

COMMITTEE	Communities, Housing and Infrastructure
DATE	08 November 2017
REPORT TITLE	Proposed Extension of the Zone X Controlled Parking Zone - Stage 3
REPORT NUMBER	CHI/17/191
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	James Watt

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## **1. PURPOSE OF REPORT**

- 1.1** This report deals with the proposed extension of the Rubislaw Area (Zone X) Controlled Parking Zone Traffic Regulation Order at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect to this order and this report presents the objections received. The public notice and the letters of objection are provided in the appendices of this report.

## **2. RECOMMENDATION**

- 2.1** Over-rule the objections received and instruct Head of Public Infrastructure and Environment to make 'The Aberdeen City Council (Rubislaw Area, Aberdeen) (Zone X) (Controlled Parking) (Amendment) Order 201(X)' as originally envisaged.

## **3. BACKGROUND/MAIN ISSUES**

- 3.1** At its meeting on 25 August 2016 the Communities, Housing and Infrastructure Committee considered a report detailing the results of the 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. After deliberation of the report, it was resolved to instruct officers to progress the detailed design of the proposal to extend the Zone X CPZ to the initial statutory consultation stage and, if no objections were received, to proceed with the statutory public advertisement of the proposal. It should be noted that the streets considered within this extension to the Zone X CPZ were included within the original proposals for Zone X, however following the public advertisement of the traffic regulation order it was resolved to remove these streets by the Area South Committee, at its meeting on 19 February 2009.

- 3.2** The initial statutory consultation was conducted from 18 October 2016 to 08 November 2016, with no objections received from the statutory consultees.
- 3.3** The statutory public advertisement was carried out from Wednesday 20 September 2017 to Wednesday 11 October 2017. As per the statutory obligations of a public consultation, the proposal was advertised in the local press and via site notices (Appendix 1).
- 3.5** Nine objections to the proposals were received during the statutory public consultation stage, five were received from residents of Carnegie Crescent, three were received from residents of Morningfield Road and one was received from a resident of Moray Place.
- 3.6** The objections raised covered the following themes (copies of all statutory objections are provided in Appendix 2):
- 3.6.1** It was raised by a resident that households with more than two cars would be penalised by the introduction of permit parking. Officers would be in strong opposition of additional permits for households, as this could set a precedent in the other CPZs in the city. The number of properties with more than two vehicles would be small overall and officers would be concerned that additional permits may be abused by a third party. By allowing third party parking within the area, the CPZ would not be achieving the goal of protecting residential parking and encouraging sustainable transport options. It should be noted that as the proposed CPZ will only be active from 9am - 5pm Monday to Friday, it would be unlikely that all vehicles would be parked within the CPZ during these times. The flexible permit could therefore be shared between vehicles.
- 3.6.2** It was also raised that Aberdeen City Council would be the main beneficiary of the CPZ, by way of creating additional revenue. It should be noted however that if implemented, any income received funds maintaining, administering and enforcing the CPZ and it is considered unlikely that a peripheral CPZ of this type would ever generate any surplus income, through permit costs or 'Pay & Display' charges when taking the aforementioned costs into account.
- 3.6.3** Conversely, one objection questions whether the cost of implementing these restrictions is an appropriate use of Council funds and notes that the income generated through the purchase of residential parking permits and 'Pay & Display' tickets would likely be low due to the number of properties with driveways on the streets in question. Officers would contend that this is appropriate use of council funds as the proposals fit with objectives of the Local and Regional Transport strategies. 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'. Furthermore, Local, Regional, and National Transport Strategies promote the introduction of measures designed to encourage a mode shift to sustainable transport.

