Strategic Car Parking Review (SCPR) 2025

Outcomes Report

Aberdeen City Council

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Quality information

Prepared by	Checked by	Verified by	Approved by
Charlie Fuller Consultant	Andrew Robb Associate Director	Peter Morrow Associate Director	Andrew Robb Associate Director

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Prepared for:

Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

Prepared by:

AECOM Limited
177 Bothwell Street
Glasgow
G2 7ER
United Kingdom

T: +44 141 202 0500
aecom.com

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1.   Introduction

1.1   Overview

Aberdeen City Council (ACC) has appointed AECOM to update key elements of the Strategic Car Parking Review (SCPR), originally prepared by AECOM in 2018. The update to the SCPR will help to inform the development of Aberdeen's next Local Transport Strategy (LTS). The key focus of future car parking policy is anticipated to be around demand management and maximising income, with the 2025 SCPR update reviewing the outcomes and recommendations of the previous SCPR and updating and enhancing these where necessary to support this.

This report – the *Outcomes Report* – builds on the supporting *2025 SCPR Update Report* to present a series of outcomes for ACC to consider in the next steps of their parking policy development. The following has been considered:

- Review of previous actions/recommendations from the 2018 work – with a view to confirming ongoing validity at the time of the 2025 review; and

- Identification/high-level appraisal of additional outcomes developed following the work progressed as part of the 2025 review.

1.2   Report Structure

Following this introduction, the remainder of the report is structured as follows:

- **Chapter 2**: SCPR Aim and Objectives.

- **Chapter 3:** Methodology.

- **Chapter 4**: Previous Actions and Recommendations Review.

- **Chapter 5**: Generation and Appraisal of New Outcomes.

- **Chapter 6**: New Outcomes.

- **Chapter 7:** Summary.

- **Appendix A:** New Outcomes Appraisal.

2. SCPR Aim and Objectives

2.1 Aim

The aim of the 2018 SCPR is outlined below. Following discussions with the ACC Client Group, it was determined that the aim was still relevant for this updated study.

"*Undertake a review of strategic car parking across the City to consider the complex relationship of parking in the City centre with the City's economic, social and environmental wellbeing and how well the current provision of on and off-street parking (whether operated by the public or private sector) fits with ACC's strategic transport and land use plans.*"

2.2 Objectives

Eight objectives were established for the previous SCPR. A review of these objectives was carried out to ensure the objectives still align with ACC corporate objectives (for example, between the Transport Strategy and Programmes and City Growth teams) and that the objectives of the SCPR are complementary of overall policies and objectives across the Council whilst also aligning with the vision of the developing updated LTS.

The review of the objectives confirmed that the eight previous objectives remain relevant for this updated review, however objective eight which previously read: '*Examine the establishment of a sustainable business model for ACC parking assets including consideration of tenant parking needs*' has been altered following confirmation by ACC that tenant parking was no longer a focus for the review.

1. *A car parking policy for Aberdeen that advocates appropriate use of parking in the City centre, with parking prioritised for short stay shoppers and visitors rather than long stay commuters, and which complements wider transport and economic policies of ACC.*

2. *A car parking policy for Aberdeen that aligns with the approved Roads Hierarchy and facilitates routeing to appropriate car parks in the City centre through the use of technology.*

3. *Provide high quality car parking that is accessible to all users and is inclusive of their needs.*

4. *Provide flexible parking provision which can adapt to suit events and occasions of demand occurrences.*

5. *A car parking policy for Aberdeen that supports a reduction in traffic in line with various policies for changing the modal split of access into the City centre and increasing the mode share of those using collective transport, walking and cycling within the City centre.*

6. *A car parking policy for Aberdeen that complements a wider suite of demand management measures promoted by ACC.*

7. *A car parking policy for Aberdeen that helps to promote City centre Living for existing and future residents, realising opportunities to enhance public realm and the walkability and liveability of Aberdeen City centre.*

8. *Examine the establishment of a sustainable business model for ACC parking assets.*

3. Methodology

3.1 Introduction

This chapter sets out the approach taken to establishing the outcomes of the 2025 SCPR.

The previous review proposed a series of actions derived when the evidence base for some topics / types of parking was inconclusive thus instead of providing a formal recommendation, an action was identified which principally related to the undertaking of further studies, reviews or data collection exercises. These actions were not subject to an appraisal process but were prioritised for implementation based on a short, medium or long term programme. The previous work also provided a number of recommendations.

