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COMMITTEE                      **Enterprise, Strategic Planning and Infrastructure**

DATE                              **12<sup>th</sup> November 2013**

DIRECTOR                      **Gordon McIntosh**

TITLE OF REPORT: **Review of Parking Charges**

REPORT NUMBER: **EPI/13/203**

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## **1. PURPOSE OF REPORT**

The report responds to the committees request for

- (i) A reappraisal of the parking charges in the city taking into consideration our Smarter City objectives.
- (ii) A review of parking charges and entitlement set by other Council services.
- (iii) A report on the possibility of establishing a city wide emissions-based permit system on the proviso that such a proposal would be revenue neutral.

## **2. RECOMMENDATION(S)**

That the Committee:

1. Note the contents of the report and the importance of parking controls as a tool to support sustainable travel and assist in minimising traffic levels.
2. Adopt a policy for and approve the increase in business permits to £660 to align with the annual travel costs by city wide sustainable travel options.
3. Approve the revised on street charges within the peripheral zones to support sustainable travel objectives.
4. Approve the alteration in charging hours within the long stay off street car parks to 8am to 8pm Monday to Saturday and 1pm to 5pm on a Sunday.
5. Approve the revised parking charge structure for Golden Square off street car park to the onstreet charges.
6. Instruct officers to continue to monitor on street parking cost in relation to public transport costs and adjust accordingly in order that we continue to provide and promote a sustainable transport system.

- 7 Instruct officers to carry out a review of the other proposed controlled parking zones to determine whether these areas of the city require additional parking restrictions in order to facilitate the management of the transportation and road network.
- 8 Approve the adoption of a policy revision to the business permit  

“in order to be awarded a business permit it should be shown that a vehicle would have to be used for business purposes frequently (more than three occasions) on a daily basis”
- 9 Refer this report to the Housing and Environment committee with a recommendation that proposed charges for private off street parking spaces operated by this council is adopted to support the aims of Regional Transport Strategy and objectives for a Smarter City.
- 10 Instruct officers to monitor the benefits and outcomes of the emission related parking charges in other cities and to report back in 18 months in the following terms
  - a) Establish the process and cost implications under which a residential permit scheme could be rolled out across the City as ‘phase 1’ of an Emissions Based Parking Control (EBPC).
  - b) Establish the process and cost implications for a pay & display scheme to roll out across the City as ‘phase 2’ of EBPC.

### **3. FINANCIAL IMPLICATIONS**

Income from parking amounts to £6,409,500 per annum with a spend currently of £ 3,514,000. This allows a surplus of £ 2,895,500 to be used for various transport projects across the council. At this time a reduction in the parking income of approximately £250,000 for 2013/14 is being predicted.

The Head of Housing and Community Safety has raised concerns with regard to a previous loss of income in the order of £100k that had been experienced by rise in the rental of private off street parking spaces let by this council and the further impact future price rises may have. At present some 9 parking spaces are let and could potentially result in a further loss of £15120 per annum should the applicants chose to terminate leases.

### **4. OTHER IMPLICATIONS**

None

## **5. BACKGROUND**

- 5.1** The control of parking is a city wide consideration and is applied in various forms and intensities to manage the local and principal road network. The rising level of car ownership and use of the private car in connection with everyday activities has progressively intensified the need to use parking control to manage traffic volumes, congestion levels and to ensure that road safety is not compromised. At a local level the introduction of simple junction protection for safety and access is often all that is required. However, when managing the strategic network the use of wider and more complex controlled parking measures that support planning and transportation objectives becomes necessary.
- 5.2** The first controlled parking zones were introduced in the west end area of the city centre in 1987 and were initially experimental before being adopted as a proactive and effective traffic management tool. The parking controls provided a much needed turnover of parking for commercial business and increased the opportunity of residents to find a parking space close to their home. As parking pressures from commuter parking extended further out from the city centre controlled parking was introduced to actively manage traffic with a principle aim to reduce congestion and delay whilst improving the local environment and amenity.
- 5.3** Prior to the introduction of the controlled parking zones in the late 1980's on street parking had generally been managed through the use of 'No Waiting' and limited stay 45 minute parking restrictions. However this form of management did not address the issues of congestion and delay, particularly in the peak periods that had steadily risen through increasing car ownership and the subsequent high levels of commuting traffic accessing the city centre.
- 5.4** The introduction and adoption of a transport strategy in the 1990's which supported the need to move to a range of sustainable travel options and the use of measures to restrain commuter traffic in areas that were well served by public transport.
- 5.5** Land use planning policies have over time seen an emphasis towards the intensification of development sites, in particular those within or close to the city centre, that have good links to public transport and sustainable travel alternatives
- 5.6** As development has expanded throughout the city centre and peripheral areas, in particular the west end, there has been a need to extend the controlled parking zones to support transportation and environmental objectives whilst protecting residential amenity.
- 5.7** Off street parking within the city centre, prior to the construction of the major shopping centres was primarily provided by and under the control of the Council. In the early 70's some 2330 off street spaces were under the control of the local authority but over time this has reduced

