OUTCOME OF CONSULTATION ON THE ABERDEENSHIRE COUNCIL OFF-STREET PARKING DRAFT ORDER

1 Recommendations

The Committee is recommended to:

1.1 Consider the objections received during the consultation process for the proposed Aberdeenshire Council Off-Street Parking Order;

1.2 Agree that the content of the objections do not establish any grounds for modifying the proposals approved by Full Council on 17 January 2019;

1.3 Authorise the making and implementation of “The Aberdeenshire Council (Off-Street Parking) Order 2019” outlined in the report; and

1.4 Instruct the Head of Transportation to review the implementation of the proposed charges and report back, to this Committee, once a full 12 months of data is available.

2 Background/Discussion

2.1 On 17 January 2019 (Item 6, Page 133) Aberdeenshire Council agreed:

a) on a tariff proposal of 0-1 hour at £0.50, 1-2 hours at £1.00, 2-5 hours at £3.00 and > 5 hours at £5.00, to go out with an Aberdeenshire wide Off-Street Parking Order for Statutory and Public Consultation; and

b) that the Aberdeenshire wide Off-Street Parking Order will be presented to Infrastructure Services Committee to be approved, suspending Section B.10 of the List of Committee Powers in Part 2A of the Scheme of Governance in relation to the Off-Street Parking Order.

2.2 In line with the Road Traffic Regulation Act (1984), a period of both statutory and public consultation has been undertaken on the proposals agreed on 19 January 2019. The tariffs have been included in the draft Traffic Order entitled “The Aberdeenshire Council (Off-Street Parking) Order, 2019”. A copy of the Draft Order; site notices, including detail of the changes to the orders; and Statement of Reasons are provided in Appendix 3.

2.3 Consultation with Statutory consultees, listed in Appendix 4, was undertaken during the 4-week Statutory consultation, which ran from 11 February 2019 to
13 March 2019. Although not required to do so by statute, the consultation was extended to include all Community Councils in Aberdeenshire.

2.4 During the 3-week public consultation, which ran from 25 March 2019 to 15 April 2019, proposals were advertised in local newspapers, on site notices (provided in Appendix 3, pages 22-31) at all car parks contained within in the current and proposed orders, on the Council website and through social media.

2.5 Two responses were received during the Statutory consultation and 73 responses were received during the public consultation. A summary of the statutory consultation responses and public consultation outstanding objections, along with the Council’s responses are included in Appendix 5.

2.6 Objections referenced in Appendix 5 as 6 and 24 are from the same email address so have been treated as a duplicate and only one response provided. Following the Council responding, three objections, referenced 8, 31 and 35 have been withdrawn. Objectors have until 14 June 2019. Response reference 61, to the Public consultation, stated that they did not wish to lodge a formal objection to the proposal and therefore has not been included.

2.7 Members are requested to consider the summary of the objections and the Council’s responses. The competency of objections should be considered, for example objections should relate to changes being made and should not be opinion.

2.8 Following on from 2.7 members are asked to agree that the content of the objections do not establish any grounds for modifying the proposals approved by Full Council on 17 January 2019.

2.9 Authority to make and implement “The Aberdeenshire Council (Off-Street Parking) Order 2019” is requested to allow for the changes to be put in place. It is planned for the proposed order to take effect from 1 September 2019 to allow for time for the revised signage to be installed and for contactless card payment machines to be installed in Peterhead and Inverurie.

2.10 As reported to Full Council on 17 January 2019 (Item 6, paragraph 2.17), at the meeting of this Committee on 29 November 2018 a review of the tariff changes after 12 months was requested. It was clarified at Full Council that the implementation period needed to be allowed for and that therefore, a full 12 months of data will not be held until approximately 18 - 19 months after the decision to proceed is taken. It is anticipated that a report to Infrastructure Services Committee to review the full year effect of new tariffs will be presented in autumn 2020.

2.11 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and they are satisfied that the report complies with the Scheme of Governance and relevant legislation.
3 Scheme of Governance

3.1 At its meeting on 17 January 2019, Full Council agreed to suspend Section B.10 of the List of Committee Powers in Part 2A of the Scheme of Governance in relation to this item on the basis that the Off-Street Parking Order is cross-area and thereafter delegated the power to approve the order to this Committee in terms of Section F.1.1 of the List of Committee Powers as the matter relates to Transportation.

4 Implications and Risk

4.1 An equality impact assessment has been carried out as part of the development of the proposals set out above. It is included as Appendix 1 and there are no positive or negative impacts identified.

4.2 There are no staffing implications.

4.3 The revised tariff structures, as approved for consultation in January 2019, has been designed to offset the current deficit within the budget for Car Parking, however because charges will be implemented from 01 September 2019, there is still likely to be a budget pressure in 19/20 of approximately £90,000.

4.4 There are costs associated with changing tariffs and charging periods in relation to updating signage and software. These costs are estimated at £30,000. These costs will be met from the car parks repairs and maintenance budget.

4.5 The following Risks have been identified overleaf as relevant to this matter on a Corporate Level (Corporate Risk Register):

<table>
<thead>
<tr>
<th>Risk Name</th>
<th>Related Recommendation</th>
<th>Explanation/Mitigation</th>
</tr>
</thead>
</table>
| ACORP001 Budget Pressures | 1.2 New charging periods, time bands and parking charges within current Pay and Display car parks to be included within schedules to revised Off-Street Parking Order | Risk that if tariffs are not updated to increase overall income that the income stream will continue to fall short of expenditure and this will put ongoing pressure on other areas of the Council’s budget.  

There are no mitigating measures against this, other than to revise the tariffs as proposed to give the best chance of the budget for car parks to cover its costs. |
| ACORP006 Reputation Management (including social media) | 1.2 New charging periods, time bands and parking charges within current Pay and Display car parks to be included within schedules to revised Off-Street Parking Order | There is a reputational risk that negative publicity will be encountered should tariffs be increased, new charges applied and free periods removed.  

**Mitigating measures to this include:**  
- surveys have already been undertaken to obtain public and town centre business views on parking factors that matter to drivers;  
- a Member Officer Working Group has been in place to allow for input and discussion between Officers and Members; Reports have been to Area Committees to outline the current situation, discuss future options and feedback has been received and considered.  
- Communication with the public, facilitated by Corporate Communications, is ongoing to help educate on the costs associated with the provision of Off-Street parking, and outlining why parking management matters. |
4.6 The following Risks have been identified as relevant to this matter on a Strategic Level (Directorate Risk Register):

| ISSR002 Regeneration & ISSR008 Economic Development | 1.2 New charging periods, time bands and parking charges within current Pay and Display car parks to be included within schedules to revised Off-Street Parking Order |
| Research shows that good parking management can impact on town centres and regeneration of communities, however, it is one of many factors which influences the vitality and viability of town centres. Any increase in parking charges or reduction or removal of free periods could make our town centre less attractive to visit with the resultant possible downturn in economic vitality. |

*Mitigating measures against this risk have been to put in place charging periods, time bands and parking charges which whilst may be undesirable in some aspects, have positive benefits in others – i.e. encourage stays beyond the current period as good value for money options are presented.*

4.7 The Town Centre First Principle has been considered and a Town Centre First Impact Assessment is attached as Appendix 2.

---

**Stephen Archer**  
**Director of Infrastructure Services**

Report prepared by Lorna Hogg, Parking Officer  
4 June 2019
### APPENDIX 1

#### EQUALITY IMPACT ASSESSMENT

<table>
<thead>
<tr>
<th>Service</th>
<th>Infrastructure Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section</td>
<td>Transportation</td>
</tr>
<tr>
<td>Title of the activity etc.</td>
<td>Outcome of Consultation on The Aberdeenshire Council Off Street Parking Draft Order</td>
</tr>
<tr>
<td><strong>Aims of the activity</strong></td>
<td>Agree that the content of the objections do not establish any grounds for modifying the proposals approved by Full Council on 17 January 2019; and authorise the making and implementation of “The Aberdeenshire Council (Off-Street Parking) Order 2019” outlined in the report.</td>
</tr>
<tr>
<td><strong>Author(s) &amp; Title(s)</strong></td>
<td>Lorna Hogg, Parking Officer</td>
</tr>
</tbody>
</table>

### Stage 2: List the evidence that has been used in this assessment.

<table>
<thead>
<tr>
<th>Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal consultation with staff and other services affected.</td>
</tr>
<tr>
<td>External consultation (partner organisations, community groups, and councils).</td>
</tr>
<tr>
<td><strong>External data (census, available statistics).</strong></td>
</tr>
<tr>
<td>Statutory and Public Consultation</td>
</tr>
</tbody>
</table>
Stage 3: Evidence Gaps.

Are there any gaps in the information you currently hold?

- N/A

Stage 4: Measures to fill the evidence gaps.

What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.

- Measures:
  - N/A
  - Timescale:

Stage 5: Are there potential impacts on protected groups? Please complete for each protected group by inserting “yes” in the applicable box/boxes below.

<table>
<thead>
<tr>
<th>Positive</th>
<th>Negative</th>
<th>Neutral</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age – Younger</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age – Older</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disability</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Race – (includes Gypsy Travellers)</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Religion or Belief</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gender – male/female</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pregnancy and maternity</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sexual orientation – (includes Lesbian/Gay/Bisexual)</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gender reassignment – (includes Transgender)</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marriage and Civil Partnership</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Stage 6: What are the positive and negative impacts?

<table>
<thead>
<tr>
<th>Impacts.</th>
<th>Positive (describe the impact for each of the protected characteristics affected)</th>
<th>Negative (describe the impact for each of the protected characteristics affected)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Stage 7: Have any of the affected groups been consulted?

If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps?

N/A

### Stage 8: What mitigating steps will be taken to remove or reduce negative impacts?

<table>
<thead>
<tr>
<th>Mitigating Steps</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A – no negative impacts</td>
<td></td>
</tr>
</tbody>
</table>

These should be included in any action plan at the back of this form.

### Stage 9: What steps can be taken to promote good relations between various groups?

These should be included in the action plan.

N/A

### Stage 10: How does the policy/activity create opportunities for advancing equality of opportunity?
<table>
<thead>
<tr>
<th>Stage 11: What equality monitoring arrangements will be put in place?</th>
</tr>
</thead>
<tbody>
<tr>
<td>These should be included in any action plan (for example customer satisfaction questionnaires).</td>
</tr>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stage 12: What is the outcome of the Assessment?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please complete the appropriate box/boxes</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>No negative impacts have been identified.</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td><strong>Please fill in Stage 13 if this option is chosen.</strong></td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td><strong>Please fill in Stage 13 if this option is chosen</strong></td>
</tr>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>

* Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

N/A negative impacts have not been identified.
<table>
<thead>
<tr>
<th>1) Service and Team</th>
<th>Infrastructure Services – Transportation – Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>2) Title of Policy/Activity</td>
<td>Outcome of Consultation on The Aberdeenshire Council Off Street Parking Draft Order</td>
</tr>
<tr>
<td>3) <strong>Authors:</strong></td>
<td>I/We have completed the equality impact assessment for this policy/activity.</td>
</tr>
<tr>
<td>Name: Lorna Hogg</td>
<td>Name:</td>
</tr>
<tr>
<td>Position: Parking Officer</td>
<td>Position:</td>
</tr>
<tr>
<td>Date: 22/05/2019</td>
<td>Date:</td>
</tr>
<tr>
<td>Signature:</td>
<td>Signature:</td>
</tr>
<tr>
<td>Name:</td>
<td>Name:</td>
</tr>
<tr>
<td>Position:</td>
<td>Position:</td>
</tr>
<tr>
<td>Date:</td>
<td>Date:</td>
</tr>
<tr>
<td>Signature:</td>
<td>Signature:</td>
</tr>
<tr>
<td>4) Consultation with Service Manager</td>
<td>Name: Martin Hall</td>
</tr>
<tr>
<td>Date: 22/05/2019</td>
<td>Date:</td>
</tr>
<tr>
<td>5) Authorisation by Director or Head of Service</td>
<td>Name: Ewan Wallace</td>
</tr>
<tr>
<td>Position: Head of Transportation</td>
<td>Name:</td>
</tr>
<tr>
<td>Date: 27/05/2019</td>
<td>Position:</td>
</tr>
<tr>
<td>Date:</td>
<td>Date:</td>
</tr>
<tr>
<td>6) If the EIA relates to a matter that has to go before a Committee, Committee report author sends the Committee Report and this form, and any supporting assessment documents, to the Officers responsible for monitoring and the Committee Officer of the relevant Committee. e.g. Social Work and Housing Committee.</td>
<td>Date:</td>
</tr>
<tr>
<td>7) EIA author sends a copy of the finalised form to: eia@abdnshire</td>
<td>Date:</td>
</tr>
</tbody>
</table>

(Equalities team to complete) Has the completed form been published on the website? YES/NO Date:
<table>
<thead>
<tr>
<th>Action</th>
<th>Start</th>
<th>Complete</th>
<th>Lead Officer</th>
<th>Expected Outcome</th>
<th>Resource Implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Aberdeenshire Council recognises that town centres have an important role to play in the sustainable development of local economies.

The Town Centre First Impact Assessment (TCFIA) allows officers in all services to identify the detrimental and beneficial effects that decisions we take may have on our town centres. It will allow officers to consider any implications that council decisions may have on Aberdeenshire’s key town centres. Examples of this include changes to: the provision of civic and community facilities, employment land, retail, residential buildings, cultural assets, transportation, leisure and tourism.

A Town Centre Ambassador has been nominated within your service, you can locate your Town Centre First Ambassador through the Town Centre First Principle Arcadia pages.

<table>
<thead>
<tr>
<th>Project Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Title of Committee Paper</strong></td>
</tr>
<tr>
<td><strong>Service</strong></td>
</tr>
<tr>
<td><strong>Department</strong></td>
</tr>
<tr>
<td><strong>Author</strong></td>
</tr>
<tr>
<td><strong>Have you consulted your Town Centre First Ambassador?</strong></td>
</tr>
</tbody>
</table>

1) Could your Project Paper cause an impact in one (or more) of the identified town centres? – Peterhead, Fraserburgh, Inverurie, Westhill, Stonehaven, Ellon, Portlethen, Banchory, Turriff, Huntly, Banff, Macduff.

Yes – an impact could be caused in Peterhead, Fraserburgh, Inverurie, Stonehaven, Ellon, Banchory, Huntly, Banff.

2) If approved would your project cause an impact (either positive or negative) with regards to the footfall of any of these town centres?

It is possible that footfall of the town centres could be affected by a change in parking tariffs. It is thought that the tariff change should bring positive benefits to town centres by encouraging longer stays in town centres which may assist with the economic vitality of town centres.
3) Please describe the aims of the committee paper?

Agree that the content of the objections do not establish any grounds for modifying the proposals approved by Full Council on 17 January 2019; and authorise the making and implementation of “The Aberdeenshire Council (Off-Street Parking) Order 2019” outlined in the report.

4) What are the positive and negative impacts?

<table>
<thead>
<tr>
<th>Impact</th>
<th>Describe the positive impact?</th>
<th>Describe the negative impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please detail any potential positive and negative impact the project may have on Aberdeenshire’s Key Town Centres.</td>
<td>A change in parking tariffs and time bands may encourage economic activity in town centres by encouraging longer stays.</td>
<td>The removal of the free parking periods may be perceived negatively and reduce turnover of very short stay parking in town centres.</td>
</tr>
</tbody>
</table>

5) What mitigating steps will be taken to reduce or remove negative impacts? If none see Q6

<table>
<thead>
<tr>
<th>Mitigating Steps</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Communication explaining why parking tariffs need to increase; along with visible or well communicated benefits from increased tariffs may mitigate the negative impact.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
6) Set out the justification that the activity can and should go ahead despite the negative impact.

A budget deficit is currently experienced and therefore to continue to maintain and manage our car parks and increased income is required. The negative impact on footfall may occur although, often this is more perceived than actual. In addition, the negative impacts may be outweighed by the positive impact that a change in tariffs and time bands may bring.

<table>
<thead>
<tr>
<th>Question 7: Sign off and Authorisation</th>
</tr>
</thead>
</table>
| 3) **Author:** I have completed the TCIA impact assessment for this policy/ activity. | Name: Lorna Hogg  
Position: Parking Officer  
Date: 22 May 2019  
Signature: |
| 4) Consultation with Service Manager | Name: Martin Hall  
Position: Strategy Manager  
Date: 22 May 2019 |
| 5) Authorisation by Director or Head of Service | Name: Ewan Wallace  
Position: Head of Service (Transportation)  
Date: |
| 6) Have you consulted with your Town Centre First Ambassador? | N/A |
| 7) TCFIA author sends a copy of the finalised form to: tcfia@aberdeenshire.gov.uk | Date Sent: |
ABERDEENSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEENSHIRE COUNCIL (OFF-STREET PARKING) ORDER, 2019

Aberdeenshire Council in exercise of the powers conferred upon it by the Road Traffic Regulation Act, 1984, and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following order:-

1. This order may be cited as “The Aberdeenshire Council (Off-Street Parking) Order, 2019”, and shall come into operation on *DATE* *MONTH* *YEAR*.

2. Definitions

The following expressions have the meanings hereby assigned to them except where the context otherwise requires:-

“the Council” means Aberdeenshire Council incorporated under the Local Government etc (Scotland) Act, 1994 as amended and having their principal office at Woodhill House, Westburn Road, Aberdeen;

“the Act” means the Road Traffic Regulation Act, 1984, as amended;

“order” means The Aberdeenshire Council (Off-Street Parking) Order, 2019 including the Schedule attached thereto;

“notice” means a notice affixed to a vehicle, or handed to driver, in accordance with the terms of Article 5(2) of the order;

“owner” means the person registered as the keeper of the relevant vehicle at the appropriate time with the Driver and Vehicle Licensing Agency in Swansea;

“chargeable hours” means the period indicated as such at any point in the Schedule attached hereto;

“free parking period” means the period of free parking permitted with no return within the period specified in the Schedule to this order;

“cashless parking” means a cashless prepayment made by using digital technology.