The *2025 SCPR Update Report* highlighted the reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks and the need to further consider potential avenues ACC may wish to explore in the parking data monitoring space. With these conclusions limiting the ability to propose evidence-based actions and recommendations, it has been determined that the term 'actions' and 'recommendations' would not be used at this stage of the 2025 review. Instead, this study will propose a series of outcomes and next steps which is felt to be more appropriate and a more accurate reflection of the work undertaken at this stage. Therefore, when referring to the previous study, the terms 'actions' and 'recommendations' are only used to differentiate between the 2018 and 2025 reviews. These terms will not be used from Chapter 5 onwards and will instead be referred to as outcomes. These represent the key findings of the 2025 work.

3.2 Review of Previous Actions and Recommendations / Generation of New Outcomes

An in-depth review of the actions and recommendations proposed as part of the previous SCPR was undertaken to assess their validity and continuing relevance in a 2025 context. The following criteria were considered:

- Has the action or recommendation been carried out and therefore does not require further action.

- Does the action or recommendation remain relevant in a 2025 context, for example does it fit the requirements of the updated policy framework, the strategic direction of ACC and wider regional and national objectives.

Further advice was also provided in discussion with ACC with regards the status of some of the previous actions and recommendations.

A generation exercise was also undertaken to identify any new outcomes emerging from the *2025 SCPR Update Report*.

3.3 Appraisal of New Outcomes

The new outcomes emerging from the *2025 SCPR Update Report* were subject to a high-level appraisal. The criteria for appraisal are outlined in **Table 1** below.

Table 1: New Outcomes Appraisal Criteria

Appraisal Criteria	Description
Feasibility	Parking outcomes will be appraised in terms of their technical (construction / implementation) feasibility and their operational feasibility.
Affordability	A broad, high-level assessment on the likely financial implications of the outcomes will be considered in respect of capital and maintenance costs with a focus, where practical, on ACC assets.

For feasibility, outcomes have been appraised on the basis of:

- **High** risk (has significant deliverability risk);

- **Medium** risk (has some deliverability risk); or

- **Low** risk (has little or no deliverability risk).

For affordability, outcomes have been appraised on the basis of:

- **High** risk (unlikely to be affordable);

- **Medium** risk (some risk of being unaffordable); or

- **Low** risk (likely to be affordable).

Further development of the outcomes in the future would require more detailed appraisal work but this high-level approach to assessing the new outcomes generated was considered to be appropriate for the purpose of the 2025 review.

- **Medium** risk (some risk of being unaffordable); or

- **Low** risk (likely to be affordable).

4. Previous Actions and Recommendations Review

4.1 Introduction

This chapter sets out the review of the actions and recommendations conceptualised as part of the previous SCPR work in 2018. These were split into the following categories:

- Policy, Guidance, Strategy and Technology/General;

- Park & Ride and Public Transport;

- On-Street Parking Review;

- ACC Off-Street Publicly Available Car Parking Review;

- Electric Vehicles and Car Club Parking; and

- Stakeholder and Public Engagement.

This review was conducted by considering the following:

- The description of the previous action/recommendation;

- Commentary on the status of the previous action/recommendation, taking cognisance of the 2025 SCPR work;

- A proposed next step (revise / incorporate into 2025 Review Outcomes or remove from further consideration); and

- A revised outcome description (for those previous measures identified to be retained and aligned with the 2025 work).

It should also be noted that the previous SCPR identified a timescale for delivery for the actions/recommendations identified. It is considered that further work to align any car parking policies or actions with the preparation of the LTS will be required, and, as such, no indicative timelines for delivery are proposed at this stage for any identified 2025 outcomes.

4.2 Policy, Guidance, Strategy and Technology/General Review

The review of Policy, Guidance, Strategy and Technology/General actions and recommendations is presented in **Table 2** below.

