

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	18 November 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	South College Street Junction Improvements (Phase 1) - Traffic Regulation Orders - Objections following statutory consultation / public advertisement
REPORT NUMBER	OPE/21/271
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Graeme McKenzie
TERMS OF REFERENCE	1.1.1

PURPOSE OF REPORT

1. This report considers objections and comments received during the statutory consultation period with respect to two proposed Traffic Regulation Orders associated with the South College Street Junction Improvements (Phase 1) Project.

2. RECOMMENDATION(S)

It is recommended the Committee: -

- 2.1 Acknowledge the objections received as a result of the public advertisements for the proposed Traffic Regulation Orders;
- 2.2 Approve "The Aberdeen City Council (South College Street Area, Aberdeen) (Controlled Parking) Order 202_" be made prior to completion of the new "South College Street Junction Improvements (Phase 1)" road layout, relevant to that section of South College Street between its junctions with Palmerston Place and Queen Elizabeth Bridge roundabout, and be brought into effect when the construction is complete;
- 2.3 Approve "The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_" be made prior to completion of the new "South

College Street Junction Improvements (Phase 1)” road layout, relevant to that section of South College Street between its junctions with Palmerston Place and Queen Elizabeth Bridge roundabout, and be brought into effect when the construction is complete.

3. BACKGROUND

- 3.1 This report deals with two proposed Traffic Regulation Orders (TRO) which at the public advertisement stage have been subject to statutory objections. The report presents the objections received and provides officers’ responses to the issues raised. Plans detailing the provisions of the TROs are included within Appendix 1 and 2 to this report. Redacted copies of the e-mails / letters of objection received are presented in Appendix 3. While the public notices with respect to these orders can be viewed in Appendix 4.

The Aberdeen City Council (South College Street Area, Aberdeen) (Controlled Parking) Order 202_

- 3.2 The purpose of the above proposed order is to establish certain lengths of controlled parking measures on the east side of South College Street, adjacent to “The Arches” located between its junctions with Palmerston Place and Queen Elizabeth Bridge Roundabout. The proposed controlled measures are summarised below, while they are available to view in the plan in Appendix 1: -

- There will be certain lengths of parking places / bays for the exclusive use of vehicles actively being loaded / unloaded (operational on any day, except Sundays, between the hours of 7.00am and 5.00pm).
- There will be certain lengths of time-limited parking places / bays established that will provide for a maximum stay of 1 hour, with no return within 1 hour, and shall be operational on any day except Sundays, between the hours of 8.00am and 6.00pm. During the operational hours there will also be the option for eligible permit holders to use these bays without time-limit, whereby the bays are added to the administrative Controlled Parking Zone H. Business permits where eligible (Max 2) - £530 for 12 months, £291.50 for 6 months, £145.75 for 3 months. Residential permits where eligible (Max 2) – 1st permit: £60 for 12 months, or £33 for 6 months, or £24 for 3 months; 2nd permit: £140 for 12 months, £73 for 6 months, £41 for 3 months.
- There will be a parking place / bay established for the exclusive use of vehicles displaying a Disabled Person’s Badge (the “Blue Badge”).

- 3.3 The measures concerned were proposed on reviewing the upcoming road layout changes associated with the South College Street Junction Improvements (Phase 1) Project. The purpose of the project being to support the City Centre Masterplan aims to improve the public realm in the city centre. It will do this by providing additional road capacity to accommodate the rerouting of vehicular traffic arising from the implementation of public realm enhancements along Guild Street and Union Street. The corridor’s

improved capacity and operation will also complement its position in the new roads hierarchy. In tandem the project will enhance infrastructure for walking and cycling along its length. Further detail can be viewed at the following web link: -

<https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/south-college-street-junction-improvements-project-phase-1>

- 3.4 The existing situation with the eastern side of South College Street, adjacent to the arches, is a length of carriageway where vehicles can be parked without any limit on the period of waiting. The arches are a length of units that accommodate a diverse range of businesses which have visiting customers, and where at periods throughout the working day some of these businesses will have vehicular loading / unloading taking place. Accordingly, the length of road concerned is well used for parking, be that for business associated vehicles, staff vehicles, customer vehicles, or vehicles being loaded/unloaded.
- 3.5 There are significant issues with the current parking arrangement. The first is the practice of drivers parking their vehicles at a right angle to the carriageway, where with the limited width at certain points, the vehicles are effectively parked on the footway / pavement and thereby obstructing pedestrian passage. The result being that for pedestrians to pass, they will have to walk on the edge of the carriageway; this is unsafe and compounded for southbound pedestrians who will be walking with their back to the traffic. It also contravenes providing safe active travel for those with visual and mobility impairments, while similarly causing difficulties for wheelchairs, mobility scooters, prams, buggies etc. The Google 'StreetView' image in Appendix 5 illustrates the typical parking arrangement that can be observed at the location.
- 3.6 The second issue is with respect to vehicles being loaded / unloaded, whereby they will impinge on the carriageway as a result of not being able to get kerbside as other vehicles already occupy the available kerbside lengths for general parking. This can disrupt traffic flow, particularly at peak times, and can have a negative effect on road safety. There has been particular concern raised over instances of Large/Heavy Goods Vehicles operating in the vicinity of the bend when approaching the roundabout junction, the danger being associated with the limited visibility and manoeuvres for all road users when such activity is taking place.
- 3.7 Thus, as part of the project design, the arrangements for on-street parking have been specified to ensure there is an unhindered pavement / footway for pedestrians, where vehicles will park parallel to the kerbside. At the southern end of the length there has also been scope to provide a lay-by area with a dedicated 'in / out' arrangement.
- 3.8 From a traffic management perspective, the proposals detailed in 3.2 are necessary to manage the kerbside parking. To summarise: -

- there will be two distinct lengths on this section of road for the exclusive use of vehicles being loaded / unloaded; this will ensure opportunities for vehicles to wait without encroaching onto the carriageway;
- there will be four distinct lengths of time-limited / permit parking bay. These will provide for a turnover of parking and ensure capacity is available for genuine customers / visitors, as opposed to being occupied throughout the working day by commuters. There will be a permit option for eligible businesses in terms of those vehicles being used for day-to-day for business activities; and
- a disabled parking bay will would be established for mobility impaired 'Blue Badge' holders that require close-proximity parking to the businesses.

