

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Future operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill)
REPORT NUMBER	RES/24/095
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 This report presents options to the Committee on the future operation of the controlled parking zones (CPZ) within Garthdee and Kaimhill following the conclusion of the Minute of Agreements that are in place with Robert Gordon University (RGU) as result of planning permissions for the site.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 instruct the Chief Officer - Operations and Protective Services to carry out informal consultation with Garthdee and Kaimhill communities regarding the continuation of the CPZ; and
- 2.2 instruct the Chief Officer - Operations and Protective Services to assess responses to the informal consultation and to report back to a future meeting of this Committee with the results and recommendations for the future of the CPZ.

3. CURRENT SITUATION

Background

- 3.1 Following development of the RGU Faculty of Health and Social Care in 2001, on the Garthdee Campus site, in response to their planning responsibilities, a controlled parking zone (CPZ) Zone Y was added within the wider Garthdee area. The cost of design and implementation was met by the university and an agreement was put in place to cover operating costs relating to administration of residents permits, production of non-residents permits and enforcement of the zone for 10 years. This agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits. ACC took the decision at that time not to implement charging for residents permits, considering the operational costs for the zone being covered.

- 3.2 In 2010 a further Minute of Agreement (MoA) was put in place in response to RGU planning responsibilities relating to the construction of further teaching space, social facilities and staff accommodation with additional travel infrastructure. This MoA was to extend the above CPZ to Auchinyell Road, Garthdee Road and A90 (South Anderson Drive). As per the previous agreement, it covered design, installation then 10 years of operational costs. This CPZ, Zone YY, was installed in 2015 and became operational on 18 November 2015. As with 3.1 above, the agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits.
- 3.3 At the time of the implementation of Zone YY and following a protracted period of unrest within the community following the ACC decision to implement charging for residents permits (which was subsequently withdrawn) RGU entered into a voluntary agreement with ACC to maintain a contribution to the operational cost of the original CPZ Zone Y for a further period of 10 years. This being from 1 December 2014 to 1 December 2024, with the final instalment due 1 December 2023. Again, at this time the additional voluntary agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits. ACC took the decision at that time to withdraw the proposed charging for residents permits, considering the operational costs for the zone being covered.
- 3.4 For the timescale of these agreements, barring a short period between the initial and second Zone Y agreements which was later compensated, ACC have chosen not to implement charging for residents permits. Residents are entitled to one fixed and one flexible permit per household.

Change of Situation

- 3.5 Following a meeting between RGU and ACC representatives in December 2023, RGU have confirmed that on completion of each of these agreements, no further payments will be made towards the running costs of these CPZ.
- 3.6 RGU have noted that their statutory requirement, and subsequent voluntary requirements, have been concluded. They have a Travel Plan for the site which is to be updated in 2024. Appendix A lists the actions being taken on site to support alternative travel choices by their students and staff.
- 3.7 RGU have highlighted their position as a charity with a dependence on income from non-UK national students. With the change in student roll in recent years, they are seeking to manage spending and budgets. This makes an additional voluntary agreement to cover the operational costs of the CPZ unreasonable.
- 3.7 The presence of the controlled parking zones around the campus site, protects residents from an anticipated influx of students parking throughout the university day. Some parking, attributed to the students, is reported in residential areas on the periphery of the CPZ however no further expansion of the zones are proposed at this time.

- 3.8 Parking within the campus is managed by RGU issued permits. Parking controls out with the campus aim to encourage greater use of active and public transport options. This has the added advantage of improving the frequency and directness of bus services for the local community by increasing overall demand.
- 3.9 Zone Y has around 582 residents and 780 visitors permits in circulation, whilst Zone YY has around 169 residents and 206 visitors permits in use.
- 3.10 Officers seek an understanding from the community about whether they feel the controlled parking zone is required or not. If residents support retaining the CPZ, to protect amenity in the area, they will be required to pay for their permits. If the consultation results indicate that they do not want it to remain then funding will be required to remove the existing measures.
- 3.11 It would be hoped to get a representative view from the community. There is potential that those living further away from the campus will feel less need for the measures than those in close proximity. For this reason, postcodes will be requested from responders and weighting will be given to those within Zone Y.

Options

- 3.14 Officers propose to take the following options to residents and businesses within the area.
- Option 1 Removal of the controlled parking measures – this would permit any vehicle to park kerbside within the area surrounding the Garthdee Campus. There would be a cost to this in removing the parking bay lining and signing from the area. At any time waiting restrictions at junctions and kerbsides would be left insitu to maintain safe parking practises.
- Option 2 Keep controlled parking measures - maintenance and enforcement costs are taken on by the Council and residents are charged for permits to cover these costs. This is standard practise within CPZ across the city, including at educational or large employment areas e.g. University of Aberdeen and Aberdeen Royal Infirmary.
- 3.15 An option to renegotiate an agreement with RGU has already been ruled out by the university and is therefore not proposed.
- 3.16 Officers propose to carry out a targeted letter drop to all residents and businesses within the CPZ to gain their feedback on the two options. It is felt that those living outwith the CPZ are not personally impacted by the decision therefore their opinion is not relevant, in this instance.
- 3.17 The letter will supply the relevant information about why the Options are being presented. It will explain the Options alongside the potential impacts and benefits of both. It will also set out the assessment process and subsequent decision-making process.

3.18 It is proposed that a weighting of 1.25 will be applied to residents' responses from within Zone Y given their proximity to the campus and the greater impact that will be experienced to their amenity, should a decision be made to remove the controlled parking measures.