Table 2: Policy, Guidance, Strategy and Technology/General Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 1	Develop supporting studies and strategies which consider wider Travel Demand Management (TDM) measures in more detail.	It remains appropriate to continue progressing opportunities for wider TDM through ACC's general approach to transport planning, including through the next LTS – cognisance will also need to be taken of the developing business case for ART and the future relationship with city centre parking.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 2	Assessment of the impact of the approved Roads Hierarchy Strategy on parking, particularly on-street parking and vehicle routing to off-street car parks.	Subsequent schemes implemented in the city centre since the previous review have changed patterns of access since the Roads Hierarchy revision was adopted – the principles of the Hierarchy continue to provide the framework for the City's transport policies, but, as an outcome, this does not need further assessment in terms of the SCPR.	Removed from further consideration	
Action – 3	Study into national pressures to restrict diesel and petrol cars and impact on Aberdeen parking (and noise / air quality) and to consider development guidelines, on-street charging and tariffs for charging.	It remains appropriate to continue progressing opportunities for wider TDM such as these examples through ACC's general approach to transport planning, including through the next LTS.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 4	Establish a Quality Parking Partnership for City centre parking to include private operators.	It is considered that this could form part of wider conversations between ACC and partners around city centre vitality.	Removed from further consideration	
Action – 5	Continued promotion of Getabout (TDM) initiatives and review of such initiatives, where applicable, considering the outcomes of the SCPR.	It remains appropriate to continue progressing opportunities for wider TDM such as these examples through ACC's general approach to transport planning, including through the next LTS (and, in the case of Getabout, with support from partners such as Nestrans).	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 6	Undertake further studies / reviews to assess the implications of Scottish Government LEZ requirements in Aberdeen and how this may influence and shape parking in the City.	The Aberdeen LEZ was enforced on 1st June 2024. The 2025 SCPR has highlighted the change to car park routeing as a result of the scheme. However, it is noted that car parks remain accessible despite the changes that have been introduced by the LEZ (and the wider city centre traffic management measures).	Removed from further consideration	
Action – 7	Review of SCPR recommendations in respect of ensuring no detriment to existing Air Quality Management Areas (AQMAs) / Noise Management Areas (NMAs).	On the assumption that parking policies form part of the updated ACC LTS, there will be no detriment to any designated environmental management areas in the city as the Strategy will complement wider policies of the Council.	Removed from further consideration	
Action – 8	Review of the barriers to the feasibility and implementability of low and no car free developments in city centres with consideration of best practice from other cities with a focus on practicalities of enforcing such developments while considering the demands of increasing City Living opportunities.	Review of parking approaches in comparator cities across the UK has been undertaken as part of the 2025 SCPR. These examples can help ACC to develop parking policies post-review. Furthermore, parking considerations continue to form part of the Local Development Plan (LDP) process.	Removed from further consideration	
Action – 9	The strategic scope of the study did not allow for baseline data to be collected on a number of additional parking types that contribute to the overall parking environment and / or data was found to be lacking during the baseline review relating to: blue / green badge parking, parent and child parking, loading / unloading parking, freight parking, taxi parking, parking of coaches, cycles, motorcycles or front garden parking, streetscape contributions and free parking, illegal parking causing accidents among other types. Evidence gathering for these elements will need to be considered and be part of any Car Parking Action Plan moving forward.	The 2025 SCPR has highlighted that there has been a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks. This means it is not possible to provide robust commentary on changing trends in car park occupancy and consumption since the previous SCPR was undertaken – any baseline data on additional parking types also remains unavailable. This however presents the opportunity for ACC to develop and maintain an efficient approach to monitoring parking demand and usage in the city, going forward.	Revise / incorporate into 2025 Review Outcomes	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 10	Communication strategy regarding approach of ACC relating to parking for dissemination to public and Councillors.	ACC continue to issue communications to inform users of changes to parking restrictions, tariffs and any new initiatives such as the promotion of the £1 after 5pm and free weekend parking schemes. Further communication of ACC's approach to parking remains relevant as parking charges and initiatives are rolled out.	Revise / incorporate into 2025 Review Outcomes	Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
Action – 11	Modelling of SCPR actions and recommendations within the Aberdeen Sub Area Model (ASAM).	The requirement for this has now been superseded by the traffic management changes in the city centre.	Removed from further consideration	
Action – 12	Refresh of the existing payment / enforcement system to consider enhanced operational effectiveness and revenue generation.	In 2024, ACC rolled out the Digitisation of Parking project to replace and modernise parking system infrastructure. This involved introduction of virtual parking permits, replacement and rationalisation of parking meters and deployment of automatic number plate recognition vehicles allowing for intelligent led directed enforcement of compliance.	Removed from further consideration	
Action – 13	Development of Key Performance Indicators (KPI) relating to SCPR aim and objectives in respect of monitoring of: traffic flows, car parking occupancy and public engagement.	Development and monitoring of KPIs will be facilitated through the LTS process.	Removed from further consideration	
Action – 14	Explore potential for introducing workplace parking levies	The Transport (Scotland) Act 2019 introduced a discretionary Workplace Parking Licensing (WPL) power, which is available to local authorities. This therefore remains an option open to ACC, but would be subject to significant additional feasibility work to gauge deliverability of any WPL scheme in Aberdeen.	Revise / incorporate into 2025 Review Outcomes	Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
Recommendation – 1	As part of the next Local Development Plan (LDP) process, consideration to more restrictive commercial parking standards within Supplementary Guidance (SG) with a focus on the City centre.	The 2025 SCPR highlighted the 2023 non-statutory Planning Advice documentation adopted by ACC in the form of Planning Guidance documents. These documents sit alongside the Aberdeen LDP 2023 and provide more detailed information on its policies and sites – the Planning Advice Policy on 'Delivering Infrastructure, Transport and Accessibility – Transport and Accessibility' note provides guidance on the dimensions of car parking bays. Going forward, ACC teams will require to collaborate to ensure parking in the context of development	Revise / incorporate into 2025 Review Outcomes	Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
Recommendation – 2	Amendment of car parking standards within next LDP process to correlate to SCPR aims and objectives.			

