle could not be parked within the controlled area without a permit being displayed.</p>	<p>1</p>
<p>17. If restrictions are not to be 24hr, they should at least cover the period between 8am and 6pm or 8am-10pm.</p>	<p>The hours of operation were set to mirror the proposed charging times of on-campus parking at the University of Aberdeen. These hours are also identical to those in operation at Garthdee and Foresterhill. Any extension to the hours of operation would need to be readvertised in the same manner as the recently completed public consultation. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture. Given the hours of operation of the current Old Aberdeen CPZ, an alteration of the proposed hours to 8am-6pm may be considered.</p>	<p>8</p>

<p>18. Additional parking could be considered on sections of High Street.</p>	<p>Roads officials have recommended that additional parking provision is included as a change to the advertised proposals at the southern end of High Street to the tune of six resident only bays. Discussions were held with one of the objectors and this was deemed a satisfactory outcome. Additionally, the relaxation of 16 metres of "At any time" restriction to "Mon-Sat, 8am-6pm" at Wrights' and Coopers' Place to allow a three vehicles to park here during the evening is proposed as a change to the advertised proposals. The revised parking layout on High Street can be viewed in the plans appended to this report.</p>	<p>2</p>
<p>19. The scheme is a money making exercise for the Council.</p>	<p>See response to point 11.</p>	<p>3</p>
<p>20. Residents in neighbouring streets were not adequately consulted.</p>	<p>The consultation process and means of notifying residents of the method of objection have been used by the Council, for many years. The Council have complied with all legal requirements and have attended a number of additional consultation exercises which would not ordinarily be the case. The boundary for the proposed controls was set in consultation with both the University and local Councillors before the informal public consultation commenced. The proposals will affect many people from outwith the area such as commuters, employees and of course residents in neighbouring streets. The method of using street notices and web consultation allows all those currently parking within the area to be made aware of the proposals. It is not feasible to include neighbouring streets in the street notice coverage area.</p>	<p>1</p>
<p>21. The scheme is unfair to residents who need to drive.</p>	<p>The scheme is intended to protect residential parking in the area thus making it easier for residents owning a vehicle to park near to their homes.</p>	<p>1</p>
<p>22. Tillydrone and Seaton are regeneration areas where residents are on low-income or benefits.</p>	<p>Any decision on whether residents of the proposed zone will receive free permits will be taken by the members of the Enterprise, Planning & Infrastructure Committee and, if permits are to be issued free of charge, the Council must bear the cost. The status of these areas will be taken into account by the Committee, however it should be noted that there are other areas of the city which are subject to parking controls where there are a high percentage of students, pensioners and residents on low income and benefits.</p>	<p>18 + 84 Name Petition</p>
<p>23. Uncontrolled car parks will result in rogue parking. Some residents will have to pay for permits and some will not.</p>	<p>The Housing department have stated that they would like these car parks left out of the proposals, however they will not finance the provision of barriers immediately. If rogue parking becomes a problem at a later date the provision of barriers will be considered. It should be noted that residents of these areas may make use of these uncontrolled car parks without the need to display a permit on their vehicle.</p>	<p>11</p>

24. Garthdee and Foresterhill residents were given free permits for a time.	The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. Any decision on whether residents of the proposed zone will receive free permits will be taken by the members of the Enterprise, Planning & Infrastructure Committee and, if permits are to be issued free of charge then the Council must bear the cost. The legal agreement between the Council and Robert Gordon University stated that RGU would bear the cost of permits for residents for the first 10 years of operation of the zone. It is now the 7 th year of this agreement. Once the 10 year period has passed, resident will be expected to pay for parking permits in this area. Robert Gordon University were constructing an entirely new campus in the area therefore the number of trips generated by the development was deemed to be far higher than those generated by the new library building in Old Aberdeen. A similar agreement was reached in the Foresterhill area over a shorter period. Charging for permits is now operational in the Foresterhill area.	18
25. The University term only lasts for 6-7 months therefore why are the full charges being levied?	On campus parking charges are to be enforced all year round, staff and post-graduate students are present at the University all year and the library building will remain open throughout the summer vacation. In addition, the on-campus student accommodation can be let in the summer months and conferences and exhibitions take place on campus over the summer months.	5
26. The state of the road surface is extremely poor.	Roads maintenance will be notified of areas where poor surface has been identified. Items will be included for patching of existing road surfaces where necessary if the scheme proceeds to the tendering stage.	3
27. The scheme will adversely affect worshippers and volunteers at St. Machar Cathedral.	Representatives of St. Machar's Cathedral have been fully consulted and the measures surrounding the Cathedral were agreed following discussions with Cathedral representatives.	6
28. The proposal does not alleviate the lack of University parking.	This is an issue which only the University can take action on. The Council cannot force the University to construct parking areas upon its land. Any additional parking areas would be subject to planning permission being granted.	1
29. The University should construct additional parking areas.	This is an issue which only the University can take action on. The Council cannot force the University to construct parking areas upon its land. Any additional parking areas would be subject to planning permission being granted.	16 + 84 Name Petition
30. The University could lease parking areas from Aberdeen Football Club.	This is an issue which only the University and Aberdeen Football Club could take action on. The Council cannot influence any form of agreement between the two parties. Additionally, Aberdeen Football Club are actively seeking to vacate the Pittodrie Stadium site within 5 years.	1