“electric vehicle” means any vehicle which uses one or more electric motors for propulsion;

“electric vehicle charging point” means an allocated space in an off-street car park at which an electric vehicle charging post is situated for the purposes of the charging of an electric vehicle;

“goods” means articles of any kind, and includes postal packets of any description and “delivering” and “collecting” in relation to any goods includes checking the goods for the purpose of their delivery or collection;

“light goods vehicle” means a motor vehicle, primarily constructed for the carriage of goods or burden of any description, with a maximum permissible gross vehicle weight (gvw) not exceeding 3.5 tonnes;
“heavy goods vehicle” means a motor vehicle, primarily constructed or adapted for use for the carriage of goods or burden of any description, weighing more than 3.5 tonnes gross vehicle weight (gvw);

“car park” means any area of land or building referred to as such at any point in the Schedule hereto, which area of land or building under the control of the Council in pursuance of the Act for use from time to time as a parking place;

“car park operative” means a person authorised by, or on behalf of, the Council to supervise any car park;

“passenger vehicle” means a motor vehicle constructed or adapted solely for the carriage of the passengers and their effects and adapted to carry not more than eight passengers exclusive of the driver; the expression “passenger vehicle” includes a motor cycle as defined in the Act;

“coach or bus” means a motor vehicle, constructed or adapted solely for the carriage of passengers and their effects, and designed to carry more than eight passengers, exclusive of the driver, and not drawing a trailer as defined in the Act;

“trailer” means a non-motorised carrier designed to be pulled by a vehicle and including a caravan;

“parking space” means a marked space in a car park which is provided for the leaving of a vehicle there;

“residential exemption permit” means a permit issued by the Council in accordance with Article 11 of this order;

“traders exemption permit” means a permit issued by the Council in accordance with Article 12 of this order;

“address” means a household identified in the Electoral Roll or the Council Tax Valuation List as an individual residential property unit;

“ticket” means a ticket issued by a Council ticket issuing machine, or a virtual ticket issued by electronic means, relating to any car park affected by this order;

“ticket issuing machine” means an apparatus designed to indicate the time externally, and to issue numbered vehicle registration specific tickets indicating the free parking period (if any), amount to be paid, the charge paid, the period in respect of which it has been paid, the day and time at which the charge was paid, and incorporating the identification mark of the machine from which the ticket has been issued;

“traffic sign” means a sign of any size, colour and type prescribed by or authorised under, or having effect as if prescribed by or authorised under the Act;

“blue badge holder” means any passenger or light goods vehicle displaying in the relevant position a blue badge in the form prescribed in the Disabled Persons (Badges for Motor Vehicles) Regulations 2000 as amended, issued by a local authority for display on a motor vehicle driven by a disabled person, or used for the carriage of a disabled person or persons for the purpose of parking concessions

“initial charge” means the charge for a vehicle left in an off-street car park during the charging hours for parking in a designated parking bay, for specified users.

“pool car” means a company vehicle that is available for use by one or more employees of the Council.
Unless the contrary shall be established it shall be presumed (notwithstanding that the person may not be an individual) that the owner of the vehicle was also the driver of the vehicle at the relevant time;

Insofar as this order may not provide explicit definition of any term, that term shall be interpreted in accordance with any definition of it in the Act, or otherwise according to common usage.

3. **Use of Off-Street Car Parks**

(1) Subject to Article 12 and 17 of this order each off-street car park shall be used only for parking, and shall be subject to the charging provisions of this order only on such days and during such hours as are specified in the schedule to this order.

(2) Each off-street car park shall be used for parking only by the class or classes of vehicle marked against that car park in the schedule to this order.

4. **Amount and Method of Payment of Initial Charge for Parking in an Off-Street Car Park**

(1) If a vehicle is left in an off-street car park during charging hours, a charge shall be paid in accordance with the provisions of this part of the order, unless the vehicle is exempt from such payment under Article 14, or is subject to a free parking period as specified in the Schedule to this order.

(2) Save as provided in Article 4(1) above, the charge for a vehicle left in an off-street car park during the charging hours shall be referred to as an initial charge and shall be detailed in relation to that car park specified in the Schedule to this order.

(3) Save as provided in Article 4(2) above, the initial charge shall be payable on leaving the vehicle in the off-street car park either by:

   (a) purchasing a pay and display ticket by the insertion into the ticket issuing machine of a combination of coins of the denominations indicated on that ticket issuing machine such that their total value is not less than the appropriate initial charge, as detailed in the Schedule to this order; or

   (b) making a cashless payment by means of a credit or debit card (chip and pin) by insertion into the ticket issuing machine or via mobile phone such that the total value is not less than the appropriate initial charge, as detailed in the Schedule to this order; or

(4) If a ticket issued by the ticket issuing machine is obtained for the vehicle by payment of the initial charge or is in respect of a free parking period, the ticket shall be exhibited on the vehicle, in accordance with the provisions of Article 4. No other ticket issued by a ticket issuing machine shall be exhibited on the vehicle.

(5) A ticket of the kind referred to in Article 4(5) shall:-

   (a) be exhibited on the vehicle in a prominent and conspicuous position.
   (b) show the correct vehicle registration for the vehicle which is parked.
   (c) only be used for display on the vehicle for which it was purchased.
   (d) be valid in any off-street car park in the town where it was purchased during the period for which payment has been made.

5 **Excess Charge in respect of Off-Street Car Parks**

3
(1) A charge amounting to sixty pounds, (which amount is hereinafter referred to as the “excess charge”) shall be payable whether or not any initial charge is payable (in accordance with guidance produced by the local authority) when:-

(a) a vehicle is left in an off-street car park, in respect of which charging is applicable, for longer than the period for which payment of the appropriate initial charge has been made; or

(b) a vehicle is left in an off-street car park during a free parking period, for longer than the period for which free parking is permitted; or

(c) a vehicle which has been left in a car park during a free parking period or in respect of which charging is applicable either (i) exhibits a ticket obtained from the appropriate ticket issuing machine, or (ii) has made a cashless payment indicated on the handheld device, does not do so in accordance with this order; or

(d) a vehicle is left in a car park such that it does not conform with the manner of standing specified in this order; or

(e) the owner of any vehicle has failed to abide by any provision contained in this order; or

(f) a vehicle not eligible to be left in a part of a car park which has been reserved for a particular use in accordance with Article 22 hereto, is so left; or

(g) a vehicle is left in contravention of Article 23 hereto.

(2) In the case of a vehicle in respect of which the excess charge has been incurred, it shall be the duty of the car park operative to attach to the vehicle, in a conspicuous position, or hand to the driver, a notice which shall include:-

(a) the registration mark of the vehicle or, when the vehicle is being used under a trade licence, the number of the trade plate carried by the vehicle;

(b) the time at which the car park operative first notices (i) that in respect of a free parking period or payment of an initial charge, the ticket obtained from the ticket issuing machine has not been exhibited on the vehicle in accordance with the provisions of the order, or (ii) that the vehicle has been left in a car park during charging hours for longer than the period for which payment of the appropriate initial charge has been made or in respect of a free parking period for longer than the free parking period permitted, or (iii) that the vehicle has been parked such that it does not conform with the manner of standing specified in this order; or (iv) an apparent breach of the relevant provisions contained in this order;

(c) a statement that the excess charge of sixty pounds requires to be paid;

(d) the manner in which and the time within which, and also any special conditions according to which, the excess charge should or can be paid; and

(e) a statement that a driver who fails to pay any excess charge shall be guilty of an offence in terms of the Act.

(3) In the case of a vehicle in respect of which the excess charge has been incurred, driving away, or the refusal of the excess charge, a notice will posted to the owner which shall include:-
(a) the registration mark of the vehicle or, when the vehicle is being used under a trade licence, the number of the trade plate carried by the vehicle;

(b) the time at which the car park operative first notices (i) that in respect of a free parking period or payment of an initial charge, the ticket obtained from the ticket issuing machine has not been exhibited on the vehicle in accordance with the provisions of the order, or (ii) that the vehicle has been left in a car park during charging hours for longer than the period for which payment of the appropriate initial charge has been made or in respect of a free parking period for longer than the free parking period permitted, or (iii) that the vehicle has been parked such that it does not conform with the manner of standing specified in this order; or (iv) an apparent breach of the relevant provisions contained in this order;

(c) a statement that the excess charge of sixty pounds requires to be paid;

(d) the manner in which and the time within which, and also any special conditions according to which, the excess charge should or can be paid; and

(e) a statement that a driver who fails to pay any excess charge shall be guilty of an offence in terms of the Act.

6. Restriction on Removal of Tickets and Notices

(1) When a ticket has been exhibited on a vehicle in accordance with the provisions of this order, no person, not being the driver of the vehicle, shall remove the ticket from the vehicle unless authorised to do so by the driver. Further, when a ticket has been exhibited in accordance with the provisions of this order, no person shall transfer such ticket for use on another vehicle.

(2) Where a notice has been attached to a vehicle in accordance with the provisions of this order, no person, not being the driver of the vehicle or a car park operative, shall remove the notice from the vehicle unless authorised to do so by the driver.

(3) Any person contravening the terms of the foregoing sub-paragraphs shall be guilty of an offence.

7. Appeal of an Excess Charge

(1) The excess charge may be appealed within 14 days of the issue of the charge.

(2) Appeals must be made in writing, including electronic.

(3) Once payment has been made appeals will not be considered.

(4) The appeals process in guidance produced by the local authority.

8. Manner of Payment of Excess Charge

(1) The excess charge shall be paid to the Council in the manner, within the time limit specified, and in accordance with any other special conditions and arrangements, as may be specified on the notice attached to the vehicle in terms of this order.

(2) Notwithstanding any possible criminal proceedings arising out of non-payment of the excess charge, the excess charge shall remain recoverable by the Council as a civil debt due by the owner of the vehicle.
9. **Ticket Issuing Machines to be Installed at Off-Street Car Parks**

There shall be at least one ticket issuing machine in or in the vicinity of each off-street car park in respect of which charging is applicable, allowing for the charge to be paid by the means detailed in Article 4 of this order.

10. **Indications on Ticket Issuing Machine Tickets and Handheld Devices**

   (1) The free parking period (if any) and payment of the initial charge period for a vehicle left in an off-street car park shall be indicated by (i) a ticket issuing machine relating to the off-street car parks in the town in which the vehicle has been left, by the issue of a numbered vehicle registration specific ticket, and by the exhibition of that ticket on the vehicle, or (ii) the electronic record of a cashless payment on the handheld device indicating that the relevant initial charge has been made, in accordance with the provisions of this order.

   (2) The expiry of a free parking period and the period for which the initial charge has been paid shall be indicated (i) when there is exhibited on the vehicle a ticket, issued by a ticket issuing machine relating to off-street car parks in the town in which the vehicle has been left, indicating a date and time, and where the time shown on the clock on the said ticket issuing machine is later than the time shown on the ticket, or (ii) a cashless payment has been made and the date and time indicated on the handheld device is later than the time shown on the electronic record of that transaction.

11. **Residential Exemption Permits**

   (1) Residential exemption permits will be made available only in respect of residential properties within a zoned area.

   (2) Changes to zoned areas will be subject to approval by the relevant Area Committee.

   (3) Only two residential exemptions permits per property will be issued, irrespective of the number of people resident in the property at any time.

   (4) Residential exemption permits can be used in any Council off-street car park in the town of the residential exemption permit holder’s registered address.

   (5) Residents of properties where there is a private parking facility will not be eligible for a permit.

   (6) Any residential exemption permit shall be valid only in respect of the vehicle that the permit was issued for.

   (7) A residential exemption permit shall be payable at a cost of sixty pounds from *DATE* *MONTH* 2019 and shall be renewable one year after the date of issue. The cost of residential exemption permits shall be subject to review.

   (8) The appropriate officer of the Council shall require sight of any suitable documentation in connection with the need to determine whether or not an applicant to hold a residential exemption permit is eligible to do so.

   (9) In the event of failure to produce the necessary relevant documentation then the Council shall be entitled to refuse to issue a residential exemption permit for that person.
(10) Residential exemption permits will be electronic and will not be required to be displayed.

(11) All residential exemption permits shall be issued at the discretion of the local authority and any refusal will be issued in writing with accompanying reasons.

(12) Any decision to refuse a residential exemption permit may be appealed in writing and will be subject to the appeals process outlined in guidance produced by the local authority.

12. Traders Exemption Permits

(1) An application for a traders exemption permit can be made to the Council in writing by traders. Applicants should meet the general principles of;-

(a) provision of a service that is not currently provided by premises in the local town centre.

(b) there is persistent difficulty in getting parked on the streets in the local town centre.

(c) there is parking available in the local town centre car parks.

(2) Applications will be determined in accordance with guidance produced by the local authority.

(3) A traders exemption permit shall be payable at a cost of two hundred and fifty pounds per annum per car park (where charges apply as specified in the Schedule to this Order) and will permit commercial activities to be held by traders in off-street car parks in specified towns.

(4) The appropriate officer of the Council shall require sight of any suitable documentation in connection with the need to determine whether or not an application to hold a traders exemption permit is eligible to do so.

(5) In the event of failure to produce the necessary relevant documentation then the Council shall be entitled to refuse to issue a traders exemption permit for that person.

(6) Traders exemption permits will be electronic and will not be required to be displayed.

(7) All residential exemption permits shall be issued at the discretion of the local authority and any refusal will be issued in writing with accompanying reasons.

(8) Any decision to refuse a residential exemption permit may be appealed in writing and will be subject to the appeals process outlined in guidance produced by the local authority.

13. Manner of Standing in Off-Street Car Parks

(1) Vehicles, including motorcycles, left in an off-street car park where stalls are marked shall only use that off-street car park by parking within a stall, and shall so stand that every part of the vehicle is within the limits of that stall.

(2) Where the vehicle is larger than the stall an exception will be made providing the vehicle is still parked considerately.
14. Exemptions from Parking Charges and Time Limits

(1) If at the time when a vehicle is left during the charging hours in an off-street car park, there are signs on all of the ticket issuing machines relating to that off-street car park placed by any person duly authorised by the Council indicating that the ticket issuing machines are out of order, then the provisions of this order will be suspended but only in regard to payment of the initial charge and only until the end of the charging period.

(2) A vehicle holding a residential exemption permit (as provided for in Article 11 of this order) valid for off-street car parks in that town, shall be exempt from the payment of any charge or from compliance with any limitation of time during which a vehicle may be left in an off-street car park specified in this order.

(3) A vehicle holding a traders exemption permit (as provided for in Article 12 of this order) valid for off-street car parks in specific towns, shall be exempt from the payment of any charge or from compliance with any limitation of time during which a vehicle may be left in an off-street car park specified in this order.

(4) Any vehicle with the permission of any person duly authorised by, or on behalf of, the Council,

(5) A blue badge holder shall be exempt from payment of any charge, and from compliance with any limitation of time, in respect of any off-street car park specified in this order.

15. Removal of Vehicles etc from Off-Street Car Park

(1) When a vehicle is left in any off-street car park in contravention of any of the provisions of this order, a person authorised in that behalf, by or on behalf of the Council, may remove, or arrange to have removed, the said vehicle from the car park. When a vehicle is left in an off-street car park, in a position other than a position in which it may wait in accordance with this order, a person authorised in that behalf by, or on behalf of, the Council may alter or cause to be altered the position of the vehicle. The Council may, by written notice, require the owner of such vehicle to remove the vehicle from an off-street car park, or from any place to which it has been removed for safe custody. If the owner fails or refuses to comply with the notice within a period of six weeks from the date of service of the notice the vehicle will be deemed to have been abandoned by the owner and thereafter any person authorised in that behalf by, or on behalf of, the Council may dispose of the said vehicle. Any sum recovered therefor, in excess of the parking charges incurred, the costs of disposal and of any other relative sums, will be payable to the owner on application to the Council, and any deficiency arising will be payable by the owner to the Council.

(2) Any person removing or altering the position of any vehicle by virtue of this Article may do so by towing or driving the vehicle or moving it in such other manner as he or she may think necessary; and he or she may take such measures in relation to the vehicle as may be necessary to enable its removal or the alteration of its position, as the case may be; provided that in the event of any vehicle being removed from any off-street car park, such person shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle.
The Council will not be liable for any unavoidable damage arising out of the said removal of the vehicle.

Where a trailer or obstruction, such as building materials or waste, has been left in an off-street car park for a period exceeding twenty-four hours, the Council may, by written notice, require the owner of such trailer or obstruction to remove the trailer or obstruction from an off-street car park. If the owner fails or refuses to comply with the notice within a period of seven days from the date of service of the notice the trailer or obstruction will be deemed to have been abandoned by the owner and any person authorised by, or on behalf of the Council may dispose of the trailer or obstruction. Any sum recovered therefor, in excess of the parking charges incurred, the costs of disposal and of any other relative sums, will be payable to the owner on application to the Council, and any deficiency arising will be payable by the owner to the Council.

Where a trailer has been left in contravention of Article 19 hereto or where any obstruction such as building material or waste material has been left in an off-street car park and the Council, after reasonable efforts to ascertain the owner of any trailer or obstruction, is unable to ascertain the owner the Council may remove the trailer or obstruction, provided the trailer or obstruction has been occupying a parking space or spaces in the off-street car park for a period exceeding seven days and may thereafter dispose of the trailer or obstruction. Any costs incurred may be recovered by the Council should the owner be identified at a later date.

Movement of Vehicles etc in Off-Street Car Parks in Emergencies

A police officer or any person duly authorised by the Council, may, in case of emergency, move or cause to be moved, to any place thought fit, any vehicle, trailer or obstruction left in an off-street car park.

Restrictions on use of Off-Street Car Parks

No person shall, except with the permission of any person duly authorised by, or on behalf of, the Council, drive any vehicle in any off-street car park other than for the purpose of leaving that vehicle in the off-street car park in accordance with the provisions of this order, or for the purpose of departing from the car park.

Where in any off-street car park signs are erected or surface markings laid for the purpose of indicating (a) the entrance to or exit from the off-street car park or (b) that a vehicle using the off-street car park shall proceed in a specified direction within the car park, no person shall drive, or cause or permit to be driven, any vehicle (i) so that it enters the off-street car park otherwise than by an access so indicated, or (ii) in a direction other than that specified, as the case may be.

The driver of any vehicle shall not permit the said vehicle to wait in any off-street car park so as to obstruct the entry, exit or movement of any other vehicle.

No person, without the permission of the Council in writing, shall use a vehicle, while it is in an off-street car park, in connection with the sale of any article to any person or persons, in or near the car park, or in connection with the selling, offering for hire, or other availability, of the skill or services of any individual or organisation.

No person shall use any part of an off-street car park or any vehicle left in an off-street car park for sleeping, camping or cooking purposes, other than with the authorisation of the Council in accordance with the provisions of Article 20.
(6) No person shall permit any vehicle to wait in any off street car park unless the said vehicle is licensed in accordance with relevant statutory requirements and unless there is, in relation to the use thereof by the driver, such policy of insurance as complies with relevant statutory requirements.

(7) No person shall repair or service any vehicle or part thereof, in an off-street car park, other than is reasonably necessary to enable that vehicle to depart from the off-street car park, nor shall any person wash any vehicle in an off-street car park.

(8) No person shall ply for hire or accept passengers for hire in an off-street car park.

(9) In an off-street car park no person shall:-

(a) erect or cause or permit to be erected any tent, booth, stand, building or other structure without written consent of the Council; or

(b) light or cause or permit to be lit any fire; or

(c) dump or dispose of rubbish or litter other than in designated bins where provided; or

(d) act in an antisocial manner such as to cause alarm or distress; or

(e) hold or permit to be held upon the premises any political canvassing or meetings.

