

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Net Zero and Environment and Transport Committee
<b>DATE</b>	31 October 2023
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Feasibility of changing the current pay and display policy (Notice of Motion by Councillor Malik)
<b>REPORT NUMBER</b>	RES/23/328
<b>DIRECTOR</b>	Steve Whyte
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Vycki Ritson
<b>TERMS OF REFERENCE</b>	8

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### 1. PURPOSE OF REPORT

- 1.1 The report responds to the instruction from this Committee on 9 May 2023, to the Chief Officer - Operations and Protective Services to bring forward a report as soon as possible on the feasibility of changing the current pay and display policy with options and estimated cost implications.

Councillor Malik brought forward a Notice of Motion (NOM) on the basis that Council policy on Pay and Display Parking allows for free parking on a Sunday between 8am till 1pm; that this policy allows many citizens to drive to church for worship and park without the fear of receiving a Fixed Penalty Notice; that Aberdeen is an extremely tolerant city that is multicultural in its outlook where its citizens appreciate the importance of many faiths and do so in harmony and respect to all faiths within our community; and that not all religious days are on a Sunday with the Qur'an invoking the importance of Friday as its day of worship.

### 2. RECOMMENDATIONS

That the Committee:-

- 2.1 note that Aberdeen City Council controlled parking zones and car parks do not have consistent operational hours on every day of the week;
- 2.2 agrees that there are vehicle trips generated throughout a longer period of a typical Sunday, where greater use of controlled parking measures will be beneficial in terms of providing a turnover of parking, protecting residential parking amenity and encouraging sustainable travel alternatives; and
- 2.3 instructs the Chief Officer - Operations and Protective Services to commence the statutory process to introduce charged parking times on a Sunday of 8am to 8pm, in all restricted parking zones and car parks where Sundays are currently charged from 1pm to 5pm, and to report back to this Committee with any objections raised.

### 3. CURRENT SITUATION

#### Reasons for parking controls

- 3.1 The Council is responsible for the management and maintenance of all on-street parking, the enforcement of Controlled Parking Zones (CPZs), the administration of parking permits, provision of parking spaces for disabled people and some off-street car parks.
- 3.2 When looking to introduce new parking policies which discourage non-priority users and help maintain the vitality of the City Centre, the Council recognises the importance of providing an adequate supply of short stay parking to support the needs of businesses, short stay shoppers and visitors. Edge of city Park and Ride car parks on the strategic road network have been delivered for longer stay parking and off-street car parking in the city centre focuses on short to medium-stay requirements. This seeks to ensure maximum turnover of spaces and discourage all day commuter parking, as additional city centre commuter parking would have a detrimental effect on peak period congestion.
- 3.3 The descriptions above are taken from the Local Transport Strategy 2016-2021. This is currently being updated having been delayed during the Covid period however the overarching considerations remain the same.

#### Current parking controls

- 3.4 On-street parking controls are in place from 8am to 8pm from Monday to Saturday and 1pm to 5pm on a Sunday in CPZ A, B, C, E, F and G, and car parks in the city centre. With surrounding areas on-street parking is managed from 8am to 8pm Monday to Saturday only. This is in keeping with the requirement to manage parking during peak times and to reduce the imposition of commuter parking on residents.
- 3.5 The hours set for parking on a Sunday were set historically.
- 3.6 In the city centre, on-street pay and display parking can be purchased for 20 minutes, 40 minutes or 1 hour, with a 2 hour option after 6pm. In surrounding areas, all options are available all day.
- 3.7 Off-street car parks have a mix of offerings from 1 hour to 14 hours dependant on their location. Full details can be found on our website at <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/parking/find-car-park>
- 3.8 Residents and blue badge holders also have access to the pay and display bays throughout the day and this is not time limited.

#### Options for a revised parking policy

- 3.9 The basis of the NoM leading to this report, is the request that parking privileges be afforded to all those attending worship, by car, within the City's controlled parking zones (CPZ).