3.9 There were two objections received during the statutory consultation, both from businesses. The full content of these objections can be read in Appendix 3. A summary of the content follows, with points made by the objectors highlighted in bold, which are thereafter followed by a response from a traffic management perspective: -

- ***“A vehicle exits an Arch blind- you can’t see round the corner for pedestrians. If the proposed pavement is accepted all vehicles entering or exiting will have to cross the pedestrian pavement right outside the doorways. At either ends of the Arches are pedestrian crossings, it would be better on the grounds of health and safety there to be a barrier erected and pedestrians advised to cross to the other side of the road at these junctions rather than walk on the proposed pavement to take a short-cut. Customers drive to the Arches and park outside the door entering safely as they have always done.”***

It is entirely appropriate there should be a footway/pavement serving this eastern section of South College Street. This is a significant road and pedestrians should be able to traverse its length safely; this applying to pedestrians who are traversing its entire length, or similarly to those customers, employees etc. who are pedestrians until the point they enter the arch which is their destination.

In terms of vehicles, pallet shifters etc. being manoeuvred from/to the arches, the onus is on the utmost care and attention from the driver/user. This situation, when considering historical buildings / infrastructure in a city environment is not unusual and could not justify a footway / pavement being closed. Again, it must be reiterated, customers, visitors, employees etc. are also pedestrians until they reach their destination.

- ***“In the proposed plans there is no long-term parking for people working within the Arches. There are plans for permit parking which will be used for commercial vehicles but nothing for the***

employees which for 170 years has been free to park with no restrictions.

I live outside of the City which means I can't walk or cycle to work and have to take the car or bus. The bus journey takes one hour therefore I would have to catch the bus at 7.00am which arrives at Union Square for 8.00am, by the time I walk from the Bus Station to the Arches I'm ready for an 8.30am start.

After I finish work at 5.30pm I catch the bus at 6.00pm to get home at 7.00pm. If I take the bus, I add 3 hours to my working day. If I drive it adds 40-45 mins to my day, the extra time taken to travel creates issues with my home life/work balance. This means I won't be home for 6.00pm, I won't have time to eat with my family, go to the gym, go running, do the things I want to do. This scenario is created in every Arch. By restricting parking, it changes how myself and my work colleagues live our lives and our mental wellbeing. It might seem on paper to be a little thing, but it affects everyone working at the Arches."

There is limited capacity for on-street parking on this section of road and it is therefore being prioritised in terms of providing for a turnover of parking for customers/visitors and loading activities. By providing a business permit option the proposal also recognises some businesses may want to run vehicles associated with day-to-day business activities.

Consequently, general lengths of uncontrolled parking for workday commuting purposes cannot be provided. This is also in-line with addressing the issues of general capacity on the road network and the environmental problems caused by motor vehicles. The onus being on commuters to consider sustainable transport such as public transport and/or active travel.

- **"So we are getting nice new pavements and parking bays, but it is going to cost me over £1000 per year for permits for my vans and no consideration for staff parking. I still don't see any need, sense, or benefit in the changes. Just a massive pointless cost onto the council.**

I would still like to see some consideration for staff parking at least for a period to assist with the change that it is going to have in their conditions and also some allowance on our van parking costs."

The issue of general workday commuter parking is referred to in the previous response. In terms of the business permit cost, it is set at the tariff applicable to all controlled parking zones in the city, this being applied whether the business is in a core city centre zone, or in a peripheral zone.

The introduction of a cost for parking, while often contentious, is necessary when considering the ongoing administration, maintenance, and enforcement of controlled parking measures.

- 3.10 For background, the proposed Traffic Regulation Order for controlling on-street parking on this length of road has been modified following a previous consultation earlier in 2021 which was subject to 49 objections. The first iteration had a proposal for establishing 'Pay by phone / Permit' parking, with purchase options for up to 30mins, or 1 hour, or 2 hours, or 3 hours (max). Similarly, it also included proposed lengths of loading bay and a disabled bay.
- 3.11 The current proposals are therefore based on further consultation with the businesses and a refinement in terms of aiming to mitigate their concerns. Principally, the payment for 'short stay' parking was removed and replaced with time-limited free parking (a maximum stay of 1 hour, no return within 1 hour), this based on the likely maximum stay a customer would have at any of the businesses concerned. Beyond that, there was a slight change to the operational hours of the proposed loading bays, while their position, and that of the proposed disabled bay, was also modified.
- 3.12 When looking at the new road design, it has been necessary to consider traffic management measures that are appropriate in terms of the location. The location is on the immediate periphery of controlled parking zones (Pay and Display / Pay by Phone) to the west and north, while for the future, it is envisaged the Palmerston area could also be subject to controlled parking measures.
- 3.13 The background to these controlled parking zones is they are protecting parking amenity for businesses and residents, while also addressing the promotion of sustainable transport, environmental issues, burden on the road network etc. The controlled parking bays thereby operate at times that deter 'long stay' parking by commuters, so to provide a turnover of parking opportunities for visitors, customers, tradesperson etc. While households and businesses (with vehicles necessary for day-to-day business activities) have the option to purchase a limited number of parking permits (in this case a maximum of 2), available in 3, or 6, or 12 month options.
- 3.14 The principle concern is without controlled parking measures on this section of South College Street, the bays associated with the new layout would be taken up by commuters throughout the working day, thereby acting as hindrance to business activities, whereby customers and vehicles servicing the businesses cannot get access to parking opportunities in the near vicinity. The concern expressed by businesses over parking for staff was noted, however, where this falls into commuting for work purposes, it is at odds with retaining a turnover of parking for customers, particularly when capacity for parked vehicles is relatively modest.
- 3.15 During the original consultation, however, the businesses made strong protestations that establishing a charge for general on-street parking would discourage new customers, and lead to existing clientele taking their business

elsewhere, particularly when considering the dual economic impacts of contracting oil and gas operations and the recent COVID-19 pandemic.