- 3.6.4** Some objections were also received in regard to street furniture clutter impacting on the visual amenity of the area. It is inevitable that not all residents will be happy with the outcome however every effort will be made to reduce the amount of street furniture required to adequately implement the scheme thereby minimising the impact upon the street environment.
- 3.6.5** Additional objections were also received stating that the extension of the parking zone was unwarranted as the parking issues on these streets are not significant enough to introduce the proposed restrictions. Representations to this effect generally came from residents of Carnegie Crescent, although one was received from a resident of Morningfield Road. Whilst officers would agree that the most significant parking issues are concentrated towards the eastern end of Morningfield Road, if an extension to the zone was introduced that terminated at the junction of Morningfield Road and Moray Place, there would be a significant concern that vehicles currently parking at the eastern end of Morningfield Road would displace onto the streets further west.
- 3.6.6** One response to the public advert did not object to the principle of the introduction of controlled parking measures on these streets, however wished to see a significant change to the design of the scheme with regards to the proposed locations of residential permit holder bays and 'Pay & Display' (P&D) bays on Morningfield Road. In this respect this letter has been treated as an objection as the requested changes would require the scheme to be re-advertised, to allow residents opportunity to object to the amended proposal.

Currently the layout of parking bays has been designed so that there is mix of residential permit holder bays and 'Pay & Display' bays on alternating sides of the carriageway, to allow a provision for visitor parking along the whole of the street. The proposed amendment is to have only 'Pay & Display' bays at the western end of Morningfield Road, on both sides of the carriageway, and all residential permit holder bays located at the eastern end of Morningfield Road, on both sides of the carriageway (see amended plan in Appendix 2).

As this amendment to the parking layout would not provide adequate visitor parking, that is 'Pay & Display' parking, in close proximity to the properties at the eastern end of Morningfield Road officers would not be in favour of changing the layout in this manner. It should also be noted that residential permit holders are permitted to use 'Pay & Display' bays, so the promoted design would not prohibit residents from parking at any point on the street.

#### **4. FINANCIAL IMPLICATIONS**

There is an estimated cost of £45,000 for the installation of the proposed extension to the Zone X CPZ. This includes cost for necessary signage, carriageway markings and the installation of 'Pay & Display' machines. These costs will be sought from existing traffic management budgets.

#### **5. LEGAL IMPLICATIONS**

There is a risk, if resources are insufficient, that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation time of 2 years from the start of the public consultation.

#### **6. MANAGEMENT OF RISK**

##### **6.1 Financial**

No significant risk

##### **6.2 Employee**

No significant risk

##### **6.3 Customer / citizen**

Road safety (RS) levels and traffic management (TM) could be compromised if measures are not progressed, leading to continued public concern.

Potential Impact: Medium

Likelihood of occurrence: Low

Mitigation: Officers propose measures that are deemed reasonable and appropriate to address the RS and TM to reduce incidents of public objections.

Risk Level: Medium

##### **6.4 Environmental**

No significant risk

##### **6.5 Technological**

No significant risk

##### **6.6 Employee**

No significant risk

## **6.7 Reputational**

Proposals can be contentious and attract negative feedback.

Potential Impact: Low

Likelihood of occurrence: Low

Mitigation: Concerned parties would be provided thorough rationale as to the requirement for the proposal.

Risk Level: Low

## **7. IMPACT SECTION**

### **7.1 Economy**

By developing our infrastructure and improving road safety and the management of traffic through the network this will support multi modal access to Aberdeen and benefit commuter, visitor and freight transportation within the city.

### **7.2 People**

Improving the parking opportunities for local residents will also improve their mobility and social inclusion.

### **7.3 Place**

This report will be of interest to residents/ proprietors/ businesses within the proposal areas. Reducing on-street commuter parking will help to encourage sustainable transport options

### **7.4 Technology**

N/A.