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 3	Greater support and propensity for approval of no car developments in City centre during the planning application process.	planning complements the wider approach to parking delivery that will be facilitated through the LTS. This will be a rolling commitment as future versions of the LDP (and LTS) come forward.		
Recommendation – 4	Greater support and propensity for approval of low car developments in City centre during the planning application process.			

4.3   Park & Ride and Public Transport Review

The review of Park & Ride and Public Transport actions and recommendations is presented in **Table 3** below.

Table 3: Park & Ride and Public Transport Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 15	Awareness raising of existing Park & Ride facilities.	It remains appropriate to continue progressing opportunities for wider TDM such as Park & Ride promotion through ACC's general approach to transport planning, including through the next LTS – and through initiatives including Getabout, with support from partners such as Nestrans.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 16	Develop a strategy in partnership with Nestrans for Park & Ride including research into barriers to use.	In 2018, AECOM undertook a study on behalf of Nestrans involving a programme of Market Research to better understand the current usage, and barriers to usage, of Park and Ride in the North East. Park-and-Ride-Study_Final-Report_Public.pdf	Removed from further consideration	
Action – 17	In partnership with Aberdeenshire Council consider revisiting the case for Park & Ride at Portlethen.	Previous aspirations for a Park and Ride at Portlethen have expanded into proposals for a Mobility Hub facility, which are being explored as part of the Aberdeen to Laurencekirk Corridor Study – and the wider proposals for the ART network to the south of the city.	Removed from further consideration	
Recommendation – 6	Business model change of Park & Ride operations to consider free bus travel or reduced bus travel cost.	In 2018, AECOM undertook a study on behalf of Nestrans involving a programme of Market Research to better understand the current	Removed from further consideration	

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 7	In partnership with Nestrans review methods for improving facilities at Park & Ride sites to make sites more attractive.	usage, and barriers to usage, of Park and Ride in the North East. Park-and-Ride-Study_Final-Report_Public.pdf		
Recommendation – 8	Working with stakeholders investigate potential for increased rail Park & Ride provision.			

4.4   On-Street Parking Review

The review of On-Street Parking Review actions and recommendations is presented in **Table 4** below.

Table 4: On-Street Parking Review Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 18	Review of on-street parking permit turnover, occupancy and duration of stay.	In 2024, ACC rolled out the Digitisation of Parking project to replace and modernise parking system infrastructure. This involved introduction of virtual parking permits, replacement and rationalisation of parking meters and deployment of automatic number plate recognition vehicles allowing for intelligent led directed enforcement of compliance. With the current SCPR also noting a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks , there is an opportunity for ACC to develop and maintain an efficient approach to monitoring car parking demand and usage in the city – including for on-street parking – going forward.	Revise / incorporate into 2025 Review Outcomes	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
Recommendation – 11	Pay & Display only in retail areas.	The current SCPR has not provided a case for providing Pay & Display parking provision only in areas where there are retail facilities in Aberdeen.	Removed from further consideration	
Recommendation – 12	Introduction of North Dee Controlled Parking Zone (CPZ).	Since the previous SCPR, significant work has been undertaken to develop the Aberdeen City Centre and Beach Master Plan (CCBMP) – any proposals for parking in these areas will be further considered as the Master Plan is progressed – with any further expansions to the CPZ to be considered by ACC in the future in other locations as and when this may be required.	Revise / incorporate into 2025 Review Outcomes	Review the Aberdeen Controlled Parking Zone on an ongoing basis.
Recommendation – 13	Introduction of Beach CPZ.			
Recommendation – 14	Restrict business permit allocation in City centre similar to benchmarking cities.	The 2025 SCPR highlighted that resident and business parking permit tariffs are higher than all comparison cities other than Glasgow. Permit tariffs will be continually reviewed by ACC.	Removed from further consideration	
Recommendation – 15	Increase cost of residential parking permit in City centre.			