- 3.16 When taking these concerns into account, it is considered the time-limited free parking option, offers a compromise solution based on the length of road being on the immediate periphery of existing controlled parking areas. The caveat being, should a Controlled Parking Zone ever be promoted for the Palmerston area, it may be necessary to review this length of South College Street once more.
- 3.17 It is therefore recommended the “The Aberdeen City Council (South College Street Area, Aberdeen) (Controlled Parking) Order 202_” be made and brought into effect when the construction of the new “South College Street Junction Improvements (Phase 1)” road layout, relevant to that section of South College Street between its junctions with Palmerston Place and Queen Elizabeth Bridge roundabout, is complete.

“The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_”

- 3.18 During discussions with businesses on the original traffic management proposals, the topic of the off-street car park located off the west side of South College Street was raised; it currently acts as a private residential car park for property no. 134 South College Street (nine apartments A to J). The existing bays all being located off the western side of an access aisle where there is land on its eastern side which is owned by the Council; this land currently being cordoned off, however, previously being used as an informal parking area. The aerial photo in Appendix 6 highlighting the aforementioned. Thus, the businesses enquired as to whether the Council could make this land a dedicated parking area to provide further options for customers.
- 3.19 In terms of the South College Street Junction Improvements Project, it was originally proposed this area would be landscaped, however, the landowner was contacted and there is an agreement in principle that a ‘Deed of Servitude’ can be established that would allow the Council to establish formal public parking bays. The ‘Deed of Servitude’ being applicable to the aisle currently serving the residents’ car parking bays. The plan in Appendix 2 provides detail of the arrangement.
- 3.20 There would be capacity for ten cars by way of individually marked bays, of which two would serve as electric vehicle charging points. As with all Council off-street car parks, should there be a demand, there is also an option to reserve an appropriate number of bays for disabled parking. On any day except Sundays, between the hours of 8am and 6pm, there would be a charging tariff established, with a payment of £1.20 for a stay up to 1 hour, or £2.20 for a maximum of 2 hours. This tariff being in-line with similar peripheral Council surface car parks, namely those located at Broomhill Road and Fonthill Road.
- 3.21 The proposed Traffic Regulation Order required to establish this Council owned land as a public car park, has been subject to seven objections. While

the full content of these objections can be read in Appendix 3, a summary of the common themes follow (highlighted in bold text), with each theme thereafter being followed by a response from a traffic management perspective: -

- ***“Since when has the council been allowed to come along and claim the ground from the residents?”***

“I would like to object to the pay and display parking proposal on the grounds that access to the parking would be from private land owned by the owners of the development. The proposed “shared” car park aisle is owned by the owners of the development.”

As detailed in the plan in Appendix 2, the Council owns the land on the eastern side of the existing car park aisle and a ‘Deed of Servitude’ has been sought and agreed in principle with the landowner.

- ***“The cost of upkeep for the wear and tear on the car park surface would also increase, which is payable by us residents only, would you intend to compensate us for this or would it be a case of us having to pay repairs like with the wall along the side of the road.”***

“We were always told barriers and such weren’t allowed because part of the car park belonged to the council. Yet for years the maintenance of this land was charged solely to us owners; this includes the road, wall, lighting and sand for snow/ice. I hope that in future now those costs will be put back onto the council as this land doesn’t belong to us and our opinions regarding how its maintained/run are ignored.”

The formal ‘Deed of Servitude’ will consider the future arrangements in terms of maintenance costs associated with the aisle. Thus, while the detail must be settled, it would be envisaged the Council will bear a proportion of the burden in recognition of the public use of the aisle.

- ***“The car park is a private car park and should be delineated with a wall, ACC should not be using a private car park to access pay and display, you should have separate access from South College Street.”***

There is not sufficient space available to create a separate access that would serve these ten proposed parking bays. Therefore, the only practical option is to use the existing car park access and aisle.

- ***“How would you ensure we can still use our own car park? As you are obviously aware folks will never pay for parking if there's unsecured ‘free’ spaces only 2 meters away.”***

“The private spaces will be identified how? Painted lines, signs, and the council should share costs to install folding bollards.”

“As a resident I have always had trouble with non-residents parking in my MARKED space, let alone anyone happening along to use the ground as their own free parking or dumping of cars/vehicles.

The detail as to the actual signing arrangement of the car park will be settled should the Traffic Regulation Order proceed. In this regard, the signs will have to be clear and unambiguous to ensure the public is fully aware of the parking bays that fall under Council operation.

- ***“This is a fundamental change in philosophy of the use of this land which was originally conceived to be as a green city space during housing development of adjacent Barratt Homes, the most recent plans distributed to residents was for this land to be utilised as part of road expansion to improve traffic flow within the city centre with no mention of retasking as pay and display parking.”***

“Insufficient environmental impact studies have been conducted to understand the increased air pollution introduced to what is currently a residential area by the continuous use of commercial vehicles by loading / off-loading such as NO₂, CO₂ and Methane.”

I don't see why encouraging people to drive into the city is 'green', how does this fit with the proposed exclusion zone when it is within this area?

The proposal provides for ten parking places, which in terms of the overall volume of traffic using South College Street would be negligible. In this regard, it is weighing up whether the proposal would be a contradiction in the general policy of encouraging sustainable transport and active travel. To that end, these proposed public parking bays will mainly provide for 'short stay' parking opportunities during business hours, thus offsetting the potential loss of on-street parking brought about by the new road layout. The bays will, of course, be available to any visitors to the area, be that to business or residential properties.