## **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>

Parking issues around Hill of Rubislaw - informal consultation results - CHI/16/081

<https://committees.aberdeencity.gov.uk/documents/s59806/CHI-16-081%20Parking%20Issues%20Around%20Hill%20of%20Rubislaw%20Informal%20Consultation%20Results.pdf>

## **9. APPENDICES**

Appendix 1 - Public Notice  
Appendix 2 - Statutory Objections

## **10. REPORT AUTHOR DETAILS**

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Engineering Assistant  
[jamewatt@aberdeencity.gov.uk](mailto:jamewatt@aberdeencity.gov.uk)  
(01224) 522319

### **HEAD OF SERVICE DETAILS**

Mark Reilly  
Head of Public Infrastructure and Environment  
[mareilly@aberdeencity.gov.uk](mailto:mareilly@aberdeencity.gov.uk)  
(01224) 523096

## Appendix 1

<b>ROAD TRAFFIC REGULATION ACT 1984</b>  <b>THE ABERDEEN CITY COUNCIL (RUBISLAW AREA, ABERDEEN) (ZONE X) (CONTROLLED PARKING) (AMENDMENT) ORDER 201(X)</b>																																							
<p>1. Aberdeen City Council proposes to make "The Aberdeen City Council (Rubislaw Area, Aberdeen) (Zone X) (Controlled Parking) (Amendment) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984.</p> <p>2. The effect of the order will be to introduce a mixture of residential parking and 'Pay &amp; Display' parking arrangements on Carnegie Crescent, Carnegie Gardens, Moray Place and Morningfield Road. However, it is important to note that, as well as residential and 'Pay &amp; Display' bays, all of these streets will also be subject to the introduction of certain lengths of prohibition of waiting at any time. Additionally, there will also be certain lengths of waiting restrictions on the inset road serving property nos. 162-168 Anderson Drive and Morningfield Mews.</p> <p>3. The table at the end of this notice indicates the main set of parking controls for each affected street. Exact descriptions cannot be fitted onto a statutory advertisement of this kind, but the table will allow members of the public to see each category of restriction intended for each of the streets affected.</p> <p>4. The legislation provides for the issue of residential exemption permits. These would be relevant only to the kerbside areas intended for 'resident permit' parking and 'Pay &amp; Display' parking. Although the exclusively residential bays, where in place, may be the more obvious place for residents to contemplate using their permits, they are entirely free to use them in the 'Pay &amp; Display' areas, and are entitled thereby to park in those areas free of all charges and time limitations.</p> <p>5. Residential permits will be limited to two per household. Of those, one must be car specific but the other can be non-car-specific. These permits will be available for a £50.00 charge for residents for a first permit and £120.00 charge for a second permit, with the annual cost being set at the aforementioned charges from the moment the Zone comes into operation, in-line with other controlled parking areas in Aberdeen City. However, the Council will reserve the right to vary the charge in-line with other controlled parking areas in Aberdeen City. If two permits are taken up, one must be of the car specific type while the other can be (but need not be) of the non-car-specific type. It should be noted that someone who does not wish to hold two permits, but prefers to have only one, is free to hold either of the two types. It should also be noted that residents of Morningfield Mews will be eligible to apply for residential permits.</p> <p>6. Permits are, of course, not relevant in respect of any prohibition of waiting, whether existing or proposed.</p> <p>7. As regards to 'Pay &amp; Display' requirements, the charges for those who do not hold residential permits or business permits (see below) would £0.50 for 30 minutes, £1 for one hour, £2.00 for two hours, or £3.00 for a (maximum) period of three hours.</p> <p>8. There will also be a "telephone payment parking system" that will allow for the purchase of an "electronic" ticket. That is to say a person will be able to use a mobile phone to pay the appropriate charge associated with a 'Pay &amp; Display' parking bay. Accordingly, a ticket is not actually displayed in the vehicle and instead an "electronic" ticket is stored in a handheld device carried by City Wardens. The aforementioned allowing a City Warden to confirm an appropriate payment corresponds with the registration of a parked vehicle.</p>	<p>9. A vehicle displaying a disabled persons' blue badge, being properly used, is exempt from 'Pay &amp; Display' or residential permit requirements.</p> <p>10. A person may also apply for a flexible business permit if he or she is the representative of a business trading at one of the qualifying addresses. There is a clear limit of two business permits per address. A business permit will cost £500.00 for a period of 12 months, £260.00 for a period of 6 months, or £135.00 for a period of 3 months.</p> <p>11. The penalty charge for parking in contravention of any of the provisions brought into effect by this order would be £60.00. A vehicle parked in contravention of the provisions could also be removed by the Council.</p> <p>12. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday 20 September 2017 and Wednesday 11 October 2017 in the offices of the Traffic Management Team at Marischal College, Broad Street, Aberdeen.</p> <p>13. It is recommended that anyone visiting Marischal College to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. <b>The telephone number is 01224 522319.</b></p> <p>14. <b>Anyone wishing to object to the proposed order should send details of their grounds for objection, along with their name and address, in writing to the undersigned, or by e-mail to <a href="mailto:trafficmanagement@aberdeencity.gov.uk">trafficmanagement@aberdeencity.gov.uk</a>, during the statutory objection period which runs from Wednesday 20 September 2017 to Wednesday 11 October 2017 inclusively.</b></p> <p>15. Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.</p>	<p style="text-align: center;"><b>Traffic Management Team, Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB</b></p>																																					
		<table border="1"> <thead> <tr> <th>Street</th> <th>Permit Holders Only, 9am - 5pm, Mon-Fri</th> <th>'Pay and Display' / Permit Parking, 9am - 5pm, Mon-Fri</th> <th>Prohibition of waiting at any time ['double yellow' lines]</th> <th>Prohibition of waiting 9am - 5pm, Mon-Fri ['single yellow' line]</th> </tr> </thead> <tbody> <tr> <td>Inset road serving property nos. 162-168 Anderson Drive</td> <td></td> <td></td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Carnegie Crescent</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Carnegie Gardens</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Moray Place</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Morningfield Mews</td> <td></td> <td></td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Morningfield Road</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> <td></td> </tr> </tbody> </table>	Street	Permit Holders Only, 9am - 5pm, Mon-Fri	'Pay and Display' / Permit Parking, 9am - 5pm, Mon-Fri	Prohibition of waiting at any time ['double yellow' lines]	Prohibition of waiting 9am - 5pm, Mon-Fri ['single yellow' line]	Inset road serving property nos. 162-168 Anderson Drive			✓	✓	Carnegie Crescent	✓	✓	✓		Carnegie Gardens	✓	✓	✓		Moray Place	✓	✓	✓		Morningfield Mews			✓		Morningfield Road	✓	✓	✓			
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Morningfield Mews			✓																																				
Morningfield Road	✓	✓	✓																																				