4.5   ACC Off-Street Publicly Available Car Parking Review

The review of ACC Off-Street Publicly Available Car Parking Review actions and recommendations is presented in **Table 5** below.

Table 5: ACC Off-Street Publicly Available Car Parking Review Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 19	Structural assessment of existing Multi Storey Car Parks (MSCPs).	ACC has undertaken option appraisal work relating to a number of their car park assets including Denburn and West North Street, with various options (including car park refurbishment) assessed.	Removed from further consideration	
Action – 20	Further investigation of opportunity to rationalise underutilised off-street sites (ACC surface car parks) at Jack's Brae and Virginia Street.	Jack's Brae is no longer an ACC car park. Currently, data is not available to fully gauge the level of utilisation of the Virginia Street car park to support any subsequent proposals to rationalise this asset.	Removed from further consideration	
Action – 21	Increased provision of parent and child spaces.	The 2025 SCPR has not identified a need for increased provision of parent and child spaces at car parks in Aberdeen.	Removed from further consideration	
Action – 22	Close Golden Square car park.	The 2025 SCPR has not provided a case for the closure of the Golden Square car park.	Removed from further consideration	
Action – 23	Consider reallocation of long / short stay car parking availability within all ACC off-street car parks.	The 2025 SCPR has not identified a requirement to reallocate long / short stay car parking availability within ACC's off-street car parks.	Removed from further consideration	
Action – 24	Review use of ACC off-street car parks by ACC employees in respect of: usage, permit availability and restrictions to be extended to include the Town House car park.	The 2025 SCPR has not identified any problems associated with the use of ACC off-street car parks by ACC employees.	Removed from further consideration	
Action – 25	Regular monitoring and benchmarking of off-street car parking tariffs by the public and private sector.	A benchmarking exercise was undertaken as part of the 2025 SCPR. This demonstrated that charges at ACC car parks are slightly higher than the equivalent tariffs in Dundee, Belfast and Plymouth, but are significantly lower than the charges applied in Glasgow and in comparison for some durations in Nottingham.	Removed from further consideration	

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 16	Trial of Alive after Five in existing underutilised off-street car parks during evenings.	ACC has trialled and delivered a number of parking initiatives since the previous SCPR was undertaken. Future opportunities for additional roll-out could be considered by the Council on a case-by-case basis.	Revise / incorporate into 2025 Review Outcomes	Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
Recommendation – 17	Minimise commuter parking within ACC off-street facilities.	This recommendation is no longer considered appropriate – the ACC off-street car park tariff structure is such that it can meet the needs of various user groups, including commuters.	Removed from further consideration	
Recommendation – 18	Balance / dynamic parking – with aid of technology.	With technology continuing to develop and emerge, ACC should continue to keep abreast of innovations that may support their provision of parking in the city.	Revise / incorporate into 2025 Review Outcomes	Consider the role of technology in supporting the Council's provision of car parking in the city.
Recommendation – 19	Park Mark scheme target for ACC off-street car parks.	ACC has undertaken option appraisal work relating to a number of their car park assets including Denburn and West North Street, with various options (including car park refurbishment) assessed. Any further aspirations for car park assets – including Park Mark accreditation – should be considered as appropriate.	Revise / incorporate into 2025 Review Outcomes	Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
Recommendation – 21	Enhanced signage and wayfinding by vehicles and pedestrians with consideration of the interface of the car park with the local environment.	Subsequent work undertaken in the city centre since the previous SCPR has changed the pattern of access to car parks (including associated signage/wayfinding). However, it is noted that car parks remain accessible despite the changes that have been introduced by the LEZ (and the wider city centre traffic management measures).	Removed from further consideration	

4.6   Electric Vehicles and Car Club Parking Review

The review of Electric Vehicles and Car Club Parking actions and recommendations is presented in **Table 6** below.