3.10 Consideration is also given to whether the current pricing structure, i.e. no charges on a Sunday morning, is still appropriate.

3.11 The options considered are

Option 1 – Do nothing i.e. no charges on a Sunday morning and no concession for other days.

Option 2 – Introduce further concessions i.e. remove parking charges adjacent to venues holding regular services.

Option 3 – Remove existing concessions i.e. increase the hours of parking controls on a Sunday to match other days of the week, only in zones which currently have parking charges on a Sunday.

#### Option 2

3.12 Around 14 churches, 3 mosques and a synagogue were noted within the city centre's CPZ. Various hours of worship were noted across the venues, over a number of days including Monday, Wednesday, Friday, Saturday and Sunday. Some venues were noted to have private parking.

3.13 If parking charges on the public road are removed for any period of a day, all vehicles parking at that time would be entitled to free parking, not just those attending a specific venue. This would be expected to raise demand for parking in specific areas, at certain times, thereby potentially reducing the availability of spaces from current levels. It will be challenging to manage expectations.

3.14 In some areas this could lead to conflict, for example parking provisions on Frederick Street and within the multi-storey car park are used by those attending the Health Village and the city centre. Free parking, for all, at a set time would be expected to increase demand for these spaces and may reduce the accessibility of the healthcare facilities.

3.15 Given that the need for parking restrictions during the week and Saturdays, has been established historically as a means to reduce commuter parking, any concession for worshippers would be applied within a localised area only. A mechanism for determining this area would be required. This could be based on a percentage of the average congregation number.

3.16 Cost will be incurred to amend or replace existing signs locally to each venue affected. A reduction in parking charges will result in a loss of income for the Council. There may also be a reduction in those choosing active or public transport options to travel to venues if parking is free of charge in the city centre.

3.17 Those with a Blue Badge have access to free on-street parking at present. Any increased demand for on-street car parking could disadvantage them.

#### Option 3

- 3.18 Historically lower levels of traffic movement on Sunday mornings did not justify charging for parking on a Sunday. Sunday retail and hospitality offerings are now part of a modern shopping experience. Shopping centres and individual establishments are open earlier on Sundays to meet a demand from shoppers. Whilst no charges on a Sunday morning would have supported attendance at church, provisions are not in place for other days of worship.
- 3.19 Research has shown that ACC parking prices are comparable with other cities, and with local car parking suppliers, as referred to in the parking report to Council in December 2022. A further review notes that local private car parking suppliers also charge for parking 7 days a week during all hours of operation.
- 3.20 Observations suggest that this charging structure does not deter visitors from private car parks on a Sunday morning. The charging of parking in Council on-street and off-street facilities could be expected to increase revenue for ACC.
- 3.21 Costs will be incurred to change signs throughout the affected area however additional hours of charging will generate an income which would be expected to meet these costs over time.

#### Conclusion

- 3.22 Option 1 - The existing parking policy of not charging on a Sunday morning, is in place for outdated reasons. This policy does not draw income to support enforcement by our City Wardens and maintenance of our assets.
- 3:23 Option 2 - With the competing demands for parking and the need to support Blue Badge holders, businesses and residents, the removal of parking charges in isolated sections of the city centre, at certain times of day has risks. Misuse, raised expectations, lack of benefit to those originally targeted, reduction of active and public transport users, and significant additional management controls would result.
- 3.24 Option 3 - The introduction of charges on a Sunday in line with the other days of the week, removes the disparity for the faiths across the city, it helps ensure parking availability for blue badge holders, residents and businesses by assisting in turnover of vehicles and it will attract income from our assets.
- 3.25 Whilst costs would be incurred in the setting up of additional charges for a Sunday, on the basis of the review above, this is the recommended option.

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

- 4.1 If instructed, the cost of the consultation related to the first stage of the statutory process can be accommodated from within existing resources within Roads services.
- 4.2 The expected implementation cost and change in revenues will require to be developed.