18. Restriction of Waiting of Vehicles in Off-Street Car Parks

Without prejudice to the foregoing provisions of this order with respect to vehicles which are left in an off-street car park in accordance with those provisions, any vehicle of the type specified hereunder may, subject as hereunder, wait anywhere on the aisles of an off-street car park, other than an off-street car park or part of an off-street car park the use of which has been suspended:-

(a) a light goods or heavy goods vehicle, provided it does not cause an obstruction, waiting for so long as may be reasonably necessary for the purpose of delivering or collecting goods or merchandise, including the removal of furniture, or the loading or unloading of the vehicle at premises adjacent to the off-street car park in which the vehicle is waiting, provided that the vehicle does not so wait for more than thirty minutes, or such longer period as a police officer or a car park operative may authorise, or

(b) a vehicle used for fire brigade purposes, or an ambulance or a vehicle (other than a passenger vehicle) in the service of a local authority or statutory undertaker, or a vehicle in the service of a police force, in each case being used in pursuance of statutory powers and duties.

19. Restriction on the Parking of Trailers in Off-Street Parks

Nothing in this order shall prevent the parking of trailers in accordance with the provisions of the order subject to the following:-

(a) no person shall permit any trailer or caravan to wait in a parking space in an off-street car park for a continuous period exceeding twenty-four hours.

20. Powers to Suspend or Reserve Use of Car Parks
(1) An annual list of local events to be held in specified off-street car parks and requiring the suspension or reserved use of the car park shall be circulated to the relevant Area Manager and Ward Members.

(2) For all other events including one-off events any person duly authorised by the Council may suspend or reserve the use of an off-street car park, or any part thereof, whenever and for such period as is considered reasonable and shall duly inform the local Ward Members and the relevant Area Manager.

(3) Any person suspending or reserving the use of an off-street car park or any part thereof in accordance with the provisions of the immediately preceding paragraph, shall place or cause to be placed in or adjacent to that car park, or the relevant part thereof, a sign or signs indicating that waiting is prohibited.

(4) No person shall cause or permit a vehicle to be left in any part of an off-street car park, during such period as there is, in or adjacent to that part of the car park, a sign of pursuance of the immediately preceding paragraph. Provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for the fire brigade, ambulance or police purposes to be left in any part of a car park during such period referred to in this paragraph, or any other vehicle to be so left if that vehicle is left with the permission of:-

(i) the person suspending or reserving the use of the off-street car park or part thereof in pursuance of this order, or

(ii) a police officer.

21. Powers to Install Ticket Issuing Machines and Carry out Other Works

The Council may:-

(a) install, in such positions in or in the vicinity of an off-street car park as they may think fit, such ticket issuing machines and cashless parking information signs as are required by this order for the purposes of that off-street car park; and

(b) carry out such other work as is authorised by this order, or is reasonably required for the purposes of the satisfactory operation of a car park.

22. Reservation of Spaces for Blue Badge Holders and Electric Vehicles

(1) The Council may reserve in any of the car parks affected by this order a suitable number of spaces for vehicles displaying in each case a disabled person’s badge issued by a local authority in exercise of its powers under Section 21(1) of The Chronically Sick and Disabled Persons’ Act, 1970, and no person shall cause or permit any vehicle to wait in such a space, at any time, without displaying such a badge.

(2) The Council may reserve in any of the car parks affected by this order a number of spaces for the charging of electric vehicles. An electric vehicle may only be left in a space reserved for such vehicles during the period taken to charge the vehicles battery. An appropriate ticket will be required where the space reserved is within a car park where parking restrictions or charges apply.

(3) The Council may reserve in any of the car parks affected by this order a number of bays for use by Pool vehicles. Pool vehicles must be registered electronically with
the appropriate officer of the Council. Any pool car bays are only to be used by the registered pool vehicles.

(4) The Council may reserve in any of the car parks affected by this order a number of bays for use as loading bays, coach/bus parking, motorcycle parking, lorry parking or any other specified reason.

23. Penalties

Any person contravening or failing to comply with any of the provisions of this order shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 2 on the standard scale.

24. Guidance

The local authority will produce guidance outlining policy and procedure on the use of off street car parks operated and managed by the Council. This document will cover discounts, permits and appeals. This guidance will be subject to review.

25. Upon the coming into effect of this order any provision of any other order made or having effect, as if made, under the Road Traffic Regulation Act, 1984 and existing at the time when this order comes into effect, which provision imposes conditions of use of any of the car parks referred to in this order and the schedule relating hereto is hereby revoked.

Given under the Seal of the Aberdeenshire Council on the *DATE* day of *MONTH*, Two Thousand and *YEAR*.

__________________________ Principal Solicitor (Representation)
SCHEDULE 1

OFF STREET CAR PARKS – BANFF AND BUCHAN AREA

A. Car Parks with Parking Charges/Restrictions

**Chargeable hours:**
Monday to Saturday
8am to 5pm

<table>
<thead>
<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1 hours</td>
<td>£0.50</td>
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<tr>
<td>1 - 2 hours</td>
<td>£1.00</td>
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<td>2 - 5 hours</td>
<td>£3.00</td>
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<tr>
<td>&gt; 5 hours</td>
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<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Vehicle Classes*</th>
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<td>Market Close</td>
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<tr>
<td></td>
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<td></td>
<td>Trinity</td>
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<tr>
<td>Fraserburgh</td>
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B. Car Parks without Parking Charges

<table>
<thead>
<tr>
<th>Town/Village</th>
<th>Location</th>
<th>Vehicle Classes*</th>
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<td></td>
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* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles

__________________________  Principal Solicitor (Representation)
SCHEDULE 2

OFF STREET CAR PARKS - BUCHAN AREA

A. Car Parks with Parking Charges/Restrictions

Chargeable hours:
Monday to Saturday
8am to 5pm

<table>
<thead>
<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
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<td>0 - 1 hours</td>
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B. Car Parks without Parking Charges

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* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles

__________________________  Principal Solicitor (Representation)
SCHEDULE 3
OFF STREET CAR PARKS – FORMARTINE AREA

A. Car Parks with Parking Charges/Restrictions

Chargeable hours:
Monday to Saturday
8am to 5pm

<table>
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<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
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<tbody>
<tr>
<td>0 - 1 hours</td>
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<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Vehicle Classes*</th>
<th>Free Parking Period (No Return within 2 hours of expiry)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellon</td>
<td>Ellon Square (East)</td>
<td>1, 2, 5</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Ellon Square (West)</td>
<td>1, 2, 5</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Market Street</td>
<td>1, 2, 5</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Schoolhill</td>
<td>1, 2, 5</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Station Road (East)</td>
<td>1, 2, 5</td>
<td>N/A</td>
</tr>
<tr>
<td>Oldmeldrum</td>
<td>Cowgate</td>
<td>1, 2, 5</td>
<td>2 hours – Display of Parking Disc Required</td>
</tr>
<tr>
<td></td>
<td>The Square</td>
<td>1, 2, 5</td>
<td>2 hours – Display of Parking Disc Required</td>
</tr>
<tr>
<td>Turriff</td>
<td>High Street</td>
<td>1, 2, 5</td>
<td>2 hours – Display of ticket from machine required</td>
</tr>
</tbody>
</table>

B. Car Parks without Parking Charges

<table>
<thead>
<tr>
<th>Town/Village</th>
<th>Location</th>
<th>Vehicle Classes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collieston</td>
<td>Collieston Car Park</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>Ellon</td>
<td>Ellon Park &amp; Ride</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td></td>
<td>Golf Road</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Station Road (West)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Fyvie</td>
<td>Fyvie Bus Hub</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Methlick</td>
<td>Methlick Car Park</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Newburgh</td>
<td>Ythan Bridge (South)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Oldmeldrum</td>
<td>Baker Street</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Commercial Road</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Oldmeldrum Transport Mini-Hub</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Pitmedden</td>
<td>Aberdeen Road</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Tarves Road</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Rothienorman</td>
<td>Rothienorman Car Park</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>Tarves</td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Turriff</td>
<td>Bowling Green</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Castle Street</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Victoria Terrace (Crown Street)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>The Square (all 4 Quadrants)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>The Wynd</td>
<td>1, 2, 5</td>
</tr>
</tbody>
</table>

* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles
SCHEDULE 4

OFF STREET CAR PARKS – GARIOCH AREA

A. Car Parks with Parking Charges/Restrictions

**Chargeable hours:**
Monday to Saturday
8am to 5pm

<table>
<thead>
<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1 hours</td>
<td>£0.50</td>
</tr>
<tr>
<td>1 - 2 hours</td>
<td>£1.00</td>
</tr>
<tr>
<td>2 - 5 hours</td>
<td>£3.00</td>
</tr>
<tr>
<td>&gt; 5 hours</td>
<td>£5.00</td>
</tr>
</tbody>
</table>

**Town** | **Location** | **Vehicle Classes**
--- | --- | ---
Inverurie | Burn Lane | 1, 2, 5  
| High Street | 1, 2, 5  
| Market Place | 1, 2, 5  
| Station Road | 1, 2, 5  
| The Square | 1, 2, 5  

B. Car Parks without Parking Charges

<table>
<thead>
<tr>
<th>Town/Village</th>
<th>Location</th>
<th>Vehicle Classes</th>
</tr>
</thead>
</table>
| Inverurie    | Burn Lane (North End) | 1, 2, 5  
| Inverurie    | Golf Terrace | 1, 2, 5  
| Inverurie    | Martin Road | 1, 2, 5  
| Inverurie    | Railway Station | 1, 2, 5  
| Kemnay       | Aquithie Road | 1, 2, 5  
| Kintore      | The Square | 1, 2, 5  
| Kirkton of Skene | Kirkton of Skene Car Park | 1, 2, 3, 4, 5  

* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles

_________________________  Principal Solicitor (Representation)
SCHEDULE 5

OFF STREET CAR PARKS – KINCARDINE AND MEARNS AREA

A. Car Parks with Parking Charges/Restrictions

Chargeable hours:
Monday to Saturday
8am to 5pm

<table>
<thead>
<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1 hours</td>
<td>£0.50</td>
</tr>
<tr>
<td>1 - 2 hours</td>
<td>£1.00</td>
</tr>
<tr>
<td>2 - 5 hours</td>
<td>£3.00</td>
</tr>
<tr>
<td>&gt; 5 hours</td>
<td>£5.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Vehicle Classes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stonehaven</td>
<td>Market Square</td>
<td>1, 2, 5</td>
</tr>
</tbody>
</table>

B. Car Parks without Parking Charges

<table>
<thead>
<tr>
<th>Town/Village</th>
<th>Location</th>
<th>Vehicle Classes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cairn O’Mount</td>
<td>Cairn O’Mount Car Park</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td>Crawton</td>
<td>Golf Terrace</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Fettercairn</td>
<td>The Cross</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td>Inverbervie</td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Johnshaven</td>
<td>The Square,</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>Laurencekirk</td>
<td>High Street (Charter Lane)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>High Street (Masonic Hall)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>High Street (North)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Railway Station</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Robson Car Park</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Ruddiman Drive</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Portlethen</td>
<td>Railway Station</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Stonehaven</td>
<td>The Backies</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Baird Park</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Beach Promenade</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Railway Station</td>
<td>1, 2, 5</td>
</tr>
</tbody>
</table>

* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles

______________________________________________  Principal Solicitor (Representation)
SCHEDULE 6
OFF STREET CAR PARKS – MARR AREA

A. Car Parks with Parking Charges/Restrictions

**Chargeable hours:**
Monday to Saturday
8am to 5pm

<table>
<thead>
<tr>
<th>Time Band/ Parking Period (per day – no carry over)</th>
<th>Parking Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1 hours</td>
<td>£0.50</td>
</tr>
<tr>
<td>1 - 2 hours</td>
<td>£1.00</td>
</tr>
<tr>
<td>2 - 5 hours</td>
<td>£3.00</td>
</tr>
<tr>
<td>&gt; 5 hours</td>
<td>£5.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Vehicle Classes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banchory</td>
<td>Bellfield (North)</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td></td>
<td>Scott Skinner Square</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Huntly</td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
</tbody>
</table>

B. Car Parks without Parking Charges

<table>
<thead>
<tr>
<th>Town</th>
<th>Location</th>
<th>Vehicle Classes*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aboyne</td>
<td>Shopping Centre</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Station Square (Front)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Station Square (Rear)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Alford</td>
<td>Montgarrrie Road</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td>Ballater</td>
<td>Church Square</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td></td>
<td>Station Square (Front)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Station Square (Rear)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Banchory</td>
<td>Bellfield (North) (24 spaces)</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td></td>
<td>Bellfield (South)</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Bridge of Feugh</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td></td>
<td>Bridge Street</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Town Hall</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Braemar</td>
<td>Balnellan Road</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>The Mews</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>Huntly</td>
<td>Gordon Street</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Linden Centre</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Nelson Street</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td></td>
<td>Market Muir</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td></td>
<td>East Park Street</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td>Kincardine O’Neil</td>
<td>Village Hall</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Lumphnan</td>
<td>Lumphnan Car Park,</td>
<td>1, 2, 3, 4, 5</td>
</tr>
<tr>
<td>Tarland</td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
<tr>
<td>Torphins</td>
<td>The Square</td>
<td>1, 2, 5</td>
</tr>
</tbody>
</table>

* Vehicle Classes: 1 – Passenger Vehicle; 2 – Light Goods Vehicle; 3 – Heavy Goods Vehicle; 4 – Buses/Coaches; 5 – Motorcycles
Principal Solicitor (Representation)
OFF-STREET PARKING – BANFF AND BUCHAN

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Banff and Buchan area are as follows:

BANFF CAR PARK: Carmelite Street, Market Close, St Mary’s (West), Trinity
- Remove the free 60-minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking period and tariff for 2-5 hours of £3.00. This would replace the existing parking period and tariffs for 2-3 hours of £2 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- The chargeable period from 8am to 6pm Monday to Saturday will be reduced to 8am to 5pm, except for St Mary’s (West) where free car parking on Saturdays will be removed and will also change to 8am to 5pm.
- The tariffs will be inclusive of the cashless parking convenience charge.

FRASERBURGH CAR PARK: Hannover Street South (North Section), Mid Street, Saltoun Square
- Remove the free 60-minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Fridays and 8am to 10am on Saturday to 8am to 5pm Monday to Saturdays
- Removal of free parking in all car parks on the 4 Saturdays before Christmas being written into the Schedule to the Order.
- The tariffs will be inclusive of the cashless parking convenience charge.
The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/

Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

Head of Service, Legal and Governance
Woodhill House, Westburn Road, Aberdeen, AB16 5GB
OFF-STREET PARKING – BUCHAN

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Buchan area are as follows:

PETERHEAD CAR PARKS: Broad Street, Maiden Street, Prince Street, Threadneedle Street
- Remove the free 60-minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 3pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.
- Transport Interchange Car Park to be added to the Order. This will be a free car park.

NEW DEER CAR PARK: The Square
- To be removed from the Order as it is no longer managed by Aberdeenshire Council.

The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/.

Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.
OFF-STREET PARKING – FORMARTINE

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Formartine area are as follows:

ELLON CAR PARKS: Ellon Square (East), Ellon Square (West), Market Street, Schoolhill, Station Road (East)
- Remove the free 30-minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.
- Ellon Park and Ride Car Park to be added to the Order. This will be a free car park.

OTHER CAR PARKS
- Fyvie Bus Hub to be added to the Order. This will be a free car park.
- Oldmeldrum Transport Mini-Hub to be added to the Order. This will be a free car park.
- Victoria Terrace to be renamed from Crown Street to be more reflective of the location.

The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/
Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

Head of Service, Legal and Governance
Woodhill House, Westburn Road, Aberdeen, AB16 5GB
OFF-STREET PARKING – GARIOCH

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Garioch area are as follows:

INVERURIE CAR PARKS: Burn Lane (the current Pay and Display sections), High Street, Market Place, Station Road, The Square
- Remove the free 30 minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2.00 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.
- Railway Station and Victoria Street car parks to be removed from the Order. These car parks are no longer managed by the Transportation Service of Aberdeenshire Council.

The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/.

Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

Head of Service, Legal and Governance
Woodhill House, Westburn Road, Aberdeen, AB16 5GB
OFF-STREET PARKING – KINCARDINE & MEARNS

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Kincardine & Mearns area are as follows:

STONEHAVEN CAR PARK: Market Square
- Remove the free 30 minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2.00 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.

The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/

Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

Head of Service, Legal and Governance
Woodhill House, Westburn Road, Aberdeen, AB16 5GB
OFF-STREET PARKING – MARR

“The Aberdeenshire Council (Off-Street Parking) Order, 2019” is being proposed under the Road Traffic Regulation Act, 1984.

This will be a single Off-Street Parking Order for the whole of Aberdeenshire rather than 6 area based orders.

The new changes proposed for the Marr area are as follows:

BANCHORY CAR PARKS: Bellfield (North), Scott Skinner Square
- Remove the free 45 minute parking period (with no return within 2 hours included in the conditions) and replace with a 50 pence charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2.00 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.
- Bridge Street Car Park to be removed as a car park with parking charges/restrictions as this has never been made operational on the ground. This car park will be added to the Order as a car park without a parking charge.

HUNTLY CAR PARK: The Square
- Replace the current parking tariff for 0-1 hours of £0.60 with a £0.50 charge for 0-1 hour.
- Introduce a new parking tariff for 1-2 hours of £1.00. This would replace the existing tariff for 0-2 hours of £1.20.
- Introduce a new parking tariff for 2-5 hours of £3.00. This would replace the existing tariffs for 2-3 hours of £2.00 and over 3 hours of £5.00.
- There will be no increase to the tariff in Pay and Display car parks for periods exceeding 5 hours as the existing parking period and tariff for over 3 hours for £5.00 will be replaced with a parking period and of over 5 hours for £5.00.
- Change in the chargeable period from 8am to 6pm Monday to Saturday to 8am to 5pm Monday to Saturday.
- The tariffs will be inclusive of the cashless parking convenience charge.

OTHER CAR PARKS
- Station Square, Ballater Car Park to be detailed in the Order as Station Square (Front) and Station Square (Rear) as they are two separate car parks but previously only referred to as one.
- The Square, Tarland and The Square, Torphins Car Parks to be added to the Order as car parks without a parking charge. These car parks were omitted from the 2014 Order.

The new Off-Street Parking Order will also have material changes to the terms and conditions of off-street parking.