significantly to approximately 1350 spaces due to development and infrastructure improvements. During this period the land associated with the car parks of lower and upper Denburn, Blackfriars Street, Justice Street, Justice Mill Lane, College Street and East North Street surface car parks were redeveloped and the College Street multi storey car park purchased by the Union Square development .

- 5.8** While there has been a reduction of local authority public off street parking this has been offset and increased by the major retail centres providing approximately 3940 parking spaces for public use, establishing a total of approximately 5290 spaces for off street parking within the city centre with 75% provided by private companies.
- 5.9** Since the introduction of the first controlled parking zones the need to maintain access and manage the general road network will have resulted in the slight loss of on street parking for various reasons. A parking study carried out in 2006 identified that the number of on street parking spaces within the inner core city centre to be in the order of 1150 spaces with a further 3000 in the outer core of the city centre.
- 5.10** The introduction and adoption of the modern transportation strategies from the early 1990's, and most recently the Regional Transport Strategy, look towards the balancing of the delivery of sustainable transport and environmental objectives with the economic development and vibrancy of a modern city.
- 5.11** The controlled parking zones have, to a significant degree, been responsible for reduction in the level of commuter traffic associated with development whilst supporting sustainable travel and contributing considerably to a reduction in congestion, traffic delay, improved amenity and air quality that would otherwise be experienced.

## **6. Policy/Strategy**

- 6.1** This council is committed to the delivery of the vision embodied in the adopted document, Aberdeen – the Smarter City with specific links to mobility and its relationship to roads and transportation. The following statements from the document clearly define the need for the management of traffic and use of measures to assist in the delivery of sustainable transport alternatives to the private car.

### **Smarter Mobility**

*We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking.*

*We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions*

**6.2** The management of the transportation and road network has real and positive links to the economy and wellbeing of the city and its residents and as such those measures that provide for an improved service and quality of environment all serve towards providing the smarter objectives for the city.

**6.3** The principle policies that seek to promote both sustainable and environmental objectives are defined within the Regional Transportation Strategy (RTS) and the Local Development Plan (LDP) with these documents aligned to wider national and regional policies.

**6.4** The supplementary guidance to the adopted local plan states that

*“Good transport connections are essential to the economic prosperity of Aberdeen and the quality of life of people living and working in the City. With an emphasis on ensuring that transport provision is considered from the very outset of a planning application, the Council is committed to developments that encourage sustainable travel.”*

The supplementary guidance also provides advice on parking issues and accessibility noting that the city centre is highly accessible by sustainable transport options and supports a reduction in the need for travel by private car.

**6.5** The strategic aims of the RTS provides support to parking controls and give commitment to :

*“Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east. Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety.”*

The principles noted throughout the RTS look to deliver sustainable transportation alternatives together with improvements to the built environment and requires the use and application of parking control as a basic tool.

**6.6** The principles and objectives contained within the planning and transportation policies are designed to provide for sustainable communities and in this respect controlled parking zones are seen as an effective and important measure to assist with the delivery of improvements that are both sustainable and enhance the environmental quality of the city.

## **7. Application of Charges**

**7.1** The charges for parking and permits that are applied are required to be set at a level that will support the aims and objectives of the transportation and planning strategies.