3:19 It is proposed to present the results of the consultation to a future meeting of this committee.

4. FINANCIAL IMPLICATIONS

4.1 The informal consultation will cost in the region of £5,000 based on a postal survey being issued to all affected households and officer time to prepare the survey and review the feedback.

4.2 It is expected that this can be funded by the parking budget.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no environmental implications as a result of holding the proposed survey.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified			
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	Whilst the survey does not represent a financial risk, the results will have financial	If the zone is to be removed, income will be lost, and a cost incurred for removal of parking bays and signage. Adversely, if the zone is kept in	L	Yes

	implications for ACC.	place income may increase.		
Reputational	There may be a negative public reaction to the potential charging of the residents for permits.	The survey represents a mechanism to gather and gauge the preferences of residents.	L	Yes
Environment / Climate	Whilst the survey carries no environmental impact the result of the survey and subsequent actions may have environmental implications.	If the CPZ are removed there may be a reduction in bus and active travel journeys to the area resulting in decrease in public transport provision for the local community and an increase in private car miles.	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <p>Consult citizens, community councils and other partners on the work of the City Council, including carrying out a public engagement and consultation as part of the annual budget setting process.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	

10. BACKGROUND PAPERS

None

11. APPENDICES

11.1 RGU Travel Plan actions

12. REPORT AUTHOR CONTACT DETAILS

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Excerpt from 2009 Travel Plan

3.1 Summary of Progress

RGU have invested approximately £1.5m in the development and promotion of GTP measures throughout the period of the existing GTP.

Using the travel data obtained by surveying annually since 1999, it is possible to identify the level of progress made. The response rate for the 2008 survey was 51% for staff and 20% for students. Based on these responses and the initiatives introduced, it is possible to gauge the progress of the travel plan to date.

3.1.1 Car Travel and Parking

- In 2008, 23% of students travel to Garthdee by car, compared with 39% in 1999, a reduction of 16%;
- In 2008, 55% of staff travel to Garthdee by car, compared with 63% in 1999, a reduction of 8%;
- RGU set up a car share scheme in 2002 in conjunction with Liftshare.com and currently has 165 members registered; and
- Car parking charges through a permit system were introduced in 2002, as part of a University wide car park management scheme. There are 1.43 permits per space.

3.1.2 Cycling

- The percentage of students who cycled to Garthdee in 2008 is 3%, compared with 1% in 1999;
- The percentage of staff who cycled to Garthdee in 2008 is 6%, compared with 5% in 1999;
- Cycle parking facilities are available throughout the Garthdee campus. The Aberdeen Business School (ABS) has a number of enclosed lockers that are available to hire. Shower and changing facilities are also available at the FHSC, ABS and the Scott Sutherland School; and
- Since 2006, cycle helmet lockers have been available throughout the Garthdee campus.

3.1.3 Bus

- In 2008, the percentage of students who travelled by bus was 49%, compared with 36% in 1999. This increase in student bus patronage represents one of the biggest successes of the previous GTP;
- In 2008, the percentage of staff who travelled by bus was 15%, compared with 13% in 1999;
- The University originally ran a shuttle bus service between campuses. This service was superseded in 2004, by a commercial service operated by First Aberdeen. The shuttle bus was funded entirely by RGU and the number 9 service was subsidised by RGU for the first two years of operation. To this end, RGU were heavily involved in the set up of the number 9 'Uni-link' service. The University continues to subsidise weekly, monthly and seasonal bus tickets;
- Staff discounted bus tickets were introduced in 2001, offering staff discounted weekly, monthly and annual season tickets. Between 1999 and 2002, staff bus tickets were subsidised by £2.00 per weekly ticket;
- Students are able to take advantage of concessions on both First and Stagecoach bus services. RGU has provided a £1.00 per student per week subsidy for the purchase of weekly bus tickets; and

- RGU offered a shuttle mini-bus service to the Kingswell's Park-and-Ride, however, due to the infrequency of times and subsequent low patronage, this service was removed.

3.1.4 Walking

- The percentage of students who walked to the Garthdee campus in 2008 was 9%, compared with 7% in 1999;
- The percentage of staff members who walked to the Garthdee campus in 2008 was 8%, compared with 6% in 1999;
- It is recognised that the Garthdee campus is located approximately two miles from the city centre and could be considered outwith normal walking range for staff and students accessing the Garthdee campus from University facilities in the city centre; and
- RGU are working closely with Aberdeen City Council to further develop their core path network in the Garthdee riverside area, to provide shared cycle and pedestrian access

3.1.5 Raising Travel Awareness

- RGU are continually looking for ways to provide a wider dissemination of travel information to staff and students. The RGU website has a transport and travel section, which provides up-to-date information on their GTP, public transport facilities, cycling and walking facilities and car parking information;
- RGU provide a link to the "Walkit" website, which provides a guide to the quickest and quietest routes from A to B. RGU also promote BikeFit, a scheme specific to Aberdeen, which sells reconditioned second hand bikes. RGU also has a link to the personal travel planner Traveline.org.uk, which provides personalised information about public transport options available to individuals;
- Travel information is exhibited at the Freshers Fayre at the beginning of each academic year and various Sustainability events; and
- RGU is also an active member of the North East "Get-about" Group.

3.1.6 Management, Monitoring and Review

- Annual staff and student travel surveys have been undertaken since 1999.