## 5. LEGAL IMPLICATIONS

- 5.1 Amendments to the hours of operation would require a Traffic Regulation Order to be taken through the statutory process. If it agreed by this Committee, it is expected that the changes could be introduced in April 2024, no objections being received and the traffic signing and infrastructure changes being in place.

## 6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There may be an increase in uptake of active or mass transport travel alternatives as a result of increased hours of parking charges thereby supporting the reduction of traffic on the network in line with the Mobility Strategy: Net Zero Aberdeen – A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

## 7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H)  *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
<b>Strategic Risk</b>		No significant risks identified		
<b>Compliance</b>	That people will not pay the additional charges	Further enforcement will be required to meet the extended hours of parking restrictions.	M	Yes
<b>Operational</b>	That City Wardens will be required to patrol extended hours of operation.	Further enforcement will be required to meet the extended hours of parking restrictions.	M	Yes
<b>Financial</b>	The changes will incur costs to set up	The changes would be expected to generate additional income for the Council to cover the costs of implementation and enforcement.	L	Yes
<b>Reputational</b>	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided a thorough rationale as to the requirement for the proposal.	L	Yes

<b>Environment / Climate</b>	The proposals might lead to a slight reduction in vehicles coming into the city centre on Sunday	Increased parking charges might encourage use of active or sustainable transport modes.	L	Yes
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## 8. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN 2023-2024</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>  <u><a href="#">Working in Partnership for Aberdeen</a></u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> <li>• Making a real and continued investment in Aberdeen’s roads and pavements with the objective of resurfacing and improving an average of at least 40km of roads and 40km of pavements a year from 2023/24 for at least ten years so that by 2032 at least 80% of roads and pavements are in good condition. Any income generated from this proposal will be invested back into road improvements and management of the network.</li> </ul>
<u><a href="#">Aberdeen City Local Outcome Improvement Plan 2016-26</a></u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. The introduction of charge throughout a Sunday will be expected to reduce vehicle numbers within the city centre and will also generate income to reinvest in a sustainable traffic network.
Regional Transport Strategy	<p>The proposal within this report supports the Regional Transport Strategy by increasing parking charges to bring the cost of parking closer to the cost to use public transport alternatives.</p> <p>It is also mentioned within our Local Transport Strategy “As well as being a mechanism for</p>

Local Transport Strategy	managing the length of stay, and therefore turnover of spaces, pricing can significantly influence travel demand. Parking charges at Council facilities will be considered alongside inflation, local bus fares, park & choose charges and rail fares and we will work closely with private operators, using contractual and planning powers, to influence their approach. The focus will be on adjusting price to encourage commuters and long stay parkers to use public transport thereby leaving town and city centre spaces available for short stay customers, service users and residents.”
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## 9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 and 2 Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	None

## 10. BACKGROUND PAPERS

10.1 Our Union Street, White Paper <https://www.ourunionstreet.com/>

10.2 Local Transport Strategy 2016-2021  
<https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy>

10.3 Review of Parking Charges Report to Council 14 December 2022  
<https://committees.aberdeencity.gov.uk/documents/s138737/Review%20of%20Parking%20Charges.pdf>

## 11. APPENDICES

11.1 Appendix A- Review of Options  
Appendix B – Sign revisions  
Appendix C – Occupancy and potential income impacts

## 12. REPORT AUTHOR CONTACT DETAILS

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## Appendix A- Review of Options