Full details of the proposals are in the draft order which, together with a statement of the Council’s reasons for proposing to make the order, may be examined during normal office hours at: Woodhill House, Westburn Road, Aberdeen (contact Lorna Hogg on 01467 536411) and online at any Aberdeenshire Library via https://www.aberdeenshire.gov.uk/roads-and-travel/roads/traffic-management/traffic-measures/

Anyone wishing to object should send details of the grounds for objection in writing to the undersigned or via the above website from 25 March 2019 until 15 April 2019. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

Head of Service, Legal and Governance
Woodhill House, Westburn Road, Aberdeen, AB16 5GB
To address issues which have arisen, technological changes or unnecessary procedural detail that have come to light since the last revision. The changes to charges are to address an ongoing budget deficit of £244,000 per year, encourage longer dwell time in town centres to support economic activity and reduce confusion of differing charging periods and tariffs.

This Consultation is on changes to the following Off Street Parking Orders:

- The Aberdeenshire Council (Banff and Buchan) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Buchan) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Garioch) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Formartine) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Kincardine and Mearns) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Marr) (Off-Street Parking) Order 2014
- The Aberdeenshire Council (Oldmeldrum) (Off-Street Parking) Order 2014

These are to be replaced with a single “The Aberdeenshire Council (Off-Street Parking) Order, 2019”.

The area based Orders were introduced to allow for more flexibility to adapt car parking regimes to local needs. In practice this has caused confusion for the public and unrest between communities.
APPENDIX 4 - LIST OF STATUTORY CONSULTEES

Aberdeenshire Disability Action
Cyclists Touring Club
Aberdeenshire Council Public Transport Unit
Royal Automobile Club (RAC)
The Automobile Association (AA)
Freight Transport Association
Road Haulage Association
Scottish Fire and Rescue Service
Scottish Ambulance Service
Police Scotland

Local Community Safety Groups
Banff and District Community Safety Group
Fraserburgh and District Community Safety Group
Buchan Community Safety Group
Garioch Community Safety Group
Kincardine and Mearns Community Safety Group
South Marr Community Safety Group

Community Councils
New Aberdour, Tyrie and Pennan
Alvah and Forglen
Banff and Macduff
Cornhill and Ordighuill
Fordyce/Sandend and District
Fraserburgh
Invercairn
King Edward and Gamrie
Portsoy and District
Rathen, Memsie and District
Rosehearty
Whitehills and District
Boddam
Buchan East
Cruden
Deer
Longside and District
Mintlaw and District
New Pitsligo
Peterhead
Strichen and District
Auchterless and Inverkeithny
Belhelvie
Slains and Collieston
Ellon
Foveran
Fyvie, Rothie and Monguhitter
Meldum and Bourtie
Methlick
Tarves
Turrif and District
Udny
Ythan
Bennachie
Cluny, Midmar and Monymusk
Echt und Skene
Fintray and Kinellar
Inverurie
Kemnay
Kintore and District
Newmacher
Westhill and Elrick
Arbuthnott
Benholm and Johnshaven
Catterline, Kinneff and Dunnottar
Crathes, Drumoak and Durris
Gourdon
Mearns
Newtonhill, Muchalls, Cammachmore
North Kincardine
Portlethen and District
Royal Burgh of Inverbervie
Stonehaven and District
Ballater and Crathie
Banchory
Birse and Ballogie
Braemar
Cromar
Donside
Feughdee West
Finzean
Huntly
Lumphanan
Mid Deeside
Strathbogie
Tap O’Noth
Torphins

**Access Panels**
Aberdeenshire North Access Panel
Aberdeenshire South Access Panel
Aberdeenshire Central Access Panel

**Business Associations**
Ellon Traders
Huntly Business Association
Huntly & District Tourism Action group
Inverurie Business Association
Turriff Business Association
Westhill Business Network
Stonehaven Towns Partnership
Stonehaven Business Association
Laurencekirk Development Trust
Banchory Business Association
Ballater Business Association
Huntly and District Development Trust
Business Improvement Districts
WeAreInverurie
Rediscover Peterhead
<table>
<thead>
<tr>
<th>Reference</th>
<th>Group represented</th>
<th>Issues raised/ comments</th>
<th>Response/Action</th>
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</table>
| 1         | Bennachie Community Council        | Thank you for your email dated 10 February 2019. As you may be aware Bennachie Community Council (BCC) represents the parishes of Chapel of Garioch (part), Culsamond, Insch, Oyne, Premnay, Leslie and Rayne. BCC is disappointed to note the proposed changes to parking charges, particularly the removal of the 30 minutes free parking. Parking charges such as these disproportionately impact rural residents as town residents are likely to be within walking distance of shops, banks, etc and/or are also able to access bus services. There are very few bus routes servicing the majority of the parishes we represent and this has been made worse by the proposed changes to Stagecoach Bluebird timetables and the significant cuts to the Dial-a-Bus service in our area. This service was specifically put in place to provide rural inhabitants with a transport link to bus/train stations. The consequence of these changes means that the majority of rural inhabitants have no option other than to use a car. BCC is of the opinion that it is completely inappropriate for rural residents to be penalised with parking charges when they have no option but to use a car. All residents with Aberdeenshire pay their taxes and there needs to be an equitable service provision for all. BCC looks forward to receiving a response from Aberdeenshire Council. | Thank you for the recent comments from Bennachie Community Council regarding the proposed Off Street Parking Order. I wish to clarify some points as follows:  
- Free parking will still exist. Charges are not being put in place on the street or in any car park where charges do not currently apply. Using a car park where charges apply will be a choice for users to make if they wish to use the accessible and convenient parking.  
- The taxes paid by residents of Aberdeenshire do not contribute to the parking budget. There is a commitment that parking should not be subsidised. To do so would require funds to be taken from other already stretched services. The most equitable and fair way to provide a parking service is to directly charge those who use it. The objections you have provided have been considered at this stage and have not resulted in any changes to the proposals that have gone forward to the Public Advertisement stage. |
| 2 | ReDiscover Peterhead – Peterhead Business Improvement District (BID) | Further to your letter of 10 February I write, as representative and chair of Rediscover Peterhead, BID company, to advise you of our view on Aberdeenshire Council’s proposed changes to car park charges in the town.
As a precursor, we as an organisation met with Cllr Peter Argyll prior to the recent infrastructure committee meeting to also give our views. We saw the proposed revised charges as a fairly blunt response to an apparent budget deficit for car parks, without any analysis of each town particular circumstances or the likely impact of the proposed changes. Also I went back to Aberdeenshire Council’s Town Centre First Principle as this is a very commendable initiative that is being distilled out into all departments. I quote from the document: ‘We commit to: A collaborative approach which understands and underpins the long term plan for each town centre.’
I will comment on the various proposals for the four car parks you have noted in Peterhead town:
1 Removal of the free 60 minute parking period. From your own analysis of tickets in the car parks the free periods are the most used component of the car parks – 80% we are advised and an increase usage I am advised in excess of 200% since introduction. This demonstrates the need and indeed backs up AC original theory that this would ‘encourage people to use our town centres’.* Since that time AC have adopted a Town | Unless you wish to withdraw your objections these will be taken forward to Infrastructure Services Committee for consideration, along with all other objections. |
Centre first policy and indeed Rediscover Peterhead has been established, both initiatives exist to serve the town centre and improve the viability for the future. The Town Centre First policy actually states that the footfall of the town centre could be affected by a change in parking tariffs. *Quote from Peter Argyll’s email to RP of 11 December 2018

As we advised Peter Argyll the town centre business surveyed and those we spoke to all bar one, are of the view that the free period should be retained at all cost, to avoid a real impact on those businesses. Peter’s email also suggested that Yorkshire Forward’s research found that any new ‘parking arrangements’ were simply accepted and again I take issue with this as Peterhead is not Yorkshire and each town is unique. For example the public have a choice in Peterhead to pick up say a prescription from a town centre chemist finding a parking space on the street or parking in one of the car parks – both options free at the moment.

We fear that simple visits like that, that can lead to spin-off purchases in other business will lose out as it is easier and cheaper to visit a non-town centre chemist in say Clerkhill.

Your own letter of 10 February states that the charge for a 0-2 hour period (as opposed to a free hour) will encourage dwell times. I have to say I don’t believe that the public or the businesses have been surveyed in this theory, so really should be put to one side. The comment regarding reducing confusion on differing charging periods should also be discounted – the popular use of the free period, whilst still obtaining a ticket, proves there is no confusion in the public’s mind.
2. Change in the chargeable period from 8 am to 3 pm Monday to Saturday to 8 am to 5 pm
We see this as simply being introduced to standardise parking charges over the whole of the shire, regardless of town, location, situation etc. In Peterhead to-date the post 3 pm parking demand is relatively small so we are not sure what revenue will be derived from that period, but it will increase the charge for anyone staying beyond the 5 hours or 3 pm. If however you wish to standardise the parking over the shire, what about providing 50% of the spaces free in these car parks as say Banff. York Street car park is free, but is out of the actual town centre and our BID area, and is virtually ‘sterilised’ between 9-5 as it used predominantly by council employees from Buchan House.

Other issues
We welcome the potential introduction of easier methods of payment (contactless or similar) to make it easier for the public to obtain their ticket etc and understand this will be rolled out at an early date. Another parking initiative, ParkingPerx, may have merit, but looks to be funded by the town centre businesses via a loyalty scheme and I feel this is a diversion from the main considerations here.

At our meeting with Peter Argyll we briefly touched on broader parking traffic issues in Peterhead namely:
Lack of policing and enforcement of 45 min on street parking
Lack of policing and enforcement of illegal parking on Chapel Street
Lack of policing and enforcement of illegal driving in Marischal Street
All the above contributing to the overall reduction in efficient and available parking in Peterhead

Summary
In summary the removal of a free parking period would be an additional hurdle to visiting the town centre and will likely drive away customers and visitors effectively reversing the pattern that the free periods initiated in 2014. As I stated above the overwhelming majority of town centre businesses polled, are against the proposed change to the free parking period. Rediscover Peterhead, as an organisation representing these businesses and their wider economic future are against the removal of the free parking period. Further we consider collaborative working with all organisations to be a fundamental part of a Business Improvement District and its success and in this instance the view contained here we expect to be very much considered in the decision making process, rather than a simple box-ticking consultation exercise.
Thank you for the opportunity to present our case.

Public Consultation

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<tr>
<th>Reference</th>
<th>Group represented</th>
<th>Objection received</th>
<th>Response/Action/Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>Individual</td>
<td>Town centre/High Street; Why change system that's working and helping local shops and businesses</td>
<td>Response 1</td>
</tr>
<tr>
<td>2</td>
<td>Individual</td>
<td>Free period removal; insufficient spaces at doctor practice; most visits take 15 - 20 mins; what about pensioners; never a space on high street; concern for tourism trade - visitors won't stop if they have to pay; grab grab grab from Council, no innovative thinking of ways to generate income</td>
<td>Response 2</td>
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<td>3</td>
<td>Individual</td>
<td>Businesses rely on customers coming to their businesses so need parking for this. Abolishing the free parking period will have detrimental effect on local businesses. People won't park so won't get any income</td>
<td>Response 1</td>
</tr>
<tr>
<td>4</td>
<td>Individual</td>
<td>Against parking charges. Going to be a nightmare for the local businesses as people will go elsewhere if they have to pay extra to park. 30 mins is perfect for free parking, why stop it. Free parking and ditch attendants monitoring the charges and recoup the savings that way. You have cut so many services/communities but still increase council tax. It is ridiculous and unfair. I don't want to pay to park.</td>
<td>Response 3</td>
</tr>
<tr>
<td>5</td>
<td>Individual</td>
<td>removal of free parking will make it expensive for small visits to an already difficult high street</td>
<td>Response 1</td>
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<tr>
<td>6</td>
<td>Individual</td>
<td>Half hour free parking is inspirational. Use it to park for collecting medicine from vet or prescriptions from chemist and only parked for 10-15 mins. The Government has given free prescriptions but now there will be a 50p levy on it. This is invidious and the matter shall be taken up with the MSP. Cut the deficit by making all parking free and saving on the cost of traffic wardens. That would also encourage shoppers into Ellon.</td>
<td>Response 4</td>
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<tr>
<td>7</td>
<td>Individual</td>
<td>Object to proposed changes to parking charges. Don't want to see removal of the current free 30 mins which is useful for quick errands within the town</td>
<td>Response 1</td>
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<td>8</td>
<td>N/A</td>
<td>N/A</td>
<td>Objection withdrawn following response</td>
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<td></td>
<td>Individual</td>
<td>Response 5 + &quot;and helps balance supply and demand.&quot; to end of 3rd last paragraph</td>
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<td>9</td>
<td>Object to proposed changes from having 30 mins free to having to pay. Since the introduction of the free 30 mins parking have found it much easier to park in Stonehaven as can use the free parking in the Square. If charges are introduced again for the first 30 minutes, the streets round the area will be clogged up once again with cars driving round and round trying to find on street parking. Charging for first 30 mins will not help local businesses who rely on people coming in to the town to use their services.</td>
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<td>10</td>
<td>Object to introduction of a parking fee for 0-1 hours in Banchory car park. This will cause even more damage to the livelihoods of the businesses trying to survive on the ailing Banchory high street. In past 3 years many businesses have shut down with more expected. Village is being destroyed. Parking fee will be death knell to many more struggling shops/premises as more people will be put off nipping down for a quick errand. What is Aberdeenshire Council thinking? Help preserve Banchory's character and local businesses by not doing such short sighted and thoughtless actions.</td>
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<td>11</td>
<td>Object to the planned end to the free parking for up to 45 mins at Bellfield, Banchory because the car park is also the designated parking area for people visiting the health centre, by charging for parking you are penalising those who need to visit the doctor's surgery/health centre. Creating a barrier to free access to healthcare for all. Banchory high street is failing, shops are closing and footfall is decreasing. Free parking is a recognised measure in attempting to reinvigorate a struggling local shopping area. The council should not seek to boost it's financial shortcomings by implementing parking charges with no other justification other than creating revenue. Misguided change.</td>
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<tr>
<td>12</td>
<td>Object to changes regarding Bellfield carpark. As a resident of Banchory running out of shops as they are all closing. Would like the car park to return to free car parking. Wish all councillors who make these decisions for the people of Banchory, get into Banchory and see the problem. Have to look to future and stop being short sighted. Banchory is a very nice place to live in but it is starting to look very run down with all the shops closing. All contribute to council tax which pays for the up keep of parks, roads and parking. You tried the free parking for 45</td>
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minutes, it didn’t work for our shop keepers, it’s time for another strategy to encourage people into Banchory, it will also help with tourism. 45 minutes is not enough time to see a doctor and then go to the pharmacy for medicine.