## Appendix 2

[REDACTED]

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**Subject:** RE: Proposed Parking Restrictions Carnegie Crescent - Objection

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 02 October 2017 19:15  
**To:** TrafficManagement  
**Subject:** Proposed Parking Restrictions Carnegie Crescent - Objection

Dear Sir/Madam,

I would like to strongly object to the proposed Zone X controlled parking restrictions currently proposed for Carnegie Crescent, Gardens, Morningfield Rd, etc.

I feel that this is not necessary as parking is not an issue in our road currently and it will spoil the look and feel of the road.

I feel that this proposed scheme is an additional tax by Aberdeen Council that will only benefit the council by way of additional revenue, but with no benefit to the residents.

I would like to therefore re-iterate my strong objection to the proposed controlled parking scheme amendment.

Best Regards,

[REDACTED]

Sent from my iPad

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 26 September 2017 14:03  
**To:** [REDACTED]  
**Subject:** FW: Proposed permits moray place/ Carnegie

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 25 September 2017 14:02  
**To:** TrafficManagement  
**Subject:** Proposed permits moray place/ Carnegie

Dear sir, I'm writing to object to the proposed introduction of parking permits on moray place and Carnegie crescent. As a resident I do not believe there is any requirement for these restrictions. Parking is not a problem in this area.

We already pay road tax to be able to park outside our property, we take exception to paying an additional penalty tax on top of this to park outside our property.