Table 1 – Pros and cons of each option







Option	Description	Pros	Cons
Option 1 - Do nothing	No charges on a Sunday morning and no concession for other days	The existing arrangement is understood by visitors to the city centre.	This does not address the inequality of the current arrangement.
Option 2 – Introduce further concessions	Remove parking charges adjacent to venues holding regular services e.g. free parking on Frederick Street during Friday prayers at Mosque	Equitable allocation of parking for all faiths.	<p>New road signs to be provided for localised changes to parking restrictions. These will be larger and more complicated to read.</p> <p>Reduced income from parking.</p> <p>No guarantee of parking being available within defined area for those visiting the establishment.</p> <p>Does not promote active and public transport.</p>
Option 3 – Remove existing concessions	Remove existing concessions i.e. increase the hours of parking controls on a Sunday to match other days of the week, only in zones which currently have parking charges on a Sunday.	<p>Increased income even if numbers driving into city centre reduce.</p> <p>Promotes equality with public transport options.</p> <p>Equitable allocation of parking for all faiths.</p>	<p>Statutory process will be required to amend the existing Traffic Regulation Orders. Objections may be received, and these will require a Committee decision to overturn them.</p> <p>Possible reduction in those travelling into the city centre of a Sunday.</p> <p>Small potential for drink drivers, if they decide to avoid charges for leaving car overnight however pay by phone/ app options are available.</p>



			Amendments will be required to new road signs for changes to parking restrictions.
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**Appendix B – Sign revisions**

Table 2 - Examples of revisions necessary to sign each option

Core City Centre Controlled Parking Zone (CPZ)																																						
Option 1	Option 2	Option 3																																				
<p>Current arrangement example (the sign highlighted is a version that is being implemented in the 3rd / 4th quarter of the current financial year, this in terms of a citywide CPZ sign update programme)</p>	<p>Friday amendment example</p>	<p>Standardised 'on any day' operation example</p>																																				
<div data-bbox="236 656 571 1417" style="border: 1px solid black; padding: 10px;"> <p><b>P</b> <b>Mon - Sat</b>  <b>8 am - 6 pm</b>  <b>Max stay 1 hour</b>  <b>6 - 8 pm</b>  <b>Max stay 2 hours</b>  <b>Sun 1 - 5 pm</b>  <b>Max stay 1 hour</b>  <b>→</b>  <b>Permit holders</b>  <b>or</b>  <b>Pay by phone</b>  <b>01224 440871</b>  <b>or by app</b></p> <p> </p> <p><b>quoting location</b>  <b>52541</b>  <b>or</b>  <b>Pay at machine</b>  <b>→</b></p> </div> <table border="1" data-bbox="236 1435 563 1525"> <tr><td