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<th>ID</th>
<th>Type</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>13</td>
<td>Individual</td>
<td>Object to the proposed parking charges in Aberdeenshire. Realise that central government has put every council in a corner with regard to parking this is such a devastatingly stupid policy. Had this been 20 years ago it would still be immoral but might have been profitable. However if you try this out now people will shop on Amazon, they will go to anywhere but the highstreet for meals etc. It is for these reasons the council must not proceed with this idiocy!</td>
<td>8</td>
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<tr>
<td>14</td>
<td>Individual &amp; spouse</td>
<td>Object to the proposed abolishing of the free 45 minutes parking at Bellfield Surgery. I don’t know of any other doctors surgery where you have to pay to park. This will have a seriously detrimental impact on the residents of Banchory, who should not have to do this. This would also have a bad effect already failing High Street Shops.</td>
<td>7</td>
</tr>
<tr>
<td>15</td>
<td>Individual</td>
<td>Object to the proposed change to the off street scale of charges in Aberdeenshire. Can only comment about the charges in Ellon where the town centre is facing a decline in trade which is decimating local traders. The trade in the town centre depends to a great deal on the facility to park at no cost for that thirty minute drop in opportunity. Longer stays rightly attract a charge. Failure to amend and withdraw the charging proposal will inevitably mean the loss of more town centre retail outlets which will mean less business rates revenue. I am convinced that this will lead to an overall drop in revenue and an ever greater deficit than the parking charge can ever hope to recoup. The free parking at Aldi and the slightly more distant Tesco means that they will be the only beneficiaries. Urge the council to consider the whole revenue raising regime.</td>
<td>8</td>
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</table>
|   | Individual | Disagreement with the proposed change to off street parking charges in Aberdeenshire.  
Whilst aware that there are budgetary constraints that the council need to address, don't believe a blanket change is an acceptable way forward. Since the 30 minuet free period was introduced in Inverurie there has been an upturn in the number of shoppers who pop in to Inverurie for a short while and I believe from looking at the figures that Inverurie parking currently makes a small surplus. While the change to 50p for the first hour seems minimal I believe it will push people away from the High Street and into the supermarkets. After all if you only need to buy a paper and a sandwich and currently visit the high street and use independent stores for this adding 50p to the cost is significant enough that people may choose to pop to the larger supermarkets instead. With towns across the area already having empty shops and multitude of charity shops I feel that any changes which will take more shoppers away from shopping local is a shortsighted plan. | Response 9 |
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<td></td>
<td>Individual</td>
<td>Please speak to Angus colleagues and see the mess they have got themselves in by introducing parking charges. It has not brought in the revenue they believed it would. Car users are finding street parking which in itself causes problems for residents and others such as refuge collectors access to the pavements for the collections. Businesses are going out of business due to the fall in customers as customers are voting with their feet (cars) and are going to the bigger retail parks where free parking and cheaper goods are available. Look back at the reasons why free parking was introduced in the first place. Do you really want to kill the town centres dead!!</td>
<td>Response 10</td>
</tr>
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<td>ID</td>
<td>Type</td>
<td>Text</td>
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<td>18</td>
<td>Individual</td>
<td>Object in the strongest possible terms to the proposed plan to scrap the free car parking times at Aberdeenshire car parks. The short free times allowed are ideal for all but especially elderly people and families who want short trips to the post office, banks or local shops which we are all surely anxious to keep viable and in business. This should be a major priority for Councils at this time of on line competition and scrapping the short free times in car parks is just another nail in the coffin of our high streets. I trust you will take these views seriously and retain limited free car parking.</td>
<td>Response 1</td>
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<tr>
<td>19</td>
<td>Individual</td>
<td>Strongly object to the proposal to scrap the current free period in the public car parks. It will drive people away from the local shops surrounding the Market Square in Stonehaven for example. Many people park in the square and “nip” into a local shop taking less than an hour to do so. If this goes ahead it will only further increase that habit of drivers “double parking” in the adjacent streets. In addition I would even question charging at all for parking in the square as this piece of land was gifted to the community many years ago.</td>
<td>Response 11</td>
</tr>
<tr>
<td>20</td>
<td>Individual</td>
<td>Object to this proposal as it will just add to the demise of the local shops. Drivers will simply go to the free car parking provided by the supermarkets. This will be the end of the high street. Aberdeenshire are out of step with the rest of the UK in taking measures to dissuade people from using their high streets.</td>
<td>Response 8</td>
</tr>
<tr>
<td>21</td>
<td>Individual</td>
<td>Object to charges being made for parking which is currently free in some parts of Aberdeenshire. Being in an area with a large rural community, a car is the only way to travel to town centres. Walking, sometimes for miles, is not an option for most people. There isn’t even a bus route for miles where I live. And Taxis are unaffordable for people on low incomes due to the mileage. Bringing in charges like this will deter people from shopping, and those with access to the internet will source products that can be delivered to them, sometime from out of Scotland, thus affecting the local economy. Please leave things how they are.</td>
<td>Response 8</td>
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<td>Response</td>
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| 22  | Individual | The “black hole” that you speak of is not the tax payers fault but that of the people who are trying to run the Council. If the money you already have was spent with more care and attention you would not be having to make all the cuts in public services!!
To scrap the free half hour/three quarters of an hour/one hour period that is now in place would be a huge mistake as it would make the people think twice about going into town to make quick purchases as they would grudge full payment of time they do not require.
You should be encouraging not discouraging people to visit towns as this only leads to businesses going down and town centres disappearing leaving only the big shopping centres and large supermarkets to take over completely. Is this what you want?? If you have any sense surely not? You should be proud of local businesses being the reason why people wish to visit our towns and encourage all the way! If you put them out of business there will be less people to pay taxes etc… Have you thought of that?
Council think again and Encourage NOT DIScourage shoppers and businesses! | 12       |
| 23  | Individual | Object to the proposed scrapping of the free period in the pay and display car parks.
I am of the opinion that the free period is useful to local businesses and allows shoppers to complete business in a short space of time before vacating spaces for other residents to use.
The free period is also useful for the less mobile and those on a low income. | 13       |
<p>| 24  | Individual | The current arrangement offers the first half hour parking free. This is inspired. I use it to park when collecting medicine from the vet or prescriptions from the chemist, and I am parked for only 10-15 minutes. The government has given us free prescriptions but you are now effectively planning to exercise a new 50p levy on my prescriptions. That is invidious and I shall be taking up this matter with my MSP. You could cut your deficit by making all parking free and saving on the cost of traffic wardens. That would also encourage shoppers into Ellon. | Same email address as ref. 6. – duplicate |</p>
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<th>No</th>
<th>Individual</th>
<th>Response 14</th>
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<tbody>
<tr>
<td>25</td>
<td>Perhaps you may wish to reconsider the plan to scrap free parking in Peterhead. It may have escaped your notice that the town is practically on its knees right now, there is little enough of interest to attract visitors without charging for parking. This scheme, or one very similar was tried out in Brechin, a town with the same problems as Peterhead, shopping wise. It hasn't been successful as far as I know. Investment is necessary before you try charging for nothing.</td>
<td></td>
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<tr>
<th>No</th>
<th>Individual</th>
<th>Response 1</th>
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<tbody>
<tr>
<td>26</td>
<td>Object to the change to remove short duration free parking in Aberdeenshire. I feel this free period encourages people to small shopping areas and increases foot traffic. Increased charges will result in people not shopping in these areas and moving into the larger shopping areas where the charges are the same!</td>
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<tr>
<th>No</th>
<th>Individual</th>
<th>Response 1</th>
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<tr>
<td>27</td>
<td>With continued concerns regarding the viability of local shops I consider the proposed changes to remove free 1 hour parking in town centres to be counter productive and ill advised. Please keep free 1 hour parking in town centres.</td>
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<th>No</th>
<th>Individual</th>
<th>Response 1</th>
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<tr>
<td>28</td>
<td>Object to the imposition of a charge for short stays in Aberdeenshire towns. Since the free period was introduced I have used the facility in Inverurie approximately four times a week to facilitate shopping locally in small stores rather than at the big supermarkets, where parking free. The effect of your imposition of a charge will make local businesses such as The Greengrocer &amp; Davidson’s butchers less viable, potentially reducing local employment. You should consider the fact that 75% of tickets are for the free period as a measure of success of this initiative in supporting local businesses, at a time when the imposition of higher business rates has resulted in more difficult trading conditions for them – just look at what the effect of that change had on Mitchell’s dairy shop in Inverurie. You will not earn an extra penny from me, but when the charge is imposed you will direct the £3,350 I spend each year in local shops straight to a big retailer and out of the area.</td>
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| 29 | Individual | Object to the proposed removal of free parking.  
   |   | Reason: It will result in yet further damage to town centre amenities. This will result from the proposed change adding further incentive to go instead to out of town shops with free parking.  
   |   | I prefer to support the small local businesses when possible. These tend to be small transactions and so any parking charge would ultimately only benefit Tesco!  
   |   | A change that damages local business will ultimately reduce all parking in town, so this change may actually cost more in the medium term.  
<p>|   | Alternative: Reduce cost by employing fewer car park operatives. I have never overstayed the free parking period, despite having never seen a parking warden. On this logic, even with fewer warden visits the compliance with current parking changes is unlikely to significantly change. | Response 15 (a) |
| 30 | Individual | Strongly object to proposed changes to the free parking in Aberdeenshire, I am a rep and stop and use car parking for ten or fifteen minutes per visit. I have no problem paying when I need a longer visit but for short visits don’t think it’s fair to add additional costs on to doing business in Aberdeenshire. | Response 14 |
| 31 | N/A | N/A | Objection withdrawn |
| 32 | Individual | Object to the change to free parking for the first 30 minutes on the grounds that we will be required to carry 50p coins around with us or risk being fined unless the machines are going to give change. Alternatively we could use debit cards or phone calls for such a small amount but then that costs the council and us more in bank charges on top of the parking charge. If it goes ahead it will influence where I shop and where I park, leading to more on-street parking, thus upsetting local residents. | Response 15 (b) |
| 33 | Individual | As a resident of Stonehaven I wish to object to the increases in parking charges. Stonehaven residents can get 30 minutes of free parking while Inverurie and others can get 1 hour. This is not a level playing field. Inverurie as an example has many large stores where free parking is available, but Stonehaven has 1 large store. As a suggestion I recommend all council run car parks have the same amount of free time, 30 minutes. This would reduce the loss. The article states that the car parks are running at K15 per month, which is K160 per year. I suggest that council employees and council expenses be looked at. As an ex council employee I saw the wastage that went on in Woodhill house with staff having extending tea breaks and staff spending time looking at sites such as eBay. If more rigorous policies were in place and adhered to I am sure the saving could be made elsewhere. | Response 16 |</p>
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<th>No.</th>
<th>Type</th>
<th>Description</th>
<th>Response</th>
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<tbody>
<tr>
<td>34</td>
<td>Individual</td>
<td>In Stonehaven we have only ½ hour free parking charge in the Market Square which is useful for picking up medical prescriptions. The streets in and around Stonehaven are always full and that is in the winter time, it is a misery in the summer. We have 1 small supermarket with a small car park with a time limit of 2 -3 hours depending on the day and it is very hard to walk to the other local shops in just that length of time. Houses and flats keep getting built in the centre with more people with cars creating more parking problems. I think the 15,000£ loss in saving a month is a pittance in the scheme of money getting spent in education, social services and health care. This from the cost of £48,000 and the income of £33,000 for car parking. The free time given to park is far more ranging in the feel good in ease of parking and gives the public less stress in rushing when going to the shops and would probably spend more. A win win for everybody.</td>
<td>17</td>
</tr>
<tr>
<td>35</td>
<td>N/A</td>
<td>N/A</td>
<td>Objection withdrawn</td>
</tr>
<tr>
<td>36</td>
<td>Individual</td>
<td>Wish to register objection to the proposed end of the free parking period in Aberdeenshire towns. If implemented I will tend to reduce my visits to the town centre of Inverurie which will reduce my support of the local shops. This proposal will push shoppers to visit large supermarkets with their own free parking to the detriment of local shops in the town centres. Does the Councils concern over the deficit in running car parks take into account the possible further decline in local shops and the resulting reduction in Council Taxes collected?</td>
<td>8</td>
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<tr>
<td></td>
<td>Individual</td>
<td>I’m objecting/letting you know that I would stop popping into the Peterhead shops when the free 60 mins of parking is removed and will go back to travelling to Aberdeen again. The parking charges may be more, but the range of shops is better so it is better value for money parking there. This charge will only further hasten the already near terminal demise of the high street in Peterhead.</td>
<td>Response 8</td>
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</table>
| 37 | Individual | Wish to object to this proposal because I believe that our town centres are fragile and need all the assistance they can get. Over the past 10 years Ellon has slowly lost shops and the process appears to be accelerating with the toy shop, a sweet shop and photographers being the latest casualties. We need to encourage people to use the town centre not discourage them.  
50p is not a great deal of money and it's pretty insignificant when I carry out my weekly shop, however it is significant when it comes to the small purchases I make daily. For example it adds 40% to the cost of a copy of the P&J and doubles the cost of the more popular tabloids. Having to find the correct change is perhaps a greater disincentive and before the free parking was introduced there were often days when I could not visit Ellon because I didn’t have the correct money. I don’t want to use my phone to make payments. This business is probably not significant but as people are discouraged from using the town centre they lose touch with what is going on, what facilities are there and change their shopping patterns to suit.  
As the small, unique, businesses close this has to have an impact upon the Tourist industry as well. Who wants to visit a town with a derelict centre? I can think of several nearby towns that I used to visit but now fall into that category, Huntley, MacDuff and Inverbervie.  
I also wonder if this will raise significantly more revenue, you may get £1.00 a week from myself then you only as long as Cost Cutter’s survives and, as each business closes you will lose their business rates. Eventually you should be able | Response 8 |
<p>| | | |</p>
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<tr>
<td>39</td>
<td>Individual</td>
<td>Writing to express my objections to the proposed removal of free car parking periods in Aberdeenshire car parks. I firmly believe that this proposal will further hasten the demise of town centres – something that no town centre can cope with at the moment. To evidence this simply look to our neighbours in Angus Council where a similar money grabbing exercise has failed to raise anywhere near the finances predicted. However the negative effects on the local shops and businesses has been devastating.</td>
</tr>
<tr>
<td>40</td>
<td>Individual</td>
<td>With regards too charging for parking in the Peterhead town centre I find this offensive and disgusting this will have detrimental effect on the town centre shopping whilst we don’t have much shops .we still need to park so really we are being penalised because of Aberdeenshire councils incompetence.</td>
</tr>
</tbody>
</table>
| 41 | Individual | Landlord of commercial property on High Street Banchory  

I object to the proposed new parking charges for Bellfield (north) and Scott Skinners Square Banchory.  

The High Street in Banchory is in crisis and there is no doubt that all parking in Banchory should be free. It sends out all the wrong signals to visitors to a struggling High St that they have to pay to park when they could drive a few miles down the road to the supermarkets and out of town retailers and not pay to park.  

I do not believe there are sufficient savings to be made by the council by implementing parking charges when you would have to pay traffic wardens , maintenance etc. There will be more job losses with more shops closing and reduced visitor numbers to the area because the message that the council is putting out is that Aberdeenshire is closed for business. | Response 8 |
There is very limited parking in Banchory and to implement the proposed charges puts the High Street retailers at a huge disadvantage. It is also a huge inconvenience to people using the health centre.

42 Individual

I am a business owner operating from a Council owned rented shop in Fraserburgh town centre, the proposed removal of the free hour parking is going to be the final nail in the coffin of the shop keepers in out town.

Not only will our customers be unable to park neither will the shop keepers!! We manage to scrap a living trying to compete with TESCO, ASDA, and other very large stores on the outskirts of town all with free parking?? Let alone the internet and people working from home paying no taxes without insurance and no overheads!

Is the intent to kill the town centres? As this will do it for you, the pittance the charge will bring to your coffers is nothing to the money it will remove from the shops, it is also highly discriminating if ALL the streets in the town and out of town superstores are not targeted in the same manner then you would fill the hole in the budget and some but like everything else easy targets are the way forwards

Its not hard to look at the damage this idea caused in Fife the town centres are dead and for what.....A couple of pounds a day , on your head be it, at least you will save money on Super Saturdays as you will have no town to promote.

I ask you to seriously consider the damage this proposal will make if Enforced.
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<th>No.</th>
<th>Individual</th>
<th>Response 8</th>
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<tbody>
<tr>
<td>43</td>
<td>I wish to object strongly to the proposal to impose a fee to park in off road parking areas in Aberdeenshire. The imposition of these charges will be a strong disincentive to the public to visit and utilise local high street shops, contributing further to their demise. Free supermarket parking will cause a competitive imbalance. A separate study has show that the council stands to make a small financial gain from parking charges, but to create a much larger deficit from business closures, loss of business rates, and job losses. It is noted that this proposed charge is in addition to Council tax, Road Tax, Fuel Duty and associated VAT, which the motorist already has to endure. In a rural community, with recently reduced bus services, we have little alternative to vehicle usage. With the present public anger at local and national government performance, this deeply unpopular proposal will further undermine public trust in our politicians, so should be dropped forthwith. The net result of such a proposal can only contribute to further erosion of choice and quality of life for those of us living in rural Aberdeenshire. Our objections to such schemes can be expected to grow louder and larger in the present political climate.</td>
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<td>44</td>
<td>I strongly object to the proposed implementation of the first hour 50p charge. In small towns such as Ellon a large proportion of local shopping and business is carried out within a 30 minute time period. The effect will be for people to do more of their shopping at the large multinational stores and deprive small businesses of their custom. On the one hand the council are seeking ways of Regenerating more local shops and businesses within the small towns and on the other finding ways to discourage the public from accessing them. This is but another example of a lack of joined up thinking and strategies with only one thought of how to create more revenue.</td>
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</table>
|   | Individual | I wish to object to the proposals for Stonehaven.  
|   |            | I occasionally use the Market Square Car Park and when I do the the existing free period is enough for me.  
|   |            | I now find I am expected to have loose change on me. We are supposed to live in a cashless age.  
|   |            | Your Ringo App strike me as over complicated and not worth the hassle for a 50P charge.  
|   |            | Therefore if you introduce this 50P charge I will visit the town centre even less.  
|   |            | Is it council policy to drive shoppers in general from Stonehaven?  
|   |            | This does appear to be the de-facto position regarding shops in Stonehaven with the usual extremely slow planning system meeting any shop trying to be built in the town. See "APP/2018/1842, Received: Thu 26 Jul 2018, Validated: Thu 26 Jul 2018, Status: Awaiting decision"  
|   |            | The outline permission was APP/2015/3716 was passed on 8 August 2016!  
|   |            | If you gave planning permission a lot faster, the proposed shop would be built and the council would have business rate income and would not need this 50p carry on. Indeed various other proposals have fared even worse and I am not surprised the council has a shortfall of income. |
| 46  | Individual | I would like to object to scrapping the free hours parking and charging for the first hour.  
I personally use the free hour many times a week to visit the town centre.  
I am in the process of setting up a new business in queen street Peterhead where I will be generating hundreds of new customers to the town each week and saw that free hour as a boost to our customers and an encouragement for people to visit the town.  
Peterhead needs people in the town centre. The Peterhead bid and regeneration projects are trying very hard along with myself to do this.  
This is just a step backwards for the town and we need more incentives for people not less. | Response 1 |
<p>| 47  | Individual | I am absolutely shocked to find out that you want to do away with the free hour of parking in Peterhead town centre. It’s made such a difference to myself and many others coming into the town centre to shop. Why would you get rid of something that is in favour of bringing people into the town to shop. Absolute disgrace. Shop owners are going to be angry I can imagine if their customers start to dwindle. | Response 1 |</p>
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<tr>
<th></th>
<th>Individual</th>
<th>I wish to make comment on the proposed change before a final decision is made.</th>
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<td></td>
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<td>I object to the plan to charge for parking and the removal of the free period. The free period was a useful incentive for people to shop in the town centres rather that supermarkets and I feel traders will feel the impact. The length of time offered free varied from town to town and I feel that standardising this would have produced some of the income the council state they need to make. If all towns had 30 minutes free then this would made it fairer, produced income and still allowed the town centres to flourish. This proposal will clog up the free parking elsewhere in towns and have only a negative effect.</td>
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<td>Response 8</td>
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|   | Individual | Whilst I understand the importance of balancing the books I would like to suggest that the issue be dealt with in the round rather than in isolation ie the service may run a deficit but perhaps the Council would receive more income from business rates if more visitors were encouraged to stay a while in our towns and villages. |
|   |            | Have you visited Huntly recently? As more and more business shut up shop there is less and less reason for people to come into the centre of town. You need to encourage people to stop and I would suggest that a short stay free period of 30 mins would help businesses. |
|   |            | I would also suggest that the Council introduce an across the board employee incentive scheme based on efficiency savings - to focus on efficiency rather than cost cutting and increasing revenue which can be counter-productive. |
| Response 8 |

|   | Individual | I have just walked past the Victoria Terrace car park in Turriff and noticed there was a proposal to change the name to Crown Street car park to reflect its location. I fail to comprehend this proposal as the car park is wholly in Victoria Terrace and not Crown Street as proposed. To do this will only cause confusion and cost the council money to change the signage which is totally not necessary or warranted. Hopefully common sense prevails and the change does not go ahead. |
| Response 21 |
| 51 | Individual | I would like to raise an Objection to end of Free Parking in Aberdeenshire.  
As a rural member of the community, there are few benefits seen from the council’s use of council tax, the country’s road tax and income tax. The lack of public transport means that the rural majority is obliged to use private cars for business and leisure. Cars drive on poorly-maintained roads and tracks. These vehicles need to park locally, if local services are being used.  
There will be little point in parking in Ellon for any reason soon. The subsidised £6.00 return fare from Ellon Park and Ride to Aberdeen has been scrapped and replaced by £8.50 Buchan/ Formartine fare. With the new dual carriageway to Aberdeen, it is now faster and cheaper to drive. Why bother stopping to shop in Ellon, when one can be at Marks and Spencer, Bridge of Don in under 15 minutes extra driving?  
Aberdeenshire Council needs to consider its rural population. If you want to rid the place of cars being parked everywhere, provide more buses. If you want more revenue from car parks, don’t be surprised if all the cars end up being parked in Aberdeen - more choice and worth the cost of parking. | Response 8 |
| 52 | Individual | I am objecting to the proposed car parking charge changes in Aberdeenshire. If these go ahead it means that everytime I travel into Ellon to:
1. Collect a prescription at the Chemist
2. Visit the Library
3. Go to the bank to carry out any business
4. Do any necessary shopping in the precinct
I will have to pay 50 pence even if I am only there for a short period of time.

While I appreciate the Council is strapped for funds, I don't see that the people who live in the country areas should have to pay for coming into towns to carry out essential shopping etc.

Why don't the Council scrap the parking fees completely and save money by not having Traffic Wardens employed to empty the machines, restock the tickets etc., check tickets on vehicles and travel over the county doing it, again saving your own vehicles running costs on fuel and maintenance etc.