Table 6: Electric Vehicles and Car Club Parking Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 26	Guidance on short stay & EV parking and location.	Policies relating to provision of EV and car club offerings in the city should be delivered through the framework provided by the ACC LTS.	Revise / incorporate into 2025 Review Outcomes	Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
Action – 27	In partnership with the Aberdeen Car Club assess the existing level of Car Club demand in the City and develop appropriate strategies thereafter.			
Recommendation – 22	Increase EV on-street spaces in City centre.			Continue to promote the Council's contracted car club and other operators available in the city.
Recommendation - 23	Increase EV parking in off-street locations.			

4.7   Stakeholder and Public Engagement Review

The review of Stakeholder and Public Engagement actions and recommendations is presented in **Table 7** below.

Table 7: Stakeholder and Public Engagement Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 28	Clarity and improved ease of use of the RingGo payment system.	The ACC website has a detailed guide on how users can use RingGo: Cashless parking | Aberdeen City Council	Removed from further consideration	
Action – 29	Investigate feasibility of trialling a smart phone based app which provides information on space availability, payment functions and duration of stay reminders.	With technology continuing to develop and emerge, ACC should continue to keep abreast of innovations that may support their provision of parking in the city.	Revise / incorporate into 2025 Review Outcomes	Consider the role of technology in supporting the Council's provision of car parking in the city.
Action – 30	Introduction of contactless payments.	In August 2024, PayByPhone and RingGo became the cashless parking providers in Aberdeen.	Removed from further consideration	
Recommendation – 24	Increased Variable Message Signs (VMS).	The 2025 SCPR has not identified a requirement to increase the number of VMS signs in Aberdeen to facilitate routeing to city car parks.	Removed from further consideration	
Recommendation – 27	Enhanced enforcement of inappropriate parking such as parking in blue badge spaces.	The ACC City Warden Service has a remit to provide parking enforcement.	Removed from further consideration	
Recommendation – 28	Increased secure cycle parking in off-street car parks.	Policies relating to provision of cycle parking in the city should be delivered through the framework provided by the ACC LTS and Active Travel Action Plan 2021-2026.	Removed from further consideration	

4.8 Summary – Actions and Recommendations Carried Forward from Previous SCPR

Based on the analysis above, the following (edited) outcomes are proposed to move forward from the previous SCPR.

Table 8: Summary of Actions and Recommendations Carried Forward

Revised Action/Recommendation Carried Forward
Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
Review the Aberdeen Controlled Parking Zone on an ongoing basis.
Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
Consider the role of technology in supporting the Council's provision of car parking in the city.
Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
Continue to promote the Council's contracted car club and other operators available in the city.

5. Generation and Appraisal of New Outcomes

5.1 Introduction

This chapter sets out the new outcomes that have been generated following the preparation of the *2025 SCPR Update Report.*

5.2 Generation of New Outcomes

Building on the review of the previous SCPR actions/recommendations – and taking cognisance of the work progressed in the 2025 SCPR – there are a number of additional outcomes which have emerged from the study and which provide a further basis for ACC to consider in the shaping of future policy relating to car parking in the city. These are presented below – with Appendix A providing an initial high-level appraisal of these new outcomes in terms of anticipated feasibility and affordability[1].

Table 9: Generation of New Outcomes

Ref	Category	Outcome
Outcome 1	Policy	Work with partners to identify appropriate car parking management strategies for major city centre events.
Outcome 2		Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.
Outcome 3		Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.
Outcome 4		Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.
Outcome 5		Support and encourage city centre employers to develop, implement and monitor travel plans.
Outcome 6		Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.
Outcome 7		Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.
Outcome 8	Parking Provision	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.
Outcome 9		Complete option appraisal work to identify a preferred option for the Denburn car park.
Outcome 10		Deliver the full refurbishment of West North Street car park (excluding ventilation systems).
Outcome 11		Undertake further option appraisal work for ACC car park assets where there is an identified need.
Outcome 12	Charges, Duration and Permits	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.
Outcome 13		Identify areas where commuters are parking outwith the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.
Outcome 14	Consultation within ACC	Validate evidence relating to misuse of designated spaces (such as parent and child parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.

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[1] Further work would be needed to fully appraise the deliverability of any of the outcomes should they progress in the future.