## **Analysis of City Centre Parking Trends**

- 7.2** When considering the commercial and retail areas of the city centre it is important that a turnover of spaces is achieved to meet the needs of local business, improve residential parking opportunities whilst being set at a level that balances and encourages sustainable travel alternatives. A plan of the parking zones is shown in Appendix 1
- 7.3** The most recent on street car parking surveys carried out would indicate that the parking occupancy within the inner core city centre zones of A-G is at or beyond available capacity throughout the working day and in areas of higher residential density remain so into the evening period. The table in Appendix 2 indicates typical parking occupancy levels for the central areas during a working day and of note is the significant level of long stay parking within the parking areas designated for short stay. It is considered that the large majority of longer stay parking is associated with those having resident and business parking permits although it is fair to assume some parking is associated with those buying repeat tickets.
- 7.4** Analysis of the parking tickets purchased in the core city centre zones of A-G with respect to the length of occupancy has shown that approximately 35% of all tickets purchased were for under 20 minutes and that a further 30% of all tickets purchased were for 40 minutes or less. These figures confirm the high demand for shorter stay parking that will generally be associated with business and emphasises the need for short stay provision.
- 7.5** Given the limited number of on street parking spaces available the turnover of spaces are critical for local businesses and it is therefore necessary to set charges at a level that will encourage a turnover whilst also discouraging long stay parking.
- 7.6** Accessibility of the city centre to all modes of transport is high and therefore the parking and permit charges have been set to encourage the use of alternative modes of transport and linked to the cost of public transport journeys. Appendices 3 and 4 provide comparative costs between parking charges and the cost of public transport.
- 7.7** It should be noted that the on street parking charges align to the daily cost of public transport for the length of maximum short stay periods and are a disincentive for commuting traffic who require an extended stay. There is a positive argument for the on street parking charges to be raised to provide even greater encouragement for the use of alternative modes of travel and discourage the daily commuter traffic. However it is thought that this would negatively impact on the local business of the core city centre who rely on customers parking on street and would not be in balance with the economic needs of city centre.
- 7.8** The level of demand for on street permit parking has increased over time, at present there are some 1032 residential permits and 260

business permits issued for the central zones A-G competing for approximately 1170 on street spaces. (110% usage)

- 7.9** Whilst many residents will not be present during the working day there still remains a significant demand for residential parking that has an impact on the availability and turnover of spaces. The level of the business permit charge, while going some way to restraining demand, does require further examination as many of the business vehicles do not appear to be used beyond commuting purposes and would not comply with the principle for a business permit ie. used on a daily basis for business purposes.
- 7.10** A comparison of the charges made in other cities is discussed later in this report but it will be of note that Edinburgh and Glasgow City Councils do not provide business permits within the city centre and this reflects the need to limit traffic and vehicular movements. The cost of business permits outwith the city centres of Edinburgh and Glasgow vary and with a fee of £400 per year applied by Edinburgh and £700 per year applied by Glasgow.
- 7.11** The cost of business and contractors permits when considered as a daily charge amounts to approximately £2 per day and in this context is considered a nominal fee. In areas of high demand and turnover an income of £36 per day could be generated from a parking space when compared to the same space occupied by a business permit holder.
- 7.12** With respect to the Transportation Strategy there is a strong argument for the business permit fees to be increased to encourage a shift towards sustainable transport and to improve the potential for parking turnover. If the cost of the permit was to be set at a level equivalent to the daily cost associated with bus travel to and from the city centre (approximately £2.60/ working day based on an annual season ticket) the cost of a business permit would increase from £500 to £660. If applied to all zones this would generate an increase income of £120k if demand stayed static and be in the order of £70k if there was a significant resistance to the price increase.
- 7.13** The lack of vehicle movement by business permit holders during the working day is a concern and should be addressed to assist in providing a turnover of spaces. Whilst the guidance on permit application states that the permit should only be used for business purposes and specifically not commuting it is felt this needs to be stated more clearly as a policy and therefore as a condition of use. Vehicles would therefore have to be used for business purposes frequently (more than three occasions) on a daily basis and should it be shown that this is not the case permits will not be renewed by the Council at the next application.