colspan="2">Scheme Ref. CPZ_Sunday_Report</td></tr> <tr><td>Sign Ref. Existing_Core_CPZ</td><td>x-height 15.0</td></tr> <tr><td>Letter colour BLACK</td><td>SIGN FACE</td></tr> <tr><td>Background WHITE</td><td>Width 355 mm</td></tr> <tr><td>Border BLACK</td><td>Height 810 mm</td></tr> <tr><td>Material Engineer Grade (EG)</td><td>Area 0.29 m<sup>2</sup></td></tr> </table>	Scheme Ref. CPZ_Sunday_Report		Sign Ref. Existing_Core_CPZ	x-height 15.0	Letter colour BLACK	SIGN FACE	Background WHITE	Width 355 mm	Border BLACK	Height 810 mm	Material Engineer Grade (EG)	Area 0.29 m <sup>2</sup>	<div data-bbox="651 656 954 1574" style="border: 1px solid black; padding: 10px;"> <p><b>P</b> <b>Mon - Thurs</b>  <b>8 am - 6 pm</b>  <b>Fri</b>  <b>8 - 11 am</b>  <b>2 - 6 pm</b>  <b>Max stay 1 hour</b>  <b>Mon - Fri</b>  <b>6 - 8 pm</b>  <b>Max stay 2 hours</b>  <b>Sun 1 - 5 pm</b>  <b>Max stay 1 hour</b>  <b>→</b>  <b>Permit holders</b>  <b>or</b>  <b>Pay by phone</b>  <b>01224 440871</b>  <b>or by app</b></p> <p> </p> <p><b>quoting location</b>  <b>52541</b>  <b>or</b>  <b>Pay at machine</b>  <b>→</b></p> </div> <table border="1" data-bbox="651 1592 970 1682"> <tr><td colspan="2">Scheme Ref. CPZ_Sunday_Report</td></tr> <tr><td>Sign Ref. CoreCPZ_FriMod</td><td>x-height 15.0</td></tr> <tr><td>Letter colour BLACK</td><td>SIGN FACE</td></tr> <tr><td>Background WHITE</td><td>Width 320 mm</td></tr> <tr><td>Border BLACK</td><td>Height 945 mm</td></tr> <tr><td>Material Engineer Grade (EG)</td><td>Area 0.30 m<sup>2</sup></td></tr> </table>	Scheme Ref. CPZ_Sunday_Report		Sign Ref. CoreCPZ_FriMod	x-height 15.0	Letter colour BLACK	SIGN FACE	Background WHITE	Width 320 mm	Border BLACK	Height 945 mm	Material Engineer Grade (EG)	Area 0.30 m <sup>2</sup>	<div data-bbox="1034 656 1353 1288" style="border: 1px solid black; padding: 10px;"> <p><b>P</b> <b>8 am - 6 pm</b>  <b>Max stay 1 hour</b>  <b>6 - 8 pm</b>  <b>Max stay 2 hours</b>  <b>→</b>  <b>Permit holders</b>  <b>or</b>  <b>Pay by phone</b>  <b>01224 440871</b>  <b>or by app</b></p> <p> </p> <p><b>quoting location</b>  <b>52541</b>  <b>or</b>  <b>Pay at machine</b>  <b>→</b></p> </div> <table border="1" data-bbox="1034 1305 1345 1395"> <tr><td colspan="2">Scheme Ref. CPZ_Sunday_Report</td></tr> <tr><td>Sign Ref. CoreCPZ_AnyDay</td><td>x-height 15.0</td></tr> <tr><td>Letter colour BLACK</td><td>SIGN FACE</td></tr> <tr><td>Background WHITE</td><td>Width 355 mm</td></tr> <tr><td>Border BLACK</td><td>Height 705 mm</td></tr> <tr><td>Material Engineer Grade (EG)</td><td>Area 0.25 m<sup>2</sup></td></tr> </table>	Scheme Ref. CPZ_Sunday_Report		Sign Ref. CoreCPZ_AnyDay	x-height 15.0	Letter colour BLACK	SIGN FACE	Background WHITE	Width 355 mm	Border BLACK	Height 705 mm	Material Engineer Grade (EG)	Area 0.25 m <sup>2</sup>
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### Appendix C – Occupancy and potential income impacts