Potentially we have 4 car owners at our property as I understand it home owners are only entitled to apply for two permits, so how will this work??

[REDACTED]

Sent from my iPhone

[REDACTED]

**Subject:** RE: Carnegie Crescent Aberdeen Proposed Controlled Parking

**From:** [REDACTED]  
**Sent:** 02 October 2017 16:42  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** Carnegie Crescent Aberdeen Proposed Controlled Parking

Sir

As a resident of Carnegie Crescent I wish to register my objection to the proposed parking restrictions thereon.

In my opinion the principal reason for parking restrictions is to alleviate inconvenience to the residents of the street in question along with safety concerns. The primary inconvenience is the inability to park outside or near your residence. Every residence in Carnegie Crescent has off street parking for at least three vehicles and therefore residence parking is not a problem. I am aware that workers from nearby office buildings at Hill of Rubislaw use Carnegie Crescent for parking during office hours and that some residents do not like this on "their" street. However given the availability of off street parking at each residence this is not causing any parking inconvenience to the residents of the street.

The parking by office workers etc. does not cause any traffic management issues such as road safety, congestion or slow moving traffic and therefore this does not merit the imposition of parking restrictions.

I must also question whether the cost of imposing parking restrictions is good use of Council funds and the possible revenue that this would create for the Council. Given the off street parking available to all residents I doubt if there would be much uptake of parking permits and going by the parking on Rubislaw Den North I doubt if there would be much income via the parking meters. I mention Rubislaw Den North, which is very near Carnegie Crescent, because on any given day you are lucky if there is half a dozen cars on the whole length of the street and almost all houses on that street have off street parking. I would be very interested to know from the Council what the annual income from parking on Rubislaw Den North amounts to. That stated I appreciate that the revenue to be had from parking is not the primary issue but the economical use of Council funds is an important factor to be considered.

I sincerely hope that the proposed parking restrictions will not be implemented and if nothing else such restrictions, with signage and meters etc. that goes with it, will spoil the look of Carnegie Crescent.

[REDACTED]

[REDACTED]

**Subject:** RE: Morningfield Road

**From:** [REDACTED]  
**Sent:** 03 October 2017 13:51  
**To:** TrafficManagement  
**Subject:** Morningfield Road

Good afternoon,

I am emailing to confirm my objection to the controlled parking measures proposed for Morningfield Road on the basis that it is always possible to find a parking space in the street which is not far from my home. I have never found parking to be a problem in the thirteen years that I have lived here.

Kind regards,

[REDACTED]

[REDACTED]

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**Subject:** Morningfield Road - Proposed introduction of parking controls

**From:** [REDACTED]  
**Sent:** 08 October 2017 18:35  
**To:** TrafficManagement  
**Subject:** Morningfield Road - Proposed introduction of parking controls

Dear Sir / Madam,

I would like to register my objection to the proposed introduction of controlled parking on Morningfield Road, Aberdeen. I have lived at [REDACTED] for almost 14 years and, while there are undoubtedly more cars parking here since the introduction of controls on surrounding streets, I have been able to find a space within a few yards of my house at all times of the day. As such, I do not see the justification for controlled parking and the cost that this will incur for residents.

Regards,

[REDACTED]

[REDACTED]

---

**Subject:** Parking :- Carnegie crescent Aberdeen

-----Original Message-----  
**From:** [REDACTED]  
**Sent:** 08 October 2017 15:35  
**To:** TrafficManagement  
**Subject:** Parking :- Carnegie crescent Aberdeen

Dear sirs

I am a resident of Carnegie Crescent and wish to object to the proposed parking restrictions thereon.

I am of the opinion that the proposed parking restrictions are unnecessary because there is no existing inconvenience to residents or any safety issues.

All residents have ample off street parking.