It is also an opportunity to establish electric vehicle charging infrastructure at this location, with the potential for further expansion in future.

- ***“Personal safety has been an issue for many women in our block of flats, this has always been the case. However, the placement of the huge concrete blocks actually stopped folks coming into the car park so much, I have had no issues with men threatening me, and my neighbours have noticed an improvement too. Previously I have personally been threatened by men who think they have the right to park in private spaces. I did try to report the harassment***

to the police but as it took place on private property it's not their jurisdiction. If this area of land was used for green space, as the original plans outlined, this safer environment would likely continue. If the paid for car parking goes ahead, how would you help to keep residents safe?"

"The existing area is a site that currently is regularly used by children and the elderly, this seems like an inappropriate location to introduce a high incidence of commercial vehicle traffic and will decrease the overall safety of local citizens and residents."

"Financial risk of public damaging residents' vehicles whilst using car park."

In terms of vehicles manoeuvring, it will be a typical layout with a central aisle now serving two rows of parking, so no different to off-street car parks drivers will negotiate on a regular basis. In terms of safety and security, it is a surface car park where visibility is unhindered from the roadside. There are also adjacent streetlights and the level of illumination cast on potential new bays would be checked in terms of adequacy.

- ***"The introduction of this new pay and display regime will also increase the incidence of misuse of residential parking bays with no protection or shared liability between the council and residents, this will include changing the private residential parking area into a non-insurable location for residents on the basis of true "off-street" parking as commercial operations will now potentially occur there in a regular period and most insurers will not find this satisfactory."***

The proposal would not lead to a "non-insurable" situation, as insurers recognise various options for daytime/overnight parking such as 'Residential Parking', 'Open Public Car Park', 'Secure Public Car Park' etc.

- 3.22 Given the potential to provide electric vehicle charging infrastructure and a turnover of 'short stay' parking for a modest overall capacity of 10 vehicles, it is recommended "The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_" be made and brought into effect when the construction of the new "South College Street Junction Improvements (Phase 1)" road layout, relevant to that section of South College Street between its junctions with Palmerston Place and Queen Elizabeth Bridge roundabout, is complete.

4. FINANCIAL IMPLICATIONS

- 4.1 The measures provided for by these traffic regulation orders will be funded through the South College Street Junction Improvements (Phase 1) budget.

5. LEGAL IMPLICATIONS

- 5.1 The approval of the recommendations will bring into place parking restrictions under the Road Traffic Regulation Act 1984 which this Council will have a duty to enforce.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	N/A		
Compliance	Any project delay could require a TRO to have to re-enter the legislative process if it is unable to be implemented within the statutory period of 2 years from consultation.	L	Monitor the project, and where anticipated to exceed the two year period, apply to Transport Scotland for six month extension periods.
Operational	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues.
Financial	N/A		
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties are provided with a thorough rationale as to the requirement for the proposals.
Environment / Climate	There could be a negative impact if sustainable / active travel measures are not supported.	L	Officers propose measures that are deemed reasonable and appropriate.
Legal	If the proposed Orders are not approved, then the process may need to re-enter the legislative process.	L	Accept the recommendations of the report.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of LOIP stretch outcome 15 by creating a safer environment on the road network. Road safety measures help reduce accidents and can help increase walking and cycling.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

N/A

10. APPENDICES

Appendix 1 – Plan re. on-street traffic management measures

Appendix 2 – Plan re. proposed off-street car park

Appendix 3 – Objections

Appendix 4 – Notices

Appendix 5 – Photo of typical on-street parking adjacent to ‘The Arches’