The wardens could then be redeployed to other duties within the council areas. |
| 53 | Individual | Object strongly to the proposed increase in parking charges the council intends to implement.

At the moment the free 30 minutes allows older people, like myself, to visit the chemist for prescriptions and other shops for one off purchases. It encourages people to use the car parks instead of inconsiderately abandoning their vehicles on double yellow lines without recourse. By allowing free 30 minutes parking it stops parking in narrow streets blocking access for other vehicles.

I firmly believe parking in the streets should be your target and that’s where the charges should be levied not on car parks. |
I am also very concerned that local supermarket car parks, where 2 hour free parking is allowed to enable customers to do their shopping, will now be filled up with people looking for free parking.

This is another example of a council driving business from local high streets and ignoring the wishes of local communities.

54  Individual  I write to oppose the proposed changes to car parking charges within Aberdeenshire.

Removing the free 30 minute period will force many people to avoid the town centres and visit the larger retail parks where parking is free. This will be to the detriment of the small local shops who depend on trade from people making specific visits to make purchases of unique goods against the run of the mill dross often found in the multi-national chains.

Small businesses will disappear from the high streets to be replaced by convenience food stores, betting shops and TO LET signs.

On-street parking which is already a reason for several towns being congested (Burn Lane, Inverurie is a prime example), will only get worse and become another factor in pushing people into supermarket car parks and away from the areas where they are needed most.

With a railway station at Kintore due to open in early 2020 the ease of getting into Aberdeen city centre cheaply will become a factor and if there is no incentive to use the small towns, the villages will suffer worse than they already are.

I strongly oppose the parking charge change and would plead with the council to reconsider their proposal and to scrap it once and for all.
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<th>Bring life back into the towns and villages of Aberdeenshire instead of pushing people into the city or the already rich multi-national outlets.</th>
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<tr>
<td>55</td>
<td>Individual</td>
<td>I understand that councils are desperate for every last penny but they don't get any rates money from empty shops. The town centres are dying and removing the free period may be the last nail in the coffin. I think it is a real struggle for small retailers nowadays. I have no connection to any shopkeepers by the way. I just like being able to avoid Aberdeen.</td>
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<td>Response 1</td>
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<td>56</td>
<td>Individual</td>
<td>Following recent news reports of a change to free parking fees in town centres across Aberdeenshire, I would like to submit an objection to your proposal. I reside in Mintlaw and regularly use the town centre for parking short term in Peterhead about 3x a week. Whether this is to collect a parcel from Argos in Drummers, hand business paperwork into my accountant, buy a card at the local card shop or pick up glasses at the local optician, I park in the town centre as all of these tasks don't take very long and are currently free of charge. Imposing a fine will not encourage me to stay longer when I have no requirement. What it will do is force me to visit once a week/once every 2 weeks or use larger supermarkets who have free parking. If the council are looking to save money perhaps removing the parking meters and traffic wardens altogether would save on wages, machine money collections and maintenance. Just because the council have a shortfall does not mean I should fit the bill for this once again. I already pay enough in taxes and road charges and footing the bill for this is beyond ridiculous. Being a local small business owner myself, I believe in supporting small businesses when I can however, charging me to do this is no incentive.</td>
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<td>Response 23</td>
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| 57 | Individual | Please note my objection to the new proposals.  

The current ‘free parking for an hour’ measures work extremely well, especially for people like myself who just want to pop into the Post Office for two minutes!  

You should be trying to encourage people to visit the town centre rather than drive them away.  

If you introduce theses parking charges, people like myself will go to the next village where you can park outside the Post Office free of charge. | Response 8 |
|---|---|---|---|
| 58 | Individual | I object to the implementation of a Car Parking Charge of 50p for the first hour parking in Aberdeenshire Council Car Parks.  

I write with particular reference to Banchory.  

Over recent months, Banchory has gone from a being a reasonably healthy High Street with a few empty shops to one in which there are now so many empty shops that the town atmosphere has changed. Every month another shop shuts its doors and there is a real feeling of despair in the High Street: the former vibrant atmosphere is dissipating fast.  

There are many obvious reasons for the demise-internet shopping, high rents and high business rates-and I appreciate that the demise of the High Street cannot fully be attributable to Car Parking Charges.  

But to implement a Car Parking charge at this point in time would for many High Street businesses be that final nail in the coffin. Furthermore, a real slap in the face from a Council who should be showing responsibility and doing everything in their power to support businesses to retain the vibrancy and wellbeing of communities. | Response 8 |
You may say 50p is nothing much. But it is enough to stop people from dropping in to the High Street because it is easy—because parking then becomes a hassle.

The free period matters as it encourages the type of shopping that can compete against the internet—a quick gift, a few groceries, a visit to the butcher or baker.

59 Individual
The reason for your proposed changes to your public car park charges is to help plug a budget black hole.
I read in the P&J on 26 March that it costs the council £48,000 per month to run car parks in Aberdeenshire. I assume these costs come from parking warden salaries, money box collectors and lighting.
I suggest you scrap all pay and display charges and dispense with wardens and save £48,000 per month. Multiply this by 12 and the council could save some £576,000 per year which would eliminate their black hole deficit of £211,000 and have £365,000 left over for more necessary services.

Response 24

60 Individual
It may force local businesses to close as people are going to take their custom else where or even online as lots of people may just be nipping in to one or two shops for a max of maybe 10 mins in that area and having to find exact change or have the inconvenience of having to use the app for which they will ALSO be charged for using on top of the parking charge as I for one very seldom have cash on me and I assume the older generation may not have access or want to use the app. As a single parent although this may not seem like a lot to you but living in Kemnay I rely on having to go to Inverurie to do my weekly shop so on top of all the fuel costs I’m now going to have to pay even more, it all adds up especially since I work in Aberdeen and the cost of fuel is already high enough and the parking charges I already have to pay as there is no parking at my work place And now you want me to pay extra to this already expensive situation... we are being penalised for having a vehicle in lots of ways but Buses are not an option as they are VERY unreliable and not to mention Kemnay to Inverurie bus times are not convenient and not very frequent!
I fear if this change took place these towns will become ghost-towns.
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<tr>
<th></th>
<th>Individual</th>
<th>I write in connection with the proposed charge of 50p for parking up to half an hour relating to St Marys Car Park, Banff.</th>
<th>Response 26</th>
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<td></td>
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<td>It should be noted the main public toilets for Banff are based at St Marys Car Park, Banff. If this charge is accepted, those who wish to use the facilities are either going to have to pay 50p just to use a toilet or face a parking fine. This seems to be a particularly harsh charge to be able to use necessary facilities.</td>
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<td>Furthermore, Aberdeenshire Council is advertising the Collie Lodge premises also based at St Marys Car Park, Banff for lease, preferably to a small business. Having to pay to park to pop in to a small business is hardly conducive to promoting good customer relations.</td>
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<td>Whilst there are green spaces, during working hours these tend to be fully occupied.</td>
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<td>I feel reconsideration should be given to this charge.</td>
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<td>61</td>
<td>N/A</td>
<td>N/A</td>
<td>Stated they did wish to submit as a formal objection.</td>
</tr>
<tr>
<td>62</td>
<td>Individual</td>
<td>I write in connection with the proposed charge of 50p for parking up to half an hour relating to St Marys Car Park, Banff.</td>
<td>Response 26</td>
</tr>
</tbody>
</table>
| 63 | Fraserburgh and District Community Safety Group | I have had a chance to obtain feedback in relation to this issue and would like to report the following:

The main concern raised is that visitation to the town centre will reduce and therefore be detrimental to our local economy. Additionally with the increase in parking charges, members of the public will look to park in areas that are free, which will likely cause congestion or other problems elsewhere in the town.

Although we recognise the need to plug a gap in the budget is necessary, it feels as though risking the detriment of town centres would not be the best practice to do this.

In the spirit of not just presenting problems, but offering solutions, can I suggest that instead of increasing parking charges, dedicated traffic wardens are brought back to the area? I can only speak for Fraserburgh, but I am confident that most towns will be the same. The observations are that there are huge issues with illegal parking in and around the town centre. Most of these offences can be issued with a Fixed Penalty of £30 and I genuinely believe that this would be a better way to generate money to plug the funding gap. This would not only maintain the integrity of the local economy but contribute to the overall safety and working dynamic of the town centre.

I hope this helps and apologies if I have spoken out of turn in relation to any suggestions. | Response 27 |
Individual and Spouse

We write to jointly object to the plans detailed surrounding the proposed changes to off street parking in the Formartine area. Based on usage, the proposal to remove free parking will decrease visits to town centres and will have an adverse effect on local businesses in the area. The beneficiaries to these changes will be the out of town larger supermarket operations, who granted bring employment of sorts, although this replaces local jobs quite often rather than adding to and certainly moves profits out of the area. In addition, the new ticketing and charging arrangements will bring increased costs in way of installation, management and maintenance.

A simple solution to encouraging visitors both tourist and locals to stay awhile in the town centre is to introduce a disc management system. You have done this already to a degree in Oldmeldrum.

The benefits of disc parking for the council and townsfolk are:
1. Zero cost of implementation and maintenance (paid for by disc advertising)
2. Marketing opportunities for businesses and other groups.
3. Easily managed system
4. Relatively litter free from reusable discs

The disadvantages of paid parking are:
1. Initial capital cost
2. Maintenance costs
3. Potential theft/vandalism to machines
4. Paid duties for collection of monies and banking charges of same
5. Difficulties for payment for visitors without change or online facilities to pay.
6. Litter from parking ticket disposal

An advertising funded free disc parking system is far easier to implement, raises revenue for the council and ensures free timed parking for residents and visitors. The very act of a visitor collecting a free disc ensures at least that one visit to a shop or attraction.

This system works well in many towns and cities throughout the UK and is much liked by users.
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<td><strong>We would be interested to know if there are any connections between the persons responsible for implementing the proposals if passed, both in terms of company connections with capital equipment suppliers and maintenance contracts.</strong> Centrally based in the area, we and our caravan site visitors are regular visitors to both Turriff and Ellon town centres and it will be really disappointing to see both town centres in accelerated decline due to these proposals for a detrimental change to parking restrictions. Our view is free parking should be maintained in all car parks with a limit of a minimum of two hours. In addition, and to a degree on a separate level, paid discs could be obtained for day parking on a seasonal basis if this is needed by workers in the town centres- Happy to offer more innovative community focused ideas if of interest.</td>
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| **65 Individual & spouse** | **No to stealth parking charges in Aberdeenshire!**  
We find the proposed changes to car parking in Aberdeenshire ludicrous, misguided and totally irresponsible. Year after year we hear that towns and villages are dying due to the internet and people wanting to order items on line instead of visiting the high street. This is just another stealth charge made up by the Government to obtain extra funding for other schemes that are totally useless. Parking charges and parking meters will kill the high street and in return taxes and rates made from companies trading on the high Street will also disappear. You will end up with ghost towns. Why doesn’t the government learn from what is going on and around the high street? Why not listen to experts that tell you that your planning policies are killing towns and villages.  
This is NOT about a deficit but the killing off of villages and towns with a stealth charge.  
Our question to Aberdeenshire Council is how much is it going to cost Aberdeenshire Council to implement these charges? How long is it going to take before these changes are paid by this stealth charge and this scheme across | **Response 29** |
Aberdeenshire? How much is it going to cost to employ extra staff to implement and enforce this change?

We also find this quite ironic when I asked Aberdeenshire Council about parking in Auchenblae and the response back was that you had nothing to do with parking.

You do when it comes to stealth charges and silly schemes such as the one proposed. So very selective when you want it to be.

<table>
<thead>
<tr>
<th>66</th>
<th>Individual</th>
<th>I’m writing to object to the proposed changes to off street parking, prior to the end date for objections of 15 April 2019.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>My reasons for objecting is the impact the ending of the free 30 minute period on the retail sector in Aberdeenshire.</td>
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<td></td>
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<td>The retail sector is under enormous pressure with shops closing all across the country. The 30 minute free parking period allows people to use local shops with no extra costs - and as a result, members of the public are inclined to ‘nip out’ for something or ‘pop down’ to the shops. Making people pay to park for that 30 initial minute period will be a disincentive to shop, and the impact on the retail sector may be enormous.</td>
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<td></td>
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<td>I object to this additional burden on motorists and the retail sector, and hope the proposed changes will be rethought and the initial no-charge 30 minute period will be retained.</td>
</tr>
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<tr>
<th>67</th>
<th>Individual</th>
<th>I object to the fact that we will now need to pay to park in the vicinity of the Banchory Practice. For people of restricted mobility but not entitled to blue badge this is a major problem.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Reding your finance figures it would seem cost effective to dispose of the parking meters and their costlly contracts and make all parking free if the cost of running the operations exceeds the income generated.</td>
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<tr>
<td>68</td>
<td>Individual</td>
<td>I object to the free period of parking being removed from council car parks as it will have a detrimental affect on our high street shops which are struggling enough as it is with online shopping and out of town supermarkets.</td>
</tr>
</tbody>
</table>
| 69 | Inverurie Business Association | This correspondence is an objection by the Inverurie Business Association (address in email signature) on the grounds of substantial feedback obtained through our Social & PR channels.  

As such, please consider the attached supporting document with our objection.

Supporting documentation pertaining to Inverurie Business Association’s objection to the matter(s) of:  
- Proposed Off-Street Parking 2019 for Aberdeenshire - Public consultation ends on 15th April 2019 (pdf 132KB)  
- Proposed Changes to the Off-Street Parking Order (pdf 53.4KB)  

Derived from IBA Facebook page content, please consider the results of our public social media poll pertaining to our attempts to collect feedback and quantify the monetary effect pertaining to free parking removal.

Derived from IBA Facebook page content, please consider this collection of public social media comments which indicate a negative position or positive position pertaining to free parking removal. This collection comprises of reasonable attempts to adhere to objectivity tests when determining positive/negative feedback. Note, for those leaving feedback, names and/or any other discernible indication as to one’s identity has been removed for data protection purposes.

Negative (22)  
1. Good luck with encouraging folk to shop local....your going to need it.  
2. All 21 SNP, 1 Labour and a couple of Independent Cllrs voted against this proposal, and many spoke up passionately for local business and residents alike....as the webcam will show....This was a Lib Dem proposal supported by the
Tories....the same group that voted down the HQ coming to Inverurie....I hope voters remember who speaks up for them come election time 😊

3. Honestly struggling to understand the benefits of this being put in place?
4. that’s because there are NO benefits for small towns like Inverurie or Ellon. Most elected members of councils are not business people and have no idea of the problems that small businesses face.

5. I understand that it's about clawing back some money from the parking rather than direct benefits to the businesses. The minutes might explain the reasoning more?

6. Encourage more online shopping, increase the use of single use packaging and delivery pollution while reducing employment and turning town centres into ghettos while large online retailers avoid tax!!
7. I see 36 members of the council have no business sense, do not understand the requirements of small towns like Inverurie and have no concerns for small town shops and small businesses. Perhaps if all the towns had a free 30 minutes, rather than some 30 minutes, some 45 minutes and some up to 2 hours free parking, then perhaps it would even things out and bring in the revenue required. This needs to be raised with local MSPs Gillian Martin MSP and the Scottish Government.

8. I think its only fair that you mention which elected members let you down. Every single SNP member, all 21 one of us, proposed an alternative package, which KEPT the free parking. We opposed the removal of the free parking vehemently, along with a labour member and some independents, but it was the Conservatives and the Liberals who pushed this through, just as they voted against the council's headquarters coming to inverurie. Please remember this when they come for re-election.

9. Forget the free half hour, It's not much use anyway!!! Just take the price back to 60p for the hour!

10. The free half hour is of great use for those who pop into the shops for one or two items on the way home.

11. Sad decision by those responsible, but do they really care?
12. Go to the central belt and they have edge/out of town shopping centres with free parks no who welcome customers ..
13. Considering some councillors are local businessmen, they aren’t exactly encouraging people to shop in Inverurie.
14. #Epiccouncilfailure
15. This is a real shame. Not good for local businesses. And exactly how much is this going to cost? New payment machines and new signage won’t be cheap.
16. death of the high st
17. think our councillors should have found out what has happened to business in Brechin,Forfar,Kirriemuir.Since parking meters have been installed business have lost a great many customers.Wobble much is it going to cost councils to replace in old machine before they make any money .
18. More importantly how are local business going to be able to pay the council rates of they loose business ,do councillors not understand how bad life is for local companies I doubt it
19. So how much is it costing to swap everything round?
20. A disgrace, but no surprises. Banchory High St traders and customers will be disappointed . Amazon and the like will love it.
21. free is better than 50p when your only nipping in the butchers, or picking up a paper etc people won’t want to pay out of principal to line councils pockets. That’s what the 30 mins free parking was all about, I’d never use free parking for appointments as they are so unpredictable
22. When I park at Gallowgate in Aberdeen just to pick up kids from college the minimum charge is £2.50 !!!!!!

Source: https://www.facebook.com/InverurieBusinessAssociation/posts/2473548846050079

Positive (2)
1. 50 p for an hour is better than zero for half hour. Every time I’ve been to dentist it takes longer than the half hour as they run late even for ten minute appointments. So I’m happy with the charges and far better that can scan card than looking for change!
2. I am one of the Councillors who voted last week on the car park charging, not because I wanted to – but because quite simply it was right thing to do. As a Council at the start of this term, we voted on what our priorities were – with cross-party support – and subsidising car parking wasn’t one of them. The status Quo position is that the Council is facing an unsustainable deficit in car parking of £200,000. We can’t ignore this – not least because we also want to introduce easier modes of paying such as contactless car payment as well as on-going maintenance of the surfaces etc. It should also be appreciated that currently 75% of off-street car parking in Aberdeenshire is without the pay & display machines – and under the consultation proposals that will not change. In addition, only 20% currently pay for the car parking – it is unfair to set a further burden on those staying the longest in our town centres. Some of the ‘partnership’ members have commented already in this chain of posts advocating their position that was put forward during last week’s debate – this proposal instead of easing the burden on other Council services (such as winter maintenance, education, supporting health & social care) would actually have increased the burden to £244,000. I do not understand why any Councillor would support that at the expense of the other services we oversee. The proposals actually make it cheaper to stay longer in our Town Centres – that statistic has largely gone unnoticed in the unfortunate coverage to date on this issue. It is worth acknowledging that prior to the recommendations put forward, a cross-party working group (which included three partnership councillors) came to the unanimous conclusion that the tariff bands put in front of the meeting last week were the right option. I note none of the three have as yet explained in public why on Thursday they changed their minds. The proposals (albeit now delayed) now go out for a full public consultation which I hope as many residents as possible feed into – and the full package will be explained in this consultation.