[REDACTED]

Sent from my iPhone

[REDACTED]

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**Subject:** Rubislaw Controlled Parking Zone

-----Original Message-----

From: Neil [REDACTED]  
Sent: 09 October 2017 19:42  
To: TrafficManagement  
Cc: [REDACTED]  
Subject: Rubislaw Controlled Parking Zone

Hello

We are writing to strongly object to the Proposed Controlled Parking Zone on Carnegie Crescent.

The reasons for the objection are as follows -

1. There is no need for any parking meters on Carnegie Crescent - when Rubislaw Den North and South had the parking Zone added the residents of Carnegie Crescent voted not to have the Parking Restrictions and now considering the state if the Oil Industry there is even less need for this restriction.

Every lunchtime we come home and park a car and never have any issues managing to park.

Has any Councillor actually visited the area recently?

2. Another reason for the objection is the cost of the Permits for residents - we already pay over £3,000 a year in Council Tax and object strongly paying to park outside our own house - we really would like the Council to justify charging £50 for one and £120 for the second one- feels like a money making scheme rather than for the benefit of residents! What happens if there are 3 vehicles in a household as you can only buy two permits?

3. We have just applied for and had Planning Permission granted (before the signs went up on the lampposts), so as you can imagine we are preparing for work to be done on the house - how will the Parking restrictions affect work vehicles?

We would appreciate a reply to answer these queries, and to be kept informed of any developments

Regards

[REDACTED]

Sent from my iPad

HALLIDAY FRASER MUNRO LIMITED

10000/11 09 17/SL

11 October 2017

TRAFFIC MANAGEMENT TEAM  
BUSINESS HUB 11  
SECOND FLOOR WEST  
MARISCHAL COLLEGE  
BROAD STREET  
ABERDEEN  
AB10 1AB

F.A.O. [REDACTED]

(copy by email to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) )

Dear Sir / Madam

#### PUBLIC CONSULTATION

ABERDEEN CITY COUNCIL (RUBISLAW AREA, ABERDEEN) (ZONE X)  
(CONTROLLED PARKING) (AMENDMENT) ORDER 201(X)

#### MORNINGFIELD ROAD

FOR [REDACTED]

I write in response to the current consultation in respect of the above proposed controlled parking Zone X. This submission is made on behalf of my client, [REDACTED] owner and occupier of [REDACTED]

My client has no objection to the principle of the introduction of controlled parking restrictions within Zone X, an area that includes Morningfield Road. It is noted that the proposed zone comprises three main parking restrictions: 'Residential Parking Only', 'Pay and Display Parking and Holders of Appropriate Permits' and 'No Waiting' restrictions. This is set out in the Zone X plan dated 8<sup>th</sup> March 2016, which I understand to still be relevant.

In terms of the southern side of Morningfield Road, the area in front of my client's property, from 31 to 51 Morningfield Road is currently proposed to become 'Pay and Display Parking and Holders of Appropriate Permits'. Moving westwards, 53 to 71 Morningfield Road is currently proposed to become 'Residential Parking Only'.

We would request that this proposal is altered so that the areas currently proposed to be green and blue on the south side of Morningfield Road are 'swapped'. This would result in 'Residential Parking Only' from 11 to 51 Morningfield Road and 'Pay and Display Parking and Holders of Appropriate Permits' from 53 to 71 Morningfield Road. This proposal is illustrated on the enclosed plan. The reasons for this are set out overleaf:

CARDEN CHURCH  
6 CARDEN PLACE  
ABERDEEN  
AB10 1UR

TELEPHONE  
01224 300700

FACSIMILE  
01224 300777

E-MAIL  
info@hfm.co.uk

OFFICES IN ABERDEEN,  
BELFAST, DUNDEE,  
EDINBURGH, LEEDS  
AND LONDON

CHARTERED  
ARCHITECTS

CHARTERED PLANNING  
CONSULTANTS

LAND USE  
CONSULTANTS

URBAN DESIGNERS

SPACE PLANNERS

HALLIDAY FRASER MUNRO LIMITED

The eastern and western sections of the southern side of Morningfield Road have different characteristics, related to the density of housing and proximity to the City Centre. The eastern section experiences the most parking pressure from residents, residents of neighbouring streets that already have permit controls and west end / city centre commuters. Please see enclosed photographs 1 and 2 evidencing this. The photographs were taken at 11am on 6<sup>th</sup> October 2017.