31. Pay and Display charges are too low to dissuade students and staff from parking.	The proposed Pay & Display charges are those which are in force across all peripheral zones in the City. A compromise must be met between trying to dissuade commuters from parking in the area and providing affordable parking for those who need it most such as carers and other visitors to residential properties. As it stands, to park throughout the day in the proposed controlled area would cost £4.60, based on the maximum 3hr stay costing £2.30 and the controls in force for a period of 6 hours. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture. This would include a review of the charging structure.	3
32. Two permits per household are not enough.	The policy on the number of permits and their associated cost is that which was established at the beginning of 2009 by Aberdeen City Council and is in force city-wide.	3
33. Parking at the mosque is not adequately catered for.	Aberdeen Mosque is to be treated in the same manner as any other place of worship within areas of controlled parking across the city.	1
34. Additional parking could be provided on Tillydrone Avenue and St. Machar Drive.	The double yellow lines on St Machar Drive are in place to protect the advisory cycle lanes and to allow 2 lanes of traffic to queue at the St. Machar Drive / Bedford Road / Tillydrone Avenue roundabout at peak times.	2
35. The purchase of a permit does not guarantee a parking place.	This is the case in all areas of controlled parking throughout the city, however, with sections of kerbside dedicated to resident parking, it should be easier to find a parking place than if no restrictions were in place.	7
36. Rather than Pay and Display Parking, single yellow lines should be considered for Hermitage Avenue as this would be more accommodating for residents.	Roads officials have recommended that the Pay and Display bays originally proposed for Hermitage Avenue be moved further west to the wider section of Hermitage Avenue to improve access to driveways. It is recommended that double yellow lines replace the originally proposed Pay and Display bays opposite Nos. 7 & 8 Hermitage Avenue. No loss of parking provision will result from these alterations. These alterations can be viewed in the plans in appended to this report.	2
37. The provision of ticket machines will attract crime to the area.	The ticket machines have been found to be particularly robust when used in other areas of the city and will resist any attempt to break into them.	2
38. Objection to ticket machine at 93 Sunnyside Road.	The location of ticket machines is dependent upon sourcing a suitable power supply and they must also be positioned to serve their associated parking bays. An alternative location will be considered however this may not be possible for the reasons stated.	2
39. The scheme does not address the problem of too many cars needing parking spaces.	Controlled parking will ease parking difficulties for local residents by providing dedicated bays for permit holders.	1

40. Objection to entire scheme based on the fact that the existing arrangement works perfectly well in Old Aberdeen.	The wider scheme is deemed necessary to prevent indiscriminate parking in the streets surrounding the existing zone. The current set up in Old Aberdeen is antiquated and these proposals will bring the restrictions into line with other parking controls around the city.	5
41. Loss of on street parking will have a detrimental effect upon Northern Bowling Club.	Pay and display parking has been provided in the vicinity of the bowling club in an attempt to mitigate the effect upon members and visiting teams. Senior citizens are entitled to free bus travel within Aberdeen, whilst we agree that this may inconvenience the members, a bus route does pass within 300m of the club. It may also be possible for the club to arrange internal storage facilities. If approved, the zone will be reviewed after approximately 6 months of operation. However, this timescale could vary because a significant aspect of this review will be the operation of the bowling club and it is intended that the review should be undertaken during the bowling season. Following a meeting with the Secretary of the Northern Bowling Club roads officials have recommended that a section of "Resident Only" bays on the east side of Orchard Road be changed to "Pay and Display" bays to facilitate additional parking provision for people visiting the bowling club. No house frontages are adjacent to these bays. The revised parking layout on Orchard Road can be viewed in the plans appended to this report.	1
42. The 3hr max stay for Pay and Display parking is not long enough for visitor parking.	The 3hr max stay for Pay and Display parking is in keeping with other peripheral zones around the city. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture.	1
42. The imposition of the scheme will have a detrimental effect upon those who rely upon visitors for health reasons and to assist with day-to-day activities.	Pay and display parking has been provided to cater for visitors to residential properties. Additionally, a visitor permit may be purchased by a resident. Blue badge holders will be entitled to park in marked bays without the need for payment.	1
43. The scheme will make matters more difficult for tradespersons and delivery drivers.	Delivery drivers will be permitted to stop to load and unload as is the case across the city. If a resident has purchased a second permit, or has only one permit which is flexible, this could be displayed on a delivery vehicle.	3
44. The scheme is unfair to some students who need to drive and max stay should be increased to 6hrs.	The main point of this objection is a matter for the University as on-campus parking provision for students is referenced. Students may lessen the financial burden by attempting to car share where possible. Following a meeting with the Aberdeen University Student Association, and due to the fact that these bays are unlikely to attract residential permit holders, roads officers recommend that the maximum length of stay in the Pay and Display parking bays on the west side of Bedford Road and Tillydrone Avenue, a total of 44 bays, be extended to 6 hours. The revised parking layout on Bedford Road and Tillydrone Avenue can be viewed in the plans appended to this report.	2