Appendix 6 – Aerial photo of existing residential car park

11. REPORT AUTHOR CONTACT DETAILS

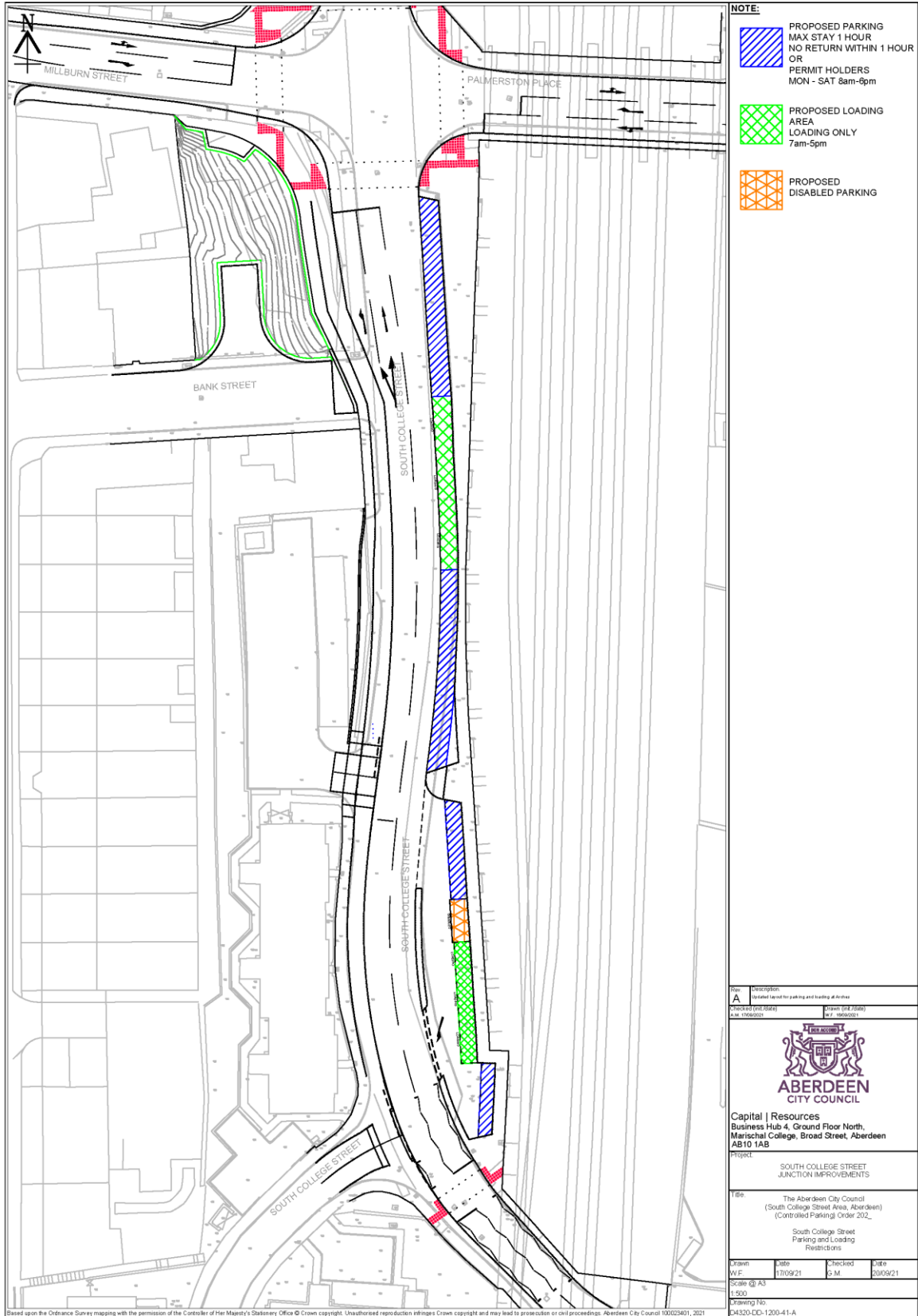
Graeme McKenzie

Technical Officer


gmckenzie@aberdeencity.gov.uk

01224 522308

APPENDIX 1

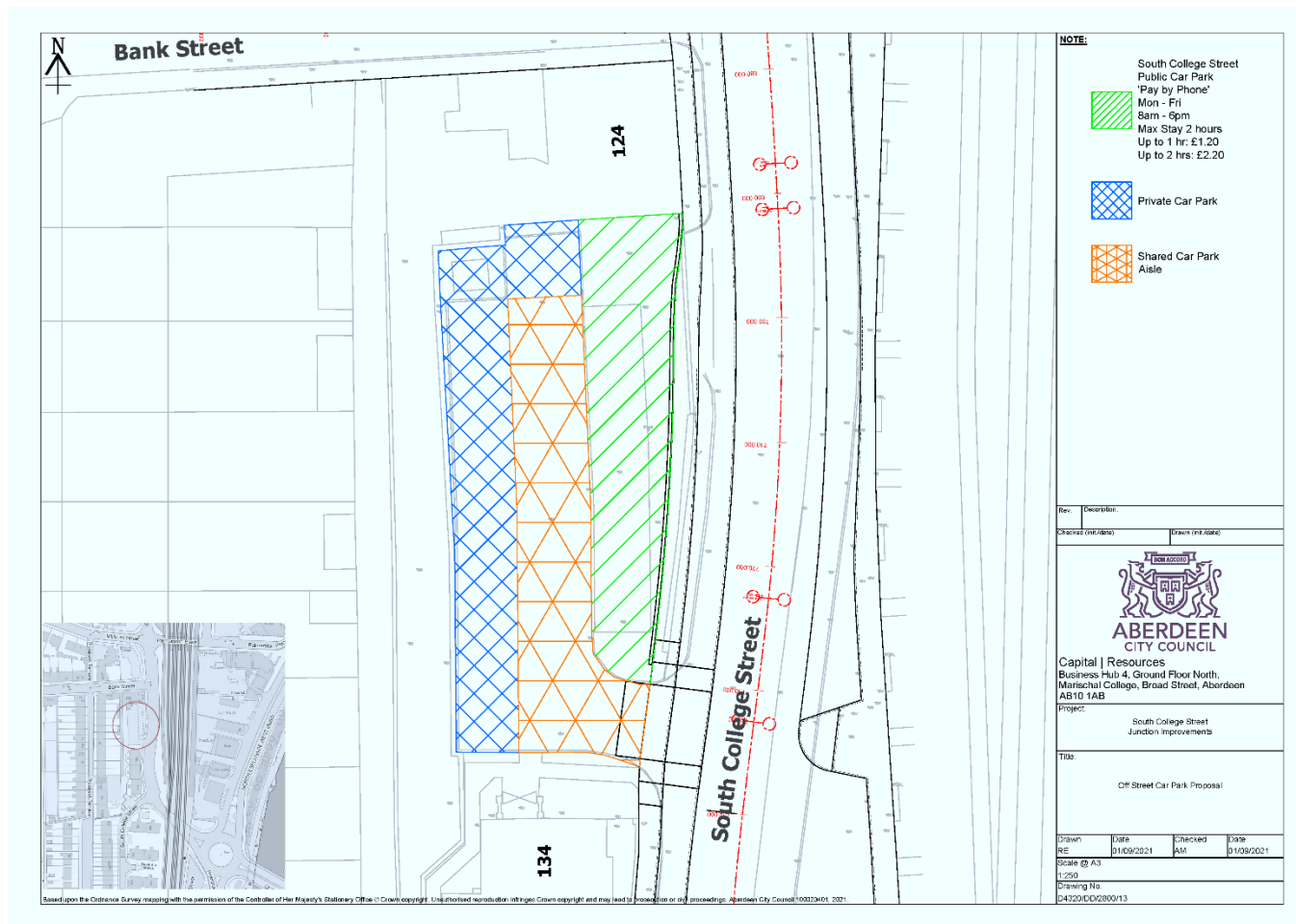


- NOTE:**
-  PROPOSED PARKING
MAX STAY 1 HOUR
NO RETURN WITHIN 1 HOUR
OR
PERMIT HOLDERS
MON - SAT 8am-6pm
 -  PROPOSED LOADING
AREA
LOADING ONLY
7am-5pm
 -  PROPOSED
DISABLED PARKING