The western section of the southern side of Morningfield Road does not experience the same pressure due to the lower housing density, all houses having private driveways and the additional distance from the city centre, making it feel more remote and less attractive to commuters. Please see enclosed photographs 3 and 4. The photographs were taken at 11am on 6<sup>th</sup> October 2017.

For the robust reasons outlined above I would therefore submit that 11 to 51 Morningfield Road should be 'Residential Parking Only' from and 53 to 71 Morningfield Road should be 'Pay and Display Parking and Holders of Appropriate Permits'.

This approach has the added advantage of discouraging commuters to use the area as the only available parking would be further away from the city centre, increasing sustainability.

I trust you will take this representation into account and amend the draft proposals accordingly.

Should you have any queries on the above / enclosed, or require any further information, please do not hesitate to contact the undersigned.

I would be grateful if you would confirm receipt.

Yours faithfully,



**ASSOCIATE PLANNING CONSULTANT  
FOR HALLIDAY FRASER MUNRO**

Encs.

- Amended plan;
- Photographs of Morningfield Road.

PHOTOGRAPHS OF MORNINGFIELD ROAD 11AM 06/10/17



1. Looking westwards from approximately 31 Morningfield Road.



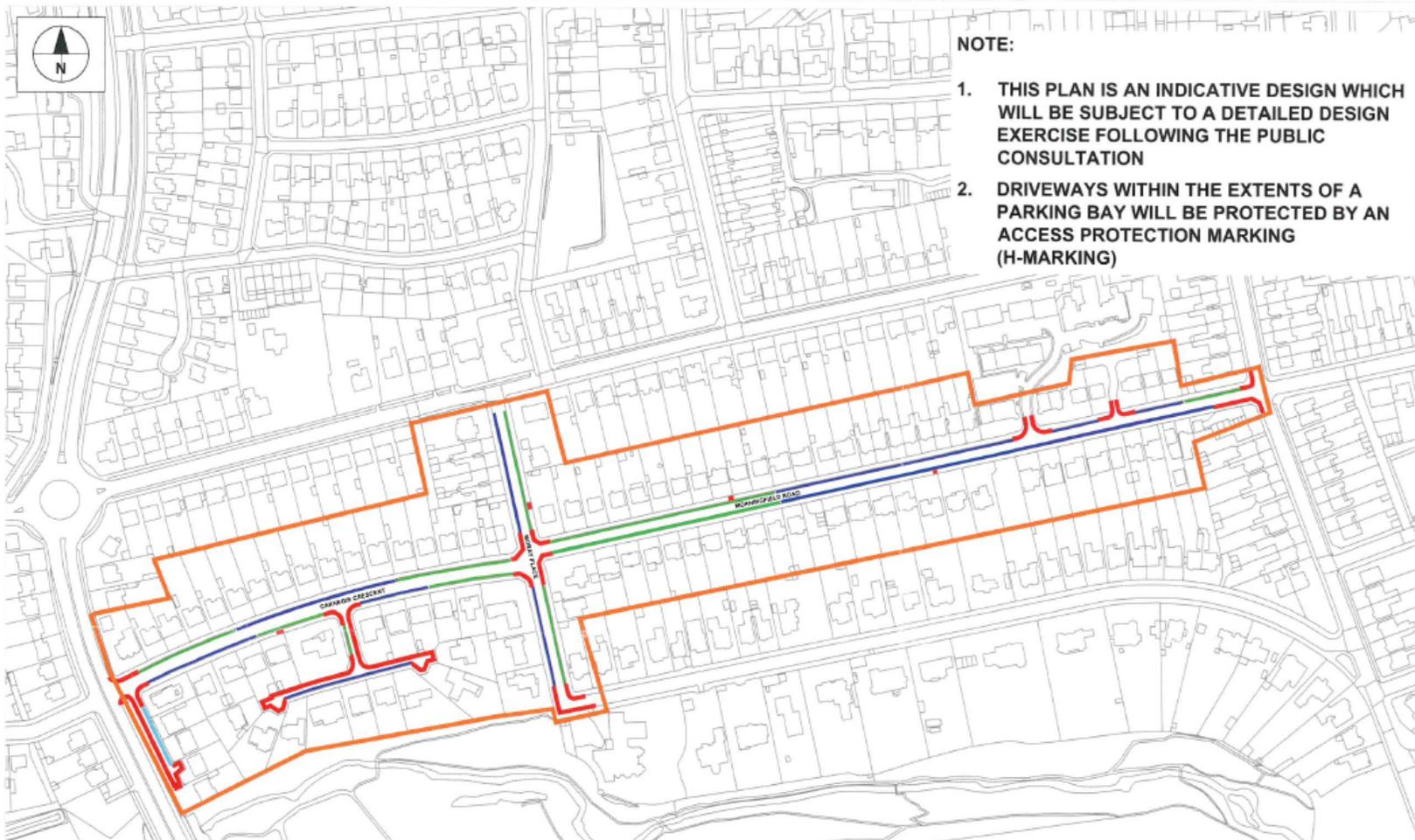
2. Looking eastwards from approximately 40 Morningfield Road.