Frederick Street multi-storey car park has been used as an example as there is a system in place to record vehicle occupancy and stay times.

Current charging hours are Mon-Sat: 8am to 8pm Sun: 1pm to 5pm

Table 3 – Number of vehicles entering car park throughout June 2023

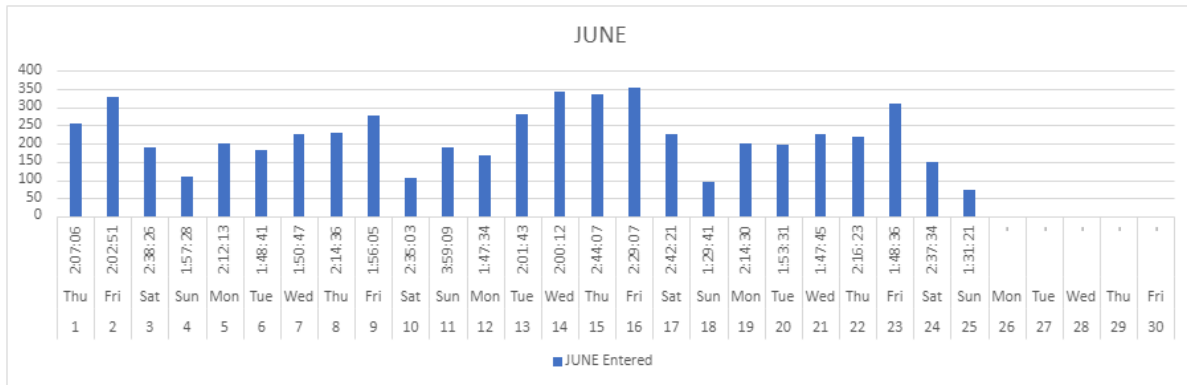


Table 4 – Average stay in Frederick Street car park throughout June 2023

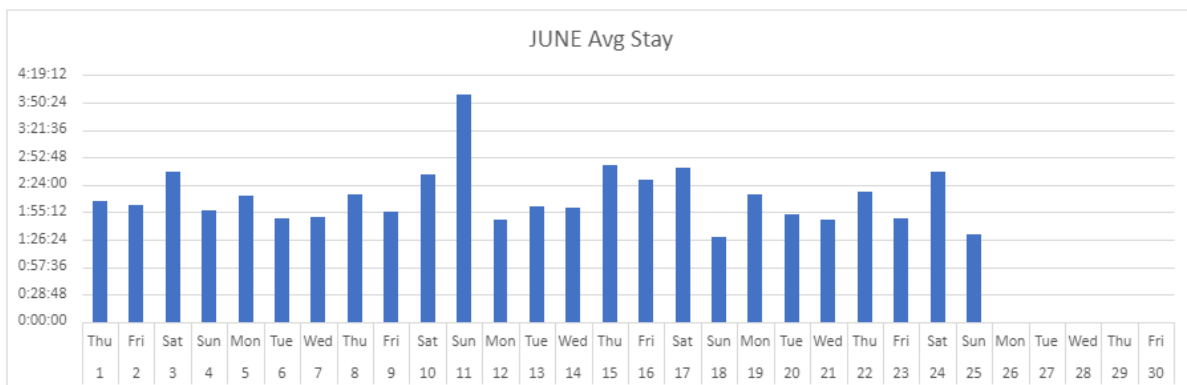


Table 5 - Hourly breakdown of vehicle entry times on Sundays in June 2023

04-Jun	Count		11-Jun	Count		18-Jun	Count		25-Jun	Count
00:00	1		00:00	1		00:00	0		00:00	0
01:00	0		01:00	0		01:00	1		01:00	0
02:00	0		02:00	0		02:00	0		02:00	0
03:00	1		03:00	0		03:00	0		03:00	0
04:00	0		04:00	0		04:00	0		04:00	0
05:00	0		05:00	1		05:00	0		05:00	0
06:00	0		06:00	0		06:00	0		06:00	0
07:00	2		07:00	0		07:00	0		07:00	2
08:00	1		08:00	1		08:00	0		08:00	4
09:00	4		09:00	8		09:00	4		09:00	3
10:00	13		10:00	42		10:00	7		10:00	8
11:00	11		11:00	30		11:00	4		11:00	12
12:00	8		12:00	10		12:00	12		12:00	8
13:00	6		13:00	12		13:00	7		13:00	4
14:00	7		14:00	9		14:00	4		14:00	5
15:00	0		15:00	7		15:00	4		15:00	4
16:00	3		16:00	12		16:00	5		16:00	15
17:00	21		17:00	18		17:00	12		17:00	6
18:00	15		18:00	20		18:00	22		18:00	0
19:00	6		19:00	5		19:00	7		19:00	0
20:00	4		20:00	3		20:00	2		20:00	0
21:00	2		21:00	0		21:00	1		21:00	0
22:00	3		22:00	7		22:00	0		22:00	0
23:00	0		23:00	2		23:00	2		23:00	0
	108			188			94			71

The above car park occupancy statistics are provided for June 2023.

The weekend of June 11<sup>th</sup> was the start of Nuart in Aberdeen which may have impacted on visitor numbers and stay times.