Rev	Description
A	Finalised layout for parking and loading at this time
Checked (not added) Law compliance	Drawn (not added) Not approved
 ABERDEEN CITY COUNCIL	
Capital Resources Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB	
Project SOUTH COLLEGE STREET JUNCTION IMPROVEMENTS	
Title The Aberdeen City Council (South College Street Area, Aberdeen) (Controlled Parking Order 202_... South College Street Parking and Loading Restrictions	
Drawn MFE	Date 17/09/21
Checked S.M.	Date 24/09/21
Scale (g) A3 1:500 Drawing No 04320-CD-1200-41-A	

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APPENDIX 2



NOTE:

- South College Street Public Car Park 'Pay by Phone'
Mon - Fri
8am - 6pm
Max Stay 2 hours
Up to 1 hr: £1.20
Up to 2 hrs: £2.20
- Private Car Park
- Shared Car Park Aisle

Rev.	Description		
Checked (initials)	Drawn (initials)		
 ABERDEEN CITY COUNCIL			
Capital Resources Business Hub 4, Ground Floor North, Marshall College, Broad Street, Aberdeen AB10 1AB			
Project: South College Street Junction Improvements			
Title: Off Street Car Park Proposal			
Drawn RE	Date 01/09/2021	Checked AM	Date 01/09/2021
Scale @ A3 1:250			
Drawing No. 04320DC2000/13			

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APPENDIX 3 – Objections

The Aberdeen City Council (South College Street Area, Aberdeen) (Controlled Parking) Order 202_

[REDACTED]

From: [REDACTED]
Sent: 18 October 2021 12:54
To: TrafficManagement
Cc: [REDACTED]
Subject: THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN) (AMENDMENT) ORDER 202
-

Dear Sirs,

On behalf of [REDACTED], Aberdeen I am putting forward my objections to the proposed parking, pavement and loading bay sections to South College Street - Proposed Traffic Regulation Orders.

Safety issues on the pavement.

A vehicle exits an Arch blind- you can't see round the corner for pedestrians. If the proposed pavement is accepted all vehicles entering or exiting will have to cross the pedestrian pavement right outside the doorways.

At either ends of the Arches are pedestrian crossings, it would be better on the grounds of health and safety there to be a barrier erected and pedestrians advised to cross to the other side of the road at these junctions rather than walk on the proposed pavement to take a short-cut. Customers drive to the Arches and park outside the door entering safely as they have always done.

Parking.

In the proposed plans there is no long-term parking for people working within the Arches. There are plans for permit parking which will be used for commercial vehicles but nothing for the employees which for 170 years has been free to park with no restrictions.

I live outside of the City which means I can't walk or cycle to work and have to take the car or bus. The bus journey takes one hour therefore I would have to catch the bus at 7.00 A.M. which arrives at Union Square for 8.00 AM, by the time I walk from the Bus Station to the Arches I'm ready for an 8.30 start. After I finish work at 5.30 I catch the bus at 6.00 P.M. to get home at 7.00 P.M.

If I take the bus I add 3 hours to my working day. If I drive it adds 40-45 mins to my day, the extra time taken to travel creates issues with my home life/work balance. This means I won't be home for 6.00 PM, I won't have time to eat with my family, go to the gym, go running, do the things I want to do. This scenario is created in every Arch. By restricting parking it changes how myself and my work colleagues live our lives and our mental wellbeing. It might seem on paper to be a little thing but it affects everyone working at the Arches.

Loading Bay

The new loading bay has been repositioned outside our door at Arch number [REDACTED]. This will stop customers coming to my counter.

Not all change is good.

The proposed parking and loading bay restrictions do not help businesses that occupy the Arches. By putting restrictions in this area my business would be at a disadvantage to my competitors, there is also a lot less parking spaces than what is now. Can it be of any worth to the Council the cost of putting parking restrictions in place in monetary terms when there will be little in return? the occupants of the Arches do not want this and it seems to be a bad idea, every one of my customers I have spoken to shake their heads in amazement at the idea. Why change for the sake of change? Businesses will leave this area.

Outside space.

This is the wrong time for businesses to have parking and loading restrictions, disruption and major changes within this area is creating barriers for custom. There has been a downturn in oil business, Brexit is having an adverse effect on shortages in workforce and goods, energy prices have rocketed and of course there is Covid-19. Collectively these issues are strangling business, stopping growth.

The railway Arches on South College Street is probably Aberdeen's oldest industrial estate and for about 170 years this area has had no parking or loading restrictions, outside the Arches was used for storing fish boxes, pallets or delivery vehicles – it's a concourse being used to help these businesses, there are businesses that rely on this space.

Regards,

[Redacted signature]

T: [Redacted]
F: [Redacted]
M: [Redacted]
E: [Redacted]
W: [Redacted]
F: [Redacted]

[Redacted line]

[Redacted block]

[REDACTED]

From: [REDACTED]
Sent: 18 October 2021 11:13
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: South College Street - Proposed Traffic Regulation Order

Hi [REDACTED]

Thank you for this. Looks like it never got thrown out then.

So we are getting nice new pavements and parking bays, but it is going to cost me over £1000 per year for permits for my vans and no consideration for staff parking. I still don't see any need, sense, or benefit in the changes. Just a massive pointless cost onto the council.

I would still like to see some consideration for staff parking at least for a period to assist with the change that it is going to have in their conditions and also some allowance on our van parking costs.