3. Looking eastwards from approximately 63 Morningfield Road.



4. Looking eastwards from the western extents of Morningfield Road.



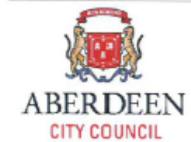
**NOTE:**

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 (ini./date) \_\_\_\_\_ Checked (ini./date) \_\_\_\_\_  
 Descripton: \_\_\_\_\_



[REDACTED]

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**Subject:**

Objection to Controlled Parking Moray Place

**From:** [REDACTED]

Sent: 11 October 2017 13:07

To: TrafficManagement

Subject: Objection to Controlled Parking Moray Place

I wish to object strongly to the proposal to introduce controlled parking to Moray Place and the adjacent areas of Carnegie Crescent and upper Morningfield Road..

As a resident of Moray Place for fourteen years I can state with confidence there has never been an issue with non residential cars occupying the streets to the detriment of residents. Even though the hospital and Rubislaw Hill are within walking distance , very few people will use uncontrolled streets like Moray place , possibly because for many motorists it is a walk too far.

Consequently residents in Moray Place can enjoy uncontrolled parking for their own benefit and their visitor's benefit and have never had to compete with non resident motorists for space. Indeed on a typical working day during working hours quite often the street may host only a handful of vehicles many of which belong to residents anyway.

This council's proposed move to introduce controlled parking in the Moray place area given the above context is simply unnecessary and creates only problems and expense for residents like me who use the street for residential parking and it is difficult to see who, if anyone, benefits from this move.

In addition to the introduction of controls being unnecessary, the gradual creep of "street furniture" and road markings required to support parking controls degrades the visual environment of the Edwardian streets in the area. One need only look at Rubislaw Den North compared to Moray Place to see the huge increase in ugly signage and line painting as a result of parking controls. I also have concerns that such a policy can in the future encourage residents to convert their front gardens to parking areas further adding to the visual deterioration of the area.

The introduction of controls creates only negative effects for residents and the immediate environment so I urge the council to listen to residents and withdraw its parking proposals for Moray Place because as it should not blindly impose a "solution" where no problem exists.

It would also be instructive to know if the council tax payer will see any future return from the capital expenditure required for the conversion works , given the scope of the works for Moray Place and the relatively small number of potential residents which would incur future annual charges. I would therefore be grateful if the council could share any cost/ benefit analysis of its proposal with residents.

Yours faithfully

[REDACTED]