Ref	Category	Outcome
Outcome 15		Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.
Outcome 16		Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.
Outcome 17		Review the size of parking spaces to ensure they generally provide for modern vehicle types.
Outcome 18	Committees	Review ACC parking zone and car park operational hours and standardise these where appropriate.
Outcome 19		Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.

6. Final Outcomes

Table 10 below presents the final outcomes of this SCPR.

Table 10: SCPR Final Outcomes[2]

Theme	Ref No.	Outcome
Policy, Guidance, Strategy and Technology/General	PGSG1	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
	PGSG2	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
	PGSG3	Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
	PGSG4	Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
	PGSG5	Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
	PGSG6	Work with partners to identify appropriate car parking management strategies for major city centre events.
	PGSG7	Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.
	PGSG8	Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.
	PGSG9	Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.
	PGSG10	Support and encourage city centre employers to develop, implement and monitor travel plans.
	PGSG11	Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.
	PGSG12	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.
	PGSG13	Identify areas where commuters are parking out with the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.
	PGSG14	Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.
	PGSG15	Review the size of parking spaces to ensure they generally provide for modern vehicle types.
Park & Ride and Public Transport	PT1	Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.
On-Street Parking	OSP1	Review the Aberdeen Controlled Parking Zone on an ongoing basis.

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[2] Revised categories and reference numbers have been established for the purposes of presenting the final outcomes.

Theme	Ref No.	Outcome
	OSP2	Validate evidence relating to misuse of designated spaces (such as parent and child parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.
ACC Off-Street Publicly Available Car Parking	AOSP1	Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
	AOSP2	Consider the role of technology in supporting the Council's provision of car parking in the city.
	AOSP3	Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
	AOSP4	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.
	AOSP5	Complete option appraisal work to identify a preferred option for the Denburn car park.
	AOSP6	Deliver the full refurbishment of West North Street car park (excluding ventilation systems).
	AOSP7	Undertake further option appraisal work for ACC car park assets where there is an identified need.
	AOSP8	Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.
	AOSP9[3]	Review ACC parking zone and car park operational hours and standardise these where appropriate.
	AOSP10	Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.
Electric Vehicles and Car Club Parking	EVCC1	Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
	EVCC2	Continue to promote the Council's contracted car club and other operators available in the city.

[3] Applies to both on- and off-street parking.

7. Summary

This report has set out the outcomes emerging from the 2025 Strategic Car Parking Review (SCPR). Outcomes have incorporated both new outcomes and those re-evaluated following the previous work. Going forward, additional work will be needed to further develop these outcomes as the Council finalises the update to the next Aberdeen Local Transport Strategy.

7. Summary

Appendix A – New Outcomes Appraisal

The table below presents the high-level appraisal of the new outcomes generated as part of the 2025 SCPR.

Table 11: New Outcomes Appraisal[4]

Ref	Category	Outcome	Feasibility (Deliverability) Risk	Affordability Risk
Outcome 1	Policy	Work with partners to identify appropriate car parking management strategies for major city centre events.	Low	Low
Outcome 2		Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.	Low	Low
Outcome 3		Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.	Medium	Medium
Outcome 4		Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.	Medium	Medium
Outcome 5		Support and encourage city centre employers to develop, implement and monitor travel plans.	Low	Low
Outcome 6		Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.	High	Medium
Outcome 7		Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.	Medium	Medium
Outcome 8	Parking Provision	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.	Medium	Medium
Outcome 9		Complete option appraisal work to identify a preferred option for the Denburn car park.	Low	Low
Outcome 10		Deliver the full refurbishment of West North Street car park (excluding ventilation systems).	Medium	High
Outcome 11		Undertake further option appraisal work for ACC car park assets where there is an identified need.	Medium	Medium
Outcome 12	Charges, Duration and Permits	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.	Low	Low
Outcome 13		Identify areas where commuters are parking outwith the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.	Medium	Medium
Outcome 14	Consultation within ACC	Validate evidence relating to misuse of designated spaces (such as parent and child	Low	Low

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[4] Revised categories and reference numbers have been established for the purposes of presenting the final outcomes.

Ref	Category	Outcome	Feasibility (Deliverability) Risk	Affordability Risk
		parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.		
Outcome 15		Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.	Low	Low
Outcome 16		Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.	Low	Low
Outcome 17		Review the size of parking spaces to ensure they generally provide for modern vehicle types.	Medium	Low
Outcome 18	Committees	Review ACC parking zone and car park operational hours and standardise these where appropriate.	Low	Low
Outcome 19		Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.	Medium	Low