Regards

[REDACTED]

From: [REDACTED]
Sent: 27 September 2021 17:39
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: South College Street - Proposed Traffic Regulation Order

Good evening [REDACTED]

Further to previous correspondence, I can advise the Council have commenced with a consultation on revised parking proposals for the section of South College Street adjacent to "The Arches". The main revisions are: -

- There will be lengths of time-limited parking bays established, these will be operational from 8am – 6pm, Mon – Sat, where there will be a maximum stay of 1 hour, with no return within 1 hour. There will be no charge for visitors/customers using these bays and their purpose is to encourage a turnover of parking. With respect to businesses there will still be the option to purchase a permit to make use of these particular bays without a limit on stay during their operational hours, this based on the vehicles concerned being used at times throughout the working day for business purposes. The charges for these business permits are the same as the standard set across the city and as previously advertised. Beyond parking within the aforementioned bays, these permits would also provide access to parking bays within the Controlled Parking Area H.
- There's been a slight modification to the operational hours of the loading bays, thus they will operate from 7am – 5pm, Mon – Sat, as opposed to the 7am – 6pm advertised previously. Furthermore, the extent of the loading bays have also been adjusted.
- Agreement has been reached whereby an off-street public car park will be established in the area opposite the arches (10 vehicle capacity; envisaged 2 of these bays will be electric charging points). There will be a payment required between 8am and 6pm, Mon – Sat, the tariff being £1.20 up to 1 hour and £2.20 for 2 hours (max stay).

“The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_”

[REDACTED]

From: [REDACTED]
Sent: 17 October 2021 23:19
To: TrafficManagement
Subject: South College Street proposed parking measures

With regards to the proposed paid for parking spaces on the land accessed via the Devanah Mews car park, I'd like to raise the following points.

Personal safety has been an issue for many women in our block of flats, this has always been the case. However the placement of the huge concrete blocks actually stopped folks coming into the car park so much, I have had no issues with men threatening me, and my neighbours have noticed an improvement too. Previously I have personally been threatened by men who think they have the right to park in private spaces. I did try to report the harassment to the police but as it took place on private property it's not their jurisdiction.

If this area of land was used for green space as the original plans outlined this safer environment would likely continue. If the paid for car parking goes ahead, how would you help to keep residents safe?

As a small business owner who operates from home, I need access to my parking space (think of it as my driveway) for loading and unloading stock. How would you ensure we can still use our own car park? As you are obviously aware folks will never pay for parking if there's unsecured 'free' spaces only 2 meters away.

Since this is opening up the car park as officially a public space this would also put up our car insurance premiums and potentially decrease property value at the same time.

I don't see why encouraging people to drive into the city is 'green', how does this fit with the proposed exclusion zone when it is within this area?

The cost of upkeep for the wear and tear on the car park surface would also increase, which is payable by us residents only, would you intend to compensate us for this or would it be a case of us having to pay repairs like with the wall along the side of the road.

Regards,

[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 17 October 2021 22:51
To: TrafficManagement
Subject: South College Street proposed parking measures

Hello,

As someone who lives at [REDACTED], I would like to lodge my complete disagreement with the proposed parking measures on South College street.

1. If the land is council, I expect the council to pay for maintenance and sand for snow ice etc.
2. The private spaces will be identified how? Painted lines, signs, and the council should share costs to install folding bollards.
3. How do they intend to ticket people illegally parking in private spaces? If nothing is done about this, it will escalate tensions between tenants and random people who park in the spaces marked for the flats
4. Will we get visitor permits for guests visiting us and having no visitor spaces anymore
5. What the impact will be on property prices in the Devanah Mews complex, as the spaces will no longer be located in a private car park?
6. How will the access to the car park as well as the safety of the vehicles parked in the car park during the construction work be guaranteed? Hot tar and plant movement can do some nasty damage to cars.

This just sounds like a very poorly thought through idea, which will encourage more traffic to the city centre, in a time when Aberdeen City Council intends to implement a low emission zone.



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[REDACTED]

From: [REDACTED]
Sent: 15 October 2021 16:55
To: TrafficManagement
Subject: Draft Order - The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_

Dear Sir/Madam,

I would like to raise my objection to the proposed draft order for Off-Street Parking on South College Street, I am a local resident and owner of a car parking bay adjacent to the proposed site. I would like to submit my objection on the following grounds:-

1. Minimal local consultation period and dissemination of plans to local residents (I personally was only made aware of these proposals by my building factor on 14/10/21 and no formal notification by the Council itself has been issued).
2. This is a fundamental change in philosophy of the use of this land which was originally conceived to be as a green city space during housing development of adjacent Barratt Homes, the most recent plans distributed to residents was for this land to be utilised as part of road expansion to improve traffic flow within the city centre with no mention of retasking as pay and display parking.
3. Insufficient environmental impact studies have been conducted to understand the increased air pollution introduced to what is currently a residential area by the continuous use of commercial vehicles by loading / off-loading such as NO2, CO2 and Methane.
4. No road improvements, Lighting or controlled entry provisions have been made as part of plans even though the introduction of this new pay and display parking will introduce nearly twice the amount of parking in the current location with a far higher turnover of vehicles, this will most likely introduce increased congestion and compound the existing issues of entry/exit to residents private parking.
5. The existing area is a site that currently is regularly used by children and the elderly, this seems like an inappropriate location to introduce a high incidence of commercial vehicle traffic and will decrease the overall safety of local citizens and residents.
6. This proposal appears to have no long term merits with regard to enhancement of the existing issues with traffic flow or general amenities in the city and appears to be purely an attempt to increase areas of income in direct charges to the public.
7. The introduction of this new pay and display regime will also increase the incidence of misuse of residential parking bays with no protection or shared liability between the council and residents, this will include changing the private residential parking area into a non insurable location for residents on the basis of true "off-street" parking as commercial operations will now potentially occur there in a regular period and most insurers will not find this satisfactory.
8. The invitation of increased commercial traffic will also increase the amount of local noise levels which will further deteriorate the living standard of existing residents and also discourage future interested home buyers to the detriment of local house prices (already severely impacted due to COVID and the local industry collapse).