Source:
https://www.facebook.com/InverurieBusinessAssociation/posts/2473548846050079

Negative (69)
1. This needs to be booted out. It's not the point of the money, most punters can afford it. It's the inconvenience it causes them. Just another nail in the traditional shopping streets and yet another reason to use retail parks and supermarkets outwith the town centres. Get a grip council
2. Terrible idea
3. Please don’t scrap free parking there is hardly enough parking of any kind in Inverurie. It's so handy for just doing a bit of shopping.
4. Should extend the half hour to an hour to help shops as they are getting ripped off with business rates that are far to expensive we are just a country (nation) that gets hammered by are governments taxes every way shape and form
5. Hopefully the council will see that small towns needs the help to encourage shoppers ! Our banks, chemists post office, butchers are on the high street. Are we to be charged every time we need to pick up a prescription or do our banking ? We will loose our shops in small towns if they keep increasing parking charges. Let's hope they see sense..........
6. We need to keep the 30 min free parking, I use it regularly to pop into local shops to buy one or two items, would quickly make it uneconomic if parking charges had to be added in each time
7. Without this free parking I would be tempted to go to a large supermarket instead of small local shops
8. I regularly use the free 30 minute parking facility to go into the town centre for the shops. I won't be going so often if I have always to pay.
9. I use it often... pop into town to pick up a paper or a small item. I'd rethink that if I had to pay £1.20 for the privilege. It's a really bad idea to take away the free 30m
10. As someone who works most days (and so isn't often in Inverurie during the day), the cost itself would put me off a bit, but the inconvenience of having to find the correct change or having to clog up my phone by installing an app (and set it up with my payment details) are more off-putting personally, especially as I have heard that the app isn't always reliable. If we could pay by card (by contactless) the process would be far less off-putting.
11. It would definitely deter me from popping into the local shops and the library. I’d be likely to stop using both as frequently. The negative impact of this proposal on the town’s businesses should not be ignored.

12. Must be April 1st. only fools would consider such a move in the face of difficult economic times. What better way to dampen small business and entrepreneurship in a fragile marketplace. Get a grip and do the day job instead of coming up with these stupid proposals and consultations aimed at ripping more money out of our pockets!

13. This is very short-sighted. It will accomplish two things: more anti-social and dangerous parking on the street; and more people abandoning the town centres altogether in favour of the supermarkets. Less foot-fall on top of recent rates rises could easily push businesses over the edge. The council need to ask themselves what they are trying to achieve here - a few extra pounds from parking, or a healthy retail centre?

14. I regularly use the 30 minute free parking to pop into the local Inverurie shops, much more so than I did before the free parking was introduced. It's not because I grudge paying a fee, but for the simple fact that I very rarely have the right change (if any) in my purse. The risk of having to go into a shop to get change was too much of a risk for me, afraid that I'd get ticketed before I actually got the opportunity to purchase a ticket. Therefore, I’d either not go to shops at all or go elsewhere. I love to support local businesses and think the free parking gives more people the opportunity to visit them. Stopping at a shop is often spontaneous and enjoyable so why not make it as easy and hassle free as possible?

15. Crazy idea. What’s the councils thinking here? Is it just about revenue? As has been said before it'll just hurt local people and businesses.

16. Crazy to stop the free 30mins. I’d increase that to 2 hours. Long enough for shoppers to properly use our town centre businesses but not so long people can park all day without paying something. Maybe introduce fee permits for town centre businesses too.

17. Inverurie has managed to keep traditional shopping streets, and the free parking must contribute to this. It should be kept.
18. Getting rid of the free parking would be a step backwards. Look at the positive effect free parking after 5 has had on Aberdeen city centre. If you want to encourage people to use local businesses and shops, then don't make it harder for them to get there and park. People shouldn't have to suffer parking charges just to nip to the bank or the chemist.
19. This would definitely have a negative effect on local businesses. Many people use the free 30 mins to pop to the shops. If changed people would just go to the supermarket instead.
20. The 30 minutes free parking can only be a positive thing for quickly calling in and picking things up making life more convenient. This has to be good for consumers and the shops
21. A major attraction of Inverurie is its busy town centre with its superb range of shops from independants to chains - these businesses thrive on the adhoc shoppers which use the 30min free parking - lose that and lose a large volume of shoppers and thereby our wonderful town centre - please don't be so short sighted.
22. I find it incredibly helpful for parking near a business and popping in. if I want to shop and wander I park in the free parking further away and walk about.
23. The 30 min free parking is so so handy when you need to get something done quickly, such as dropping books in library, optician, chemist, quick shopping and you have children with you so that you can park central and get it done asap. It is such a handy public service for the community. I hope it stays the way it is. Thanks.
24. You should keep the 30 minutes free parking. If nipping in to a shop quickly it is great. As someone said above if I am wandering round the town having a look round all of the shops, I tend to use the free parking. Another town actually gives you an hour free parking. If you know you are going to be more than an hour then you pay £1.20 for up to the 2hrs. Can't remember what the fee is Inverurie if more than the 30 minutes.
25. Goodness me! Surely you want to increase people visiting the town centres not drive them away!
26. Why not give a free half-hour everywhere then charge after that? There are cues to get into the train station and the free parking past Marks and Spencer every morning - not to mention the Clydesdale Bank being full and only 2 people in the bank! Blanket the whole centre with the same charges and meet the community halfway - the council will get revenue and the parking will largely remain the same. There is no give or take in this "solution" just blinkered Council money making
27. People will undoubtedly be put off of shopping in the centre of the town. Yet another way to "encourage" shoppers to stop shopping locally. Is this what they want?
28. The 30 minutes free parking is so when you need to get something done quickly, nipping to the chemist, bank, shop especially when my children are with me.
29. Have the council given a reason for the removal of the free parking??, I'm from Haddington and we are having same problems. But our problem seems to be they are hell bent on getting everyone to cycle!!!!!, which to me is just a joke in this busy day and age !!!!.
30. I love the facility to park for free in the Shire for half an hour. Surely this brings more business to the area as it focuses your attention. If I know I will be longer I'll pay for parking or park elsewhere. Having to pay for a quick pit stop would put me off shopping there and shopping local which I always try to do!
31. The 30 min free parking is extremely useful commodity to have in Aberdeenshire. I know for definite that I, my partner, my elderly parents and my aunt and uncle all use this facility in Inverurie and other Aberdeenshire towns. It allows easy access to the towns shops on a regular basis without penalties to us individuals. It also benefits independent shops. Without this flexible parking arrangement I would park and shop in the large retail centres and the small shops would miss out on our custom.
32. The 30 minutes free parking has been a great for Inverurie and ideal when you're just nipping into the local shops. I feel the businesses and community will really suffer if you remove this.
33. I use it all the time to nip in to local shops for small items or to buy lunch etc. If I was charged for my quick trip I would head to supermarket instead - such a shame for small businesses.

34. We have the best town centre with a varied selection of shops and having the free 30 minutes encourages shopping at these shops which need our local business. Please don't change it support local businesses

35. 100% need to keep the free parking - it encourages people into the town centre. Otherwise people will go to retail parks or stay at home and do (more) in-line shopping. Town centres are already struggling - don’t make it worse!

36. Take away the free parking?!? What fool thought of that. I thought the idea was to encourage people to shop locally!! This will put people off.

37. Don't take away free parking. It is very handy for those who use Inverurie for shopping!

38. As a local resident and a parent with an offshore husband I find this free parking allowance so helpful. We often use it to ‘nip into’ boots to collect my daughter’s prescriptions, or to run into the Bank. It is possible to get these little jobs done because of the allowance. We don't always have change on us to pay for parking, so it wouldn't be so simple to do these jobs as a working parent, with an offshore parent if we had to pay. I think it would also put people off doing the quick errands which help keep the local businesses alive. Why would you pop into the local independents to buy a card, a gift or a coffee if you had to pay to park for the privilege, when you could nip to one of the larger supermarkets, do all this and park for free? The High Street and range of independents are really a huge part of Inverurie’s charm. This has got to damage the high street and risk Inverurie Town centre going down the route of many other Aberdeenshire towns, which have certainly lost their charm with many vacant premises.

39. I’m def keen for the free parking to stay! It def encourages people to use the local businesses!

40. Scrapping the 30 mins free parking will undoubtedly put a lot of people off coming into the town centre, opting to go to the supermarkets instead. I use this all the time for popping to the post office, chemist, card and gift shops. This will have a huge impact on all the local businesses if this plan is put in place.
41. It encourages me to use Inverurie more. Getting rid of this would discourage me using Inverurie and
42. Please keep the 30 minutes free period! It's great for a quick pop in to support our local shops. With the card payment being removed leaving us to use coins, or an app that charges for use, it is vital to keep this free period.
43. I really hope the 30mins free parking tickets will stay. It's very handy
44. The free parking is a godsend when you need to nip in to the shop to pick up prescriptions or a pint of milk. Increasing the parking charges wouldn't keep me in the town for longer but rather head elsewhere! I'm happy to pay for parking if staying over the 30mins but for a quick shop I wouldn't pay 🙃
45. Keep the 30 mins free parking. I use it regularly for local shopping.
46. I don't understand the positive of removing the 30 mins free parking. This surely is only going to put people off going into the town centre and instead using supermarkets. I love Inverurie for its local shops and cafes and I can only see this having a negative impact on all the local businesses if this plan goes ahead
47. I think it would be a big mistake to take away the free 30 minute parking and would definitely affect business for shops locally
48. Wholeheartedly support the 30 mins free parking. It is vital to keep supporting our local shops and if removed would have a devastating effect on the local community. Come on Aberdeenshire Council. We elected you to look after our interests so listen to your community 🗣️ I've not seen one post in support of it being removed but a whole lot for leaving it be!!
49. Keep the free parking, it's so handy and it would put me off parking round the town if it was scrapped. Thanks.
50. Please make sure they know this will help kill the high street. It should be 2 hours free parking.
51. I regularly use the 30 minute free parking to pop in to some local shops. I'm unlikely to do this as often if I have to go to the hassle and cost of paying for parking. This will undoubtedly just add to the pressures of an already dying high street! I can't believe the council are even considering this, just think how much less rates you will receive from all the empty shops once they close down, many are already struggling. Come on council, wise up!
52. I use the free parking to nip in to shop in the independent stores my fear is that if it is removed for certain items I will be more inclined to use one of the big supermarkets that have free parking so then independent shops will go out of business and then we will have empty shops. It would be such a shame when Inverurie has built such a reputation for this and I would still pay to park when going out for lunch and doing a longer shop. It is totally disadvantaging the locals who elected the councillors as we are the ones that nip in to a shop on the way home from work for example! Please don’t do it to Inverurie our lovely thriving town!

53. Small independent businesses are finding it hard enough without folk being discouraged from stopping off in the town for short visits. The free 30 minutes’ parking must stay.

54. The free parking is so helpful when picking up a prescription for example, or going to the library. Personally if it’s stopped it would discourage me from popping in somewhere where I might spend money. The rates the businesses in Inverurie pay are high enough without them loosing footfall from people able to take advantage of the 30 min parking.

55. Free parking is important for people who just need to pop into a shop for a short time. Without congestion will just get worse and it’s bad enough already,

56. Rarely found a parking bay to shop locally before the 30 minute free time was introduced, please leave as is. Opens up bays more frequently.

57. Well i have for one would not be shopping local if this is the case. What next?

58. Think the council have £ in their heads all the time, rates increases,now thinking no free 30 mins parking. Another blow for local shops. 😞 😞 😞 😞

59. I would like to register my support of keeping the free 30min parking as it’s a great help for quick errands in the town centre. Every effort should be made to support local businesses and charging more for parking will put people off coming into Inverurie to shop.

60. We regularly use the free 30mins parking to pop to the shops. It shocks me that it’s a consideration to start charging! Businesses suffer enough already with business rates, and it would have a direct impact on their trade as it'll remove the convenience factor.
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<th>Number</th>
<th>Comment</th>
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<tbody>
<tr>
<td>61.</td>
<td>Just look at what has happened here in Angus with the parking charges introduced and no free time. Car parks are empty and high St is quiet.</td>
</tr>
<tr>
<td>62.</td>
<td>Massive mistake to remove the free 30 min parking. If anything it should be increased.</td>
</tr>
<tr>
<td>63.</td>
<td>The free 30 min parking is so handy, amazing how much you can get done in 30 mins, pop to the post office, quick stop off at the baker/butcher, it encourages people to shop locally, I never have any change to pay for parking, so if no free parking period I’d prob just head to the big supermarkets.</td>
</tr>
<tr>
<td>64.</td>
<td>I can't agree more with what has been said already. The 30 minutes free parking is vital in Inverurie for all local businesses. Would definitely discourage people from using amenities if this was scrapped.</td>
</tr>
<tr>
<td>65.</td>
<td>I don't understand the thinking behind removing it, but with internet shopping already having such a huge impact on local shopping, I feel like removing the 30mins free parking option will encourage more and more people to shop elsewhere when the convenience of nipping into the shops costs them money. Please rethink this move before you make an already challenged town centre even less appealing to visit.</td>
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<tr>
<td>66.</td>
<td>I have emailed the councillors already and had a couple of responses but mainly usual non committal politician answers - good luck at the meeting.</td>
</tr>
<tr>
<td>67.</td>
<td>This will kill Inverurie town centre and finish already struggling businesses. We should be doing everything we can to drive people back to the centre not driving them away.</td>
</tr>
<tr>
<td>68.</td>
<td>I think this is a terrible idea and I would definitely use the local shops less if I had to pay £1.20 for 5 minutes in the shops. Xx</td>
</tr>
<tr>
<td>69.</td>
<td>Car parking is still the #1 or #2 issue for town centre businesses</td>
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Source: https://www.facebook.com/InverurieBusinessAssociation/posts/2443236132414684

Positive (2)  
1. With the amount of parked cars along the shop front parked/stopped on double yellows it's clear that folk don't park in the free spaces anyway, why? Cause there's not enough spaces.  


2. Going by the amount of people who use my pubs private car park rather than the free half hour in the councils car park right next door I don’t think people use it anyway or don’t know about it. We are constantly telling people you get a free half hour
Source: https://www.facebook.com/InverurieBusinessAssociation/posts/2443236132414684

| 70 | Individual | Most towns with a population of less than 7000 are struggling to keep any sort of viable town centre. This was caused as a direct result in most cases of permission being granted by the council to multiple supermarkets which resulted in the majority of small shops being squeezed out of the towns. Huntly where I live is an excellent example. The town centre where parking charges still exist is now down to a handful of shops from a couple of dozen before they were allowed in. The remaining shops need all the help they can get and charging to park only deters any visitors from stopping.
I suspect the costs of equipment and collection of these fees totally outweighs the income in Huntly and accordingly the council would be cheaper off not charging for the parking. On the basis this is correct, I object to the Council wasting resources collecting parking charges in Huntly. | Response 31 |

| 71 | Federation of Small Businesses | The Federation of Small Businesses (FSB) welcomes the opportunity to respond to the consultation on the proposed off-street parking charges across Aberdeenshire. The FSB offers support and advice to thousands of small businesses across Scotland and hundreds across the Aberdeenshire area who are directly or indirectly reliant on accessible parking for not only customers but also for staff. We also have a longstanding interest in shaping public policy in all aspects of economic development, including parking strategies. | Response 32 |
Firstly, we would call on Aberdeenshire Council to study and review the impact that parking charges have had in the neighbouring Angus Council area. Since November 2018, there have been reports of businesses across different sectors in Angus forced to close their doors, with many citing a drastic fall in footfall and takings. This has also been accompanied by pictures of deserted car parks across the county, which benefits neither, local business, the local economy nor the Council.

In challenging economic times for businesses on our high streets, it is important that the parking policy is reflective of the local area and used as a lever to support the local economy and not used to create a barrier that could be to the detriment of the many town centres across Aberdeenshire.

We believe the introduction, reintroduction or increase in charges, not just in Aberdeenshire but in any area across Scotland, should not be the basis for any local authority to generate income to help fund any shortfalls in other areas. Any income from charges should only be used to cover parking related operating costs and for re-investment in the local road maintenance.

However, we would also cite, again from Angus, that the introduction of charges was expected to generate an income of circa £700,000 per annum. Such an optimistic forecast appears to have assumed that there would be no negative economic consequences, when in reality it has led some to avoid visiting towns across the County.

Whilst charges exist and we understand the need for charges, it is important that the cashless apps such as RingGo, PayByPhone, JustPark and AppyParking to name but a few, are implemented to improve the options for the “customers” and to provide and not penalise those reliant on passing trade. In utilising cashless apps, and indeed as part of best practise, we would also encourage the authority to work in partnership with other areas to share knowledge on parking strategies and learn from each other. For example Dundee City Council has recently introduced a parking app where they the company hopes to eventually introduce innovations such as predictive availability of parking spaces, real time discovery of spaces encouraging drivers to park in different areas through incentives from local shops, as well as pre-booking and emission-based pricing.
The issue of parking is a longstanding, emotive concern for businesses. This is especially true for retailers, for their suppliers, and for mobile businesses such as electricians, cleaners, joiners and so on, who require access to clients. Generally, their concerns centre on three interrelated issues: the lack of available on and off-street parking; the high cost of parking, especially short stay; and the profits parking income generates for local authorities.

Therefore, we welcome the proposals that:
- No existing free car parks will be made Pay & Display
- Change time bands and tariffs to encourage longer stays
- Make off-street parking more attractive to those working in town centres
- Introduction of contactless payment option for convenience
- Standardisation across Aberdeenshire - fair and less confusion (prices, methods and times)

However, we would back the calls made by many businesses across Aberdeenshire for the retention of a free period of up-to an hour. Since the current tariffs were introduced in late 2014, there has been an increase in the use of car parks across Aberdeenshire. The Council’s own report to the Garioch Area Committee on 29 May 2018 stated “The key reason for the introduction of the current set of tariffs...was to encourage economic activity in our town centres at a time when the economy was struggling in general”.