45. Assurances sought that the current permit costs would not be increased again for a significant period of time.	The permit charges were set out by Council at the beginning of 2009 and are the standard charges in operation city-wide. No guarantee can be given over the price of permits remaining fixed at their current price.	1
46. Street notices are outdated, too wordy; print is too small and should be made available in languages other than English.	The consultation undertaken by ACC fulfils the legal obligations and additional steps were taken in meeting with community groups during the consultation period. There is no requirement for street notices to be produced in other languages, however, this will be considered in the future.	7
47. Parking bays on Sunnyside Terrace should be moved to the side of the carriageway where driveways are present.	Following a meeting with one of the objectors, roads officers recommend that a section of resident only parking bays be moved from the east side of Sunnyside Terrace to the west side. The revised parking layout on Sunnyside Terrace can be viewed in the plans appended to this report.	2
48. Cheyne Road is unadopted therefore it is unfair to ask residents to pay to park on a road which is not maintained by the Council.	If Cheyne Road were to be left unrestricted, there is the distinct possibility that commuters will use this street as a means of parking for free at the times when restrictions are in operation in the surrounding streets.	1
49. Bedford Place is unsuitable for inclusion as it is only accessible from one end.	There is no guidance document which states that roads such as Bedford Place are unsuitable for the application of parking controls.	1
50. Objection to the continued presence of the chicanes on College Bounds and request for a full Conservation Area Impact Assessment.	Roads officers have worked hard to keep the level of street furniture to a minimum within the conservation area. Some streets will see a reduction in the amount of signage and any yellow lines will be of a paler than standard colour and the minimum width permitted by the Traffic Signs Regulations and General Directions. The chicanes are deemed a necessary feature in order to slow traffic heading northbound down the hill on Spital / College Bounds. The layout of these chicanes is being reviewed and will be the subject of a separate report to this Committee.	3
51. Scheme will encourage more parking in the area leading to additional noise, pollution and detracting from the attractiveness of the area.	It is hoped that the provision of dedicated parking bays for residents will protect areas of parking whilst the pay and display areas will cater for visitors.	2
52. Request that St. Machar's Cathedral be provided with 3 non-vehicle specific permits to allow volunteers to continue their work on the site. Additionally, request that 1 parking bay be removed from outside the east gatehouse to ease manoeuvrability for coaches.	Any decision on the provision of additional permits or the nature of permits supplied to the Cathedral is a matter which must be considered by the Enterprise, Planning and Infrastructure Committee; however, Roads officers feel this is a reasonable request especially as residential parking capacity is not a particular issue in the vicinity of the Cathedral. The removal of the parking bay in question has been adopted by Roads officers and the proposed alteration to the originally advertised measures can be viewed in the plans appended to this report.	1

53. Objection to the layout of St. Machar Place with double yellow lines running down the eastern side.	The layout on St. Machar Place was devised as a result of consultation with Grampian Fire and Rescue Service who expressed concerns with respect to accessing properties at the northern end of St. Machar Place should vehicles be permitted to park on both sides of the street.	1
54. The scheme contains no provision to protect private parking areas.	It is the responsibility of the residents or factor to provide a form of protection such as gated access if required.	2
55. Street furniture will have a detrimental effect on the conservation area and the matter should be referred to Historic Scotland.	Roads officers have worked hard to keep the level of street furniture to a minimum within the conservation area. Some streets will see a reduction in the amount of signage and any yellow lines will be of a paler than standard colour and the minimum width permitted by the Traffic Signs Regulations and General Directions.	3
56. Objection to the layout of parking bays opposite No. 14 Cheyne Road.	The parking bay layout on Cheyne Road was devised in consultation with Grampian Fire and Rescue Service who felt this was the best layout to allow access to the area for their appliances.	1
57. Tillydrone area should be treated with enforceable road markings rather than a permit system.	Pay and display parking has been provided to cater for visitors and tradespersons.	1
58. Harris Drive could be opened at one end to provided additional parking.	The opening up of Harris Drive could be considered at a later date, however, this would be the subject of a separate Traffic Regulation Order and could not be considered as part of this order.	1
59. The area is not extensive enough and should include the southern end of Spital, northern Seaton and Bedford Avenue / Powis Crescent.	The boundaries were set at the beginning of the legal process and in consultation with the local members for the area and the University.	1
60. There is no provision for permits for those living outwith the zone but working within it such as volunteers from St George's Tillydrone Parish Church.	Those church workers visiting parishioners in the controlled area may utilise the proposed pay and display bays or, if the person they are visiting has purchased a visitor permit, this may be displayed in their vehicle.	1