I hope you consider all the above points when considering the proposals put forward.

Best Regards
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 12 October 2021 15:25
To: TrafficManagement
Subject: ACTION: Parking at [REDACTED] South College Street

Sir/Madam,

I have just received notification that there is a proposal for pay & display parking on the site [REDACTED] on South College Street. I see by the plans that the residents parking has been left in place, when I purchased my flat at [REDACTED] South College Street we were allocated 1 parking space per flat & the remainder of the ground that lies within the boundaries of the properties (off road) were to be used by **THE RESIDENTS** on a first come first served basis, there was never a case that the council could just arrive & set up pay & display, as a resident I have always had trouble with non residents parking in my **MARKED** space, let alone anyone happening along to use the ground as their own free parking or dumping of cars/vehicles.
Since when has the council been allowed to come along & claim the ground from the residents?

I am totally against any of these proposals.

Regards,

[REDACTED]

[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 12 October 2021 10:38
To: TrafficManagement
Subject: South College Street Parking

[REDACTED]

As a proprietor of one of the properties in [REDACTED] on South College street, I would like to object to the pay and display parking proposal on the grounds that access to the parking would be from private land owned by the owners of the development. The proposed "shared" car park aisle is owned by the owners of the development.

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Proposal for Car parking-South College Street
Date: 11 October 2021 16:54:38

Dear Sir/Madam

I would like to state an objection to the plan.

People having to pay for their parking will inevitably park in [REDACTED] residents car park.

Also who maintains the area, will there be signs relating to private car park area.

How will parking officers maintain private parking, will there be a zone ticket for people to use.

Please add my objection to this proposal.

Thanks

[REDACTED]
[REDACTED] South College Street
Aberdeen

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 28 September 2021 13:06
To: TrafficManagement
Subject: Objection South College Street - Proposed Traffic Regulation Orders

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam

I am objecting to the proposal to use a private residential car park to allow public access to pay and display spaces for the following reasons

- The car park is a private car park and should be delineated with a wall, ACC should not be using a private car park to access pay and display, you should have separate access from South College Street
- The car park is dimly lit, there are children in the development. Major safety risk with multiple short stay user cars reversing towards residents car spaces.
- Financial risk of public damaging residents vehicles whilst using car park
- Safety risk Non residents frequenting the car park at all hours, this will be unsettling for the female residents of the building
- How are ACC proposing to prevent car park users just using the resident spaces

All in this is an utter disgrace by ACC and will be contacting the local press to highlight this. , You have land adjacent to the Papa Johns, this should be the car park not our car park

[REDACTED]

Owner of [REDACTED] South College Street, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

APPENDIX 4

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984



THE ABERDEEN CITY COUNCIL (SOUTH COLLEGE STREET AREA, ABERDEEN) (CONTROLLED PARKING) ORDER 202_

Aberdeen City Council proposes to make the above named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish various controlled parking measures on South College Street, Aberdeen (the length concerned relating to its east side, between its junctions with Palmerston Place and Queen Elizabeth Bridge Roundabout, adjacent to "The arches"); the measures are specified below and form part of the "South College Street Junction Improvements Project".

- There will be certain lengths of parking places / bays for the exclusive use of vehicles actively being loaded / unloaded (operational on any day, except Sundays, between the hours of 7.00am and 5.00pm).
- There will be certain lengths of time-limited parking places / bays established that will provide for a maximum stay of 1 hour, with no return within 1 hour, and shall be operational on any day except Sundays, between the hours of 8.00am and 6.00pm. During the operational hours there will also be the option for eligible permit holders to use these bays without time-limit, whereby the bays are added to the administrative Controlled Parking Area H. Business permits where eligible (Max 2) - £530 for 12 months, £291.50 for 6 months, £145.75 for 3 months. Residential permits where eligible (Max 2) – 1st permit: £60 for 12 months, or £33 for 6 months, or £24 for 3 months; 2nd permit: £140 for 12 months, £73 for 6 months, £41 for 3 months.
- There will be a parking place / bay established for the exclusive use of vehicles displaying a Disabled Person's Badge (the "Blue Badge")

Full details of the above proposals are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below, or by scanning the QR Code above: -

<https://consultation.aberdeencity.gov.uk/operations/the-aberdeen-city-council-south-college-street-area>

The consultation will run between 27 September and 18 October 2021. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 27 September to 18 October 2021, inclusively.

Any person who submits an objection to a proposed road traffic regulation order should be aware that any objection made will be available to members of the relevant committee considering the proposal, 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 names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB

ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984



THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN) (AMENDMENT) ORDER
202_

Aberdeen City Council proposes to make "The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 202_" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a new off-street car park off the west side of South College Street, Aberdeen, adjacent to the gable end of property no.134. The access is already established and currently serves private residential parking on the west side of the off-street area. Accordingly, this new public car parking area is relevant to the eastern side of the off-street area. There will be days / periods of time where charges and maximum periods of stay are in operation; these are specified in the table below: -

South College Street Car Park	
Charges in operation between 8am and 6pm, Monday to Saturday (inclusive)	
Up to 1 hour	£1.20
Up to 2 hours (max)	£2.20

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below, or by scanning the QR Code above: -

<https://consultation.aberdeencity.gov.uk/operations/the-aberdeens-city-council-south-college-street-are>

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Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council,
Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB

APPENDIX 5 – Typical parking observed on South College Street adjacent to ‘The Arches’



APPENDIX 6 – Aerial photo of proposed South College Street Car Park

The red line highlights the area where informal parking has historically taken place; the land concerned being owned by the Council.

The blue line highlights the boundary of privately owned parking bays associated with the adjacent residential apartments.