Now, at a time when Scottish small business confidence remains depressed, in the first quarter of 2019, the FSB Scottish Small Business Index (SBI) fell for third consecutive quarter to an all-time Scottish low, when costs are rising and the number of registered businesses in the council area is decreasing (down 140 in the last year), surely increasing use and potential economic spend across Aberdeenshire should be welcomed with users not faced with a cash barrier to spending in our town centres?
| 72 | Individual | Objection to the plans to charge £1 for short term parking in the Banff areas. The free parking for the first hour is such a boon when I need to pop into the chemist for my prescription or the post office to post a parcel or indeed to Tesco for a couple of groceries. Most of these trips only take a few minutes and so to charge £1 for each trip is asking a lot of pensioners and local people who live here all year round. As for tourists, there is an attraction in free parking, even though we want them to stay a bit longer and enjoy our lovely town and spend their money here. I have watched the excellent video of our two towns, Banff and Macduff. It is a snapshot of this lovely area and it's people and attractions. I believe that the free parking is an added one. I ask you to reconsider your plan to charge £1 for the short term parking and keep it free. | Response 8 |
| 73 | Individual | I am a regular user of St Mary's Car park Banff. I would like to voice my objection for the changes in car parking charges. Is this a cost effective proposal? The cost if the traffic warden to run his vehicle back and forth, wages, vehicle tax? I would also like to see how the Saturday charges would be managed if the traffic warden only works Monday to Friday. If weekend work is needed to manage these costs this would then surely balance out the increased charges. For council workers or individuals who may need to pop into the court house to pay fines and manage equipment would incur a 50p charge. Is this practical? The toilets are currently free of charge which are the main public toilets in Banff however if th33se charges are increased the public would need to pay 50p to nip into the toilet. I hope you can take the time to consider my objection. | Response 33 |
Letter Responses

*Note: the yellow highlighted text in response 1 was included in all responses, at the start and end respectively.

Response 1

Public Consultation: Proposed Off-Street Parking Order 2019

Thank you for your correspondence where you set out your concerns to the above.

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Additionally, parking will continue to be free in car parks and on street where no tariffs currently apply.

In light of our response can you please confirm if you are willing to withdraw your objection. If you wish to do so please respond to traffic.order@aberdeenshire.gov.uk or write to Head of Legal and Governance, Woodhill House, Westburn Road, Aberdeen, AB16 5GB, no later than 14 June 2019.

If you do not withdraw the objection, it will be included with a report which will be presented to the Aberdeenshire Council Infrastructure Services Committee on Thursday 20th June 2019. Members of that committee will decide if objections should be upheld and the proposals amended or to proceed with the making of the Off Street Parking Orders as proposed.

Response 2

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other
budgets is not acceptable.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Additionally, parking will continue to be free in car parks and on street where no tariffs currently apply, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. We are not therefore adding a levy onto prescriptions. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world.

The cost of the enforcement team does not equate to all of the costs associated with operating the car parks and the removal of them is not an effective solution. In addition, the making of all town centre car parks to being free, would bring other issues to town centres which would not support the town centres nor local or regional transport strategies.

Response 3

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The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The costs to run and maintain car parks comes from the car parks themselves and not other sources, which are already stretched.

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The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

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Additionally, parking will continue to be free in car parks and on street where no tariffs currently apply.

The cost of the enforcement team would not recoup all of the costs associated with operating the car parks and is not an effective solution. In addition, the making of all town centre car parks to being free, would bring alternative issues to town centres and would not support the town centres nor local or regional transport strategies.

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The Bellfield car park does have some parking spaces for the surgery and health clinic however, the spaces are still managed and maintained by Aberdeenshire Council. These premises do not bear the costs involved with the upkeep or running of the car park, as other premises, who provide a car park would. We are however looking into what solutions may be possible to alleviate the concerns of those using the surgery or health clinic.

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A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres. It was also agreed throughout these discussions that a consistent approach to charging across Aberdeenshire should apply. This also fits with the ‘Aberdeenshire Council Corporate Charging Policy’.

In addition, our Car Par Operatives also report to us that the differences between Aberdeenshire towns often appears to cause in confusion for the public and can result in Excess Charge Notices being issued for misunderstandings.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

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The changes in Angus Council area have been different to what is proposed in Aberdeenshire. The calculation of income has been done in conjunction with our finance team using data and knowledge from our professional parking team. An allowance has been made for some drop in user due to a behaviour change of people using the towns in a different manner, such as parking in free areas, combining more into each visit and such like, but without lose of significant business to the local businesses. There is more to the success of a business than parking.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.
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There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 11

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres;
- and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns.
The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax, business rates or other Council budgets.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

It is appreciated that the on-street parking can be busy and that double parking may occur but the management of that is out with the remit of this consultation, which covers the off street car parks only.

I note that you question charging at all in the Market Square Car Park. I have discussed this with our Estates team and have been provided with the following information: Market Square and surrounding lanes were sold in 1890 by Dunnottar and Fetteresso Educational Trust for £150 to The Commissioners of the Police of the Burgh of Stonehaven. Aberdeenshire Council is the successor to the Commissioners of the Police of the Burgh of Stonehaven as a consequence of a sequence of acts that reorganised local government, starting with the Local Government (Scotland) Act 1929. It is therefore taken that there are no burdens or other conditions in the title that prohibit what is proposed.

Response 12

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• Current on and off-street parking provision in Aberdeenshire town centres; and
• Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs. Most of the costs associated with the management of the car parks are fixed costs and therefore unable to be ‘run’ any differently. The wider issue of public services is not what is being consulted on. As stated earlier, it has been agreed that the provision of off street parking should not be subsidised.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 13
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The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Those less mobile or on low incomes, if using a car, will also need to pay for the parking, in the same way as they pay for all other costs associated with running a car, if they choose to park in the pay and display car parks.
Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring, is used across the world and helps balance supply and demand.

Response 14

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes in Angus Council area have been different to what is proposed in Aberdeenshire. Aberdeenshire Council have been and are continuing to invest in our town centres with many regeneration and other schemes being progressed.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

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The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.
The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 15 (a)

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.

The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.
Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks and on street where no tariffs currently apply.

Reducing costs by employing fewer car park operatives would not save enough costs to allow the free periods to remain and would not be an effective solution to the budget issue nor provide effective parking management. The Car Park Operatives generally cover their own costs through the issuing and recovery of Excess Charge Notices (ECNs).

Whilst you comply with parking charges and other terms and conditions, many others do not, shown by the number of ECNs issued annually. There is a car park operative on duty in Ellon for part of most days (Mon – Sat).

Response 15 (b)

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres. As part of the changes, it was agreed that the convenience fee for using the cashless parking solution, RingGo, would be incorporated with the tariff, meaning no additional cost for the customer to use the service, only for the opt out extras.

Discussions with business communities in Peterhead and Inverurie raised the issue of ease of payment and a result funding has been secured for the upgrade of machines to accept contactless card payments at the machines. This will reduce the need for users to have the correct change.

Whilst there are charges to the Council for card payments, there will be no additional cost to the user. There are also charges borne by the council for cash payments too, as cash collection needs to be carried out and comes at a cost.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.
Response 16

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax, business rates nor other council budgets.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres. It was also agreed throughout these discussions that a consistent approach to charging across Aberdeenshire should apply. This also fits with the ‘Aberdeenshire Council Corporate Charging Policy’. I can also confirm that Inverurie currently only has a 30 minute free period, the same as Stonehaven, not one hour as you have stated in your objection.

Our Car Par Operatives report to us that the differences between Aberdeenshire towns often appears to cause in confusion for the public and can result in Excess Charge Notices being issued for misunderstandings. This is therefore another reason why a consistent approach across the Council area is deemed appropriate.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit. This has to be done within the car parking service and the wider savings that you mention are out with the remit of this consultation. I can confirm that the resources within the team are used appropriately and managed efficiently.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world.

Response 17

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax, business rates nor other council budgets.
A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit. This has to be done within the car parking service and the wider savings that you mention are out with the remit of this consultation. I can confirm that the resources within the team are used appropriately and managed efficiently.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and can help balance supply and demand, particularly in busy locations such as Market Square, Stonehaven.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish. This should address the points you mention regarding stress with rushing. It is on this basis that the revised tariffs have been developed.

Response 18

I can confirm that the proposed changes does not include any change to the 2 hour free parking in Turriff. The charges are only proposed for car parks where charges currently exist.

There is changes to some of the wording contained within the legal Off Street Parking Order, which is why notices were been placed at all sites.

Response 19

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

The changes in Angus Council area have been different to what is proposed in Aberdeenshire.
Aberdeenshire Council have been and are continuing to invest in our town centres with many regeneration and other schemes being progressed.

Our calculation of income has been done in conjunction with our finance team using data and knowledge from our professional parking team. An allowance has been made for some drop in user due to a behaviour change of people using the towns in a
different manner, such as parking in free areas, combining more into each visit and such like, but without lose of significant business to the local businesses. It should be borne in mind that there is more to the success of businesses, high streets and town centres than parking charges.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

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The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 20

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- Context of parking in relation to transport policy and legislation;
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- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The costs to run and maintain car parks comes from the car parks themselves and not other sources, which are already stretched.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres. As part of the proposed changes, it was agreed that the convenience fee for using the cashless parking solution, RingGo, should be incorporated with the tariff, meaning no additional cost for the customer to use the service, only for the opt out extras.

Discussions with business communities in Peterhead and Inverurie raised the issue of ease of payment and a result funding has been secured for the upgrade of machines to accept contactless card payments at the machines. This will reduce the need for users to have the correct change.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks where there are currently no charges, and on street.

The matters raised regarding the planning system fall out with the remit of this consultation.

Response 21

The change proposed is to rename the car park in Victoria Terrace to ‘Victoria Terrace (Crown Street)’ from ‘Crown Street’. It is currently referred to in the Off-Street Parking Order as Crown Terrace and as you state this is not reflective and does not match the
signage at the car park, and means we have been unable to undertake any enforcement action at the car park. The current Off Street parking order, with it named as ‘Crown Street’ can be seen on our website at https://www.aberdeenshire.gov.uk/media/5630/formartine-offstreetparkingorder.pdf (page 12 of named pages/page 14 of PDF).

I apologise for any confusion or misunderstanding, but I hope you now understand that the change is the opposite of what you have indicated.

**Response 22**

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs. Most of the costs associated with the management of the car parks are fixed costs and therefore unable to be ‘run’ any differently. The wider issue of public services is not what is being consulted on. As stated earlier, it has been agreed that the provision of off street parking should not be subsidised.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had
for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

It is appreciated that the on-street parking can be busy and that inconsiderate parking may occur but the management of that is out with the remit of this consultation, which covers the off street car parks only.

Response 23

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The costs to run and maintain car parks comes from the car parks themselves and not other sources, which are already stretched.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.
The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks and on street where no tariffs currently apply.

Reducing costs by employing fewer car park operatives would not save enough costs to allow the free periods to remain and would not be an effective solution to the budget issue nor provide effective parking management. The Car Park Operatives generally cover their own costs through the issuing and recovery of Excess Charge Notices (ECNs).

Response 24

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres;  
  and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The costs to run and maintain car parks comes from the car parks themselves and not other sources, which are already stretched.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.
The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.

The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks and on street where no tariffs currently apply.

Reducing costs by removing car park operatives and charges would not save enough costs to allow the free periods to remain and would not be an effective solution to the budget issue nor provide effective parking management. The Car Park Operatives generally cover their own costs through the issuing and recovery of Excess Charge Notices (ECNs).

I have also attached a breakdown of average annual costs. It shows that with the removal of the costs associated with your suggestion, that costs for rents, cleansing, repairs and maintenance, rates and some staffing costs (for general parking management – not enforcement) would remain, yet there would be no income.
Response 25

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
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- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.
A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres. As part of the changes, it was agreed that the convenience fee for using the cashless parking solution, RingGo, would be incorporated with the tariff, meaning no additional cost for the customer to use the service, only for the opt out extras. In addition, discussions with business communities in Peterhead and Inverurie raised the issue of ease of payment and a result funding has been secured for the upgrade of machines to accept contactless card payments at the machines. This will reduce the need for users to have the correct change.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 26

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.
The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Additionally, parking will continue to be free in car parks and on street where no tariffs currently apply, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. We are not therefore adding a charge for using the toilet or for using a business. It is only those parking in the car park who will need to pay. People can use the facilities without parking a car.

Payment for convenient, accessible parking is a cost associated with motoring and is used across the world.

Response 27

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns.
The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs. Most of the costs associated with the management of the car parks are fixed costs and therefore unable to be ‘run’ any differently. The wider issue of public services is not what is being consulted on. As stated earlier, it has been agreed that the provision of off street parking should not be subsidised.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

It is appreciated that the on-street parking can be busy and that inconsiderate parking may occur. It should be noted that a Fixed Penalty cannot be issued by the Council for parking offences. Councils with Decriminalised Parking Enforcement are able to issue Penalty Charge Notice for certain parking offences but Aberdeenshire Council, at this time does not have these powers. The management of On Street parking is out with the remit of this consultation, which covers the off street car parks only.

Response 28

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was
fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

With regards to your questions as to whether there are any connections between the persons responsible for implementing the proposals if passed, both in terms of company connections with capital equipment suppliers and maintenance contracts, it can be confirmed that there are no known connections between any of those on the working group, or on the Infrastructure Services Committee, other than client/contractor/potential supplier relationships.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.
Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

It should therefore be noted that the proposed changes do not include any change to the 2 hour free parking in Turriff. The charges are only proposed for car parks where charges currently exist.

Whilst the disc system works well in Oldmeldrum and in other towns across the UK, it is not the felt to be the most effective or appropriate solution for the issues we are faced with in Aberdeenshire Council, for a number of our towns.

Your offer of more innovative community focused ideas are of interest and a member of the team will be touch with you over the next few months to discuss these.

Response 29

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other
council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

There are costs associated with the changes to the charges. It has been estimated around £30,000 for signage changes etc. A lot of the staffing costs for the changes are incorporated within current resources, although some additional assistance for the team is being taken on over the summer, in terms of a summer student. There will be costs for upgrading machines to allow contactless payments to be made, as this is something that communities have requested. Funding for that has been made available.

I am unsure what matter you contacted the Council about regarding Auchenblae but I can confirm that Aberdeenshire Council do not manage any off street car parks in Auchenblae, under our Off Street Parking Orders. If the matter was regarding on street parking, enforcement regarding that are the responsibility of Police Scotland.

Response 30

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

• Context of parking in relation to transport policy and legislation;
• Reasons behind town centre decline, both locally and nationally;
• Links between town centre vitality and car parking;
• Current on and off-street parking provision in Aberdeenshire town centres; and
• Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as
managing supply and demand of parking availability within our car parks and towns. The costs to run and maintain car parks comes from the car parks themselves and not other sources, which are already stretched.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.

The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks where no tariffs currently apply, or on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world.

Reducing costs by removing car park operatives and charges would not save enough costs to allow the free periods to remain and would not be an effective solution to the budget issue nor provide effective parking management. The Car Park Operatives generally cover their own costs through the issuing and recovery of Excess Charge Notices (ECNs).

I have also attached a breakdown of average annual costs. It shows that with the removal of the costs associated with your suggestion, that costs for rents, cleansing, repairs and maintenance, rates and some staffing costs (for general parking management – not enforcement) would remain, yet there would be no income.
It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

Previous work has also been undertaken including a range of research and evidence gathering tasks, including:

- Context of parking in relation to transport policy and legislation;
- Reasons behind town centre decline, both locally and nationally;
- Links between town centre vitality and car parking;
- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns.
The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); and up to 1 hour will be £0.50 rather than £0.60. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish. Incentive schemes, working with local businesses, will also be investigated and implemented if there is sufficient interest and a suitable solution.

Additionally, parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

Response 32

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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- Current on and off-street parking provision in Aberdeenshire town centres; and
- Engagement through a public and business consultation exercise.
The changes in Angus Council area have been different to what is proposed in Aberdeenshire. The calculation of income has been done in conjunction with our finance team using data and knowledge from our professional parking team. An allowance has been made for some drop in user due to a behaviour change of people using the towns in a different manner, such as parking in free areas, combining more into each visit and such like, but without lose of significant business to the local businesses. There is more to the success of a business than parking.

The changes are not intended to have a negative impact on the high streets or town centres. The aim is to cover the costs to run and maintain the car parks, as well as managing supply and demand of parking availability within our car parks and towns. The money required to run and maintain car parks comes from the car parks themselves and not other sources, such as Council tax or business rates.

A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not covering their costs.

The council has made clear that it has a responsibility to tackle this mounting deficit.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses. It will therefore be possible for you to spend longer in the town and do more whilst there, therefore combining a few things when you do visit, if you wish.

Parking will continue to be free in car parks where no charges currently apply and on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world and helps balance supply and demand.

The developments in Dundee City Council parking are known to the team, but whilst running at a deficit, there is no money to be able to progress with such initiatives. With the changes to tariffs meaning the budget for Aberdeenshire Car Parks being more stable, such initiatives and improved parking experiences can be investigated.
It is appreciated that the free periods were introduced to encourage economic activity, but there has been little solid evidence that this has been the case, with many town centres and businesses continuing to report they are struggling. In addition, the loss of income to the Council was far greater than expected and that cannot be sustained any longer.

Response 33

It was agreed at a meeting of Aberdeenshire Council on 17th January 2019 to proceed to consultation regarding revised tariffs for parking. At this meeting the matter of charging rather than the free periods in our park and pay car parks was fully debated, including discussions regarding high streets and town centres and agreement that subsidising car parks from other budgets is not acceptable.

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A working group of local councillors and transportation officers looked closely at the issues in Aberdeenshire and came up with a proposal to remove free periods and alter tariffs to encourage longer stays in local town centres.

The principal issue to be tackled, and the reason for the change, is a growing deficit in the car parks budget which has built up since the introduction of free parking in 2014. Previously there was a surplus of income, but now car parks are not even covering their costs.

The council has made clear that it has a responsibility to tackle the mounting deficit, which would have to be paid for from other council budgets.

There is no such thing as free parking - any money required, for example to cover the deficit in running costs, or maintain and improve car parks has to come out of other council budgets if not paid for through the use of the car parks. These other Council budgets are also under considerable pressure.

Every option for continuing to provide free periods has been looked at, and whilst it is appreciated that people do not want to start paying for something that they have had for free, it simply is not sustainable to continue providing the free periods as it would rely on those who pay for longer periods to pay even more to cover the cost.

The proposals include reduced fees for the 1-2 hours parking (from £1.20 to £1.00) and 3-5 hours parking (from £5 to £3); in addition where the free period was for up to 30/45 mins, parking for more than 30/45 mins and up to 1 hour will be £0.50 rather
than £1.20. The intention is that this should encourage longer dwell times in town centres, benefitting the businesses.

Parking will continue to be free in car parks where no tariffs currently apply, or on street, therefore those not wishing to pay can look for a space further afield or perhaps less convenient. Those using the Court, toilet facilities etc are not being charged for those activities, but for parking their cars. Using a car and parking it in a convenient accessible location is a choice. Payment for convenient, accessible parking is a cost associated with motoring and is used across the world.

Reducing costs by removing car park operatives and charges would not save enough costs to allow the free periods to remain and would not be an effective solution to the budget issue nor provide effective parking management. The Car Park Operatives generally cover their own costs through the issuing and recovery of Excess Charge Notices (ECNs).

I have also attached a breakdown of average annual costs. It shows that with the removal of the costs associated with your suggestion, that costs for rents, cleansing, repairs and maintenance, rates and some staffing costs (for general parking management – not enforcement) would remain, yet there would be no income.