## **8. Peripheral Zones**

- 8.1** The introduction of controlled parking in the outer core, peripheral and extended zones of H to Z is in general driven by the levels of traffic

associated with commercial, educational and public service development that have the potential to generate high volumes of traffic if not positively managed and are adjacent to residential areas. The principles of the transportation and planning strategies to reduce traffic equally apply out with the city centre with parking controls critical to the delivery of the aims and objectives.

- 8.2** The relationship between the demand for on street parking spaces and available road space can be less intense within the peripheral zones than that of the city centre. However these zones have been introduced to resolve both parking problems and to mitigate the potential impact of development traffic both locally and on the wider network and to support sustainable travel plans associated with larger employers.
- 8.3** The parking charge principles for the peripheral zones of L-X mirror that of the city centre and the charges set at a level that will encourage sustainable travel, in particular the longer journeys associated with the use of public transport. At present on street charges for the peripheral zones do not align with alternative transport costs and it is felt that in the interests of sustainable transport this should be amended. There remains a need to consider short stay parking to service business and visitors and it is proposed that the cost of the 30 minute, hourly and two hourly charge remain as at present. However it is felt that it would be appropriate to amend the charge for the 3 hour stay to £4 . The use of the higher charges would dissuade the longer stay parking and the purchase of repeat tickets throughout a day.
- 8.4** At this time a proposed increase in charges would not be considered applicable to the Foresterhill and Garthdee zones (Z and Y respectively) where charges have been recently revised in line with public transport costs.
- 8.5** Within the peripheral zones residential amenity is protected by the use of residents only parking sections that could not be accommodated in the city centre due to the commercial pressures and need to provide a turnover of spaces. The parking zones ensure that the environment of the residential areas is maintained to a tolerable level and that traffic volumes in the surrounding streets are not excessive and raise issues of road safety.

## **9 Off Street City Centre Parking**

- 9.1** As highlighted earlier the provision of off street parking has changed significantly over the last twenty years with a move from local authority provision of public parking towards commercial off street parking linked to the large shopping centres. The additional parking and subsequent traffic generation associated with the centres is not without its challenges when managing traffic within a congested and physically restrained network.



- 9.2** The cost of parking in the commercially operated car parks, are in many cases, tied to conditions that align to the planning and transportation policies and strategies within the city centre. The pricing regime employed by the shopping centre operators should be set to discourage long stay parking.
- 9.3** As with the commercially run car parks charging in long stay parking within the Council car parks is structured to dissuade long stay parking. A number of the city centre surface car parks operate a maximum stay period of 4 hours to encourage a turnover of spaces to service retail and business premises but also allowing an limited extended stay for social and commercial purposes.
- 9.4** The table in Appendix 5 indicates the parking fees applied in the city centre off street parks and it will be noted that the costs are of a similar scale (with the exception of Shiprow who charge a rate comparable with the short stay on street charges).
- 9.5** The cost per hour for the main car parks that are accessed by visitors to the city centre is generally in the region of £1 to £1.20 per hour but a minimum tariff equating to a two hour period is generally charged. The parking tariff for a period of stay extending beyond 4 hours would exceed the cost of a daily public transport return journey and acts as financial incentive for many commuters who work within the city centre to seek sustainable travel alternatives. At present the cost of off street parking is considered to be in balance with the economy of the city centre activities and the delivery of the transportation and planning strategies.
- 9.6** The availability and occupancy levels of the car parks has an influence on use and for a typical weekday it is of note that the occupancy of the commercial car parks associated with the large retail centres is approximately 70 % whilst the council car parks vary from 45% for Denburn to 95% for Chapel Street. The parking profile alters at the weekend with the shopping centre car parks at full capacity from early afternoon with the council car parks operating at 70% capacity at the Denburn, 36% at Chapel Street and reducing significantly to 15% at West North Street. The variances in popularity of the car parks will generally be related to the final destination and purpose for visiting the city centre. The exception to this is during the winter festive period when all car parks are full with the observation that the council run car parks fill later in the day once the centre car parks are full.
- 9.7** The use and occupancy of the council run car parks was reported to committee on 11<sup>th</sup> September 2012 in response to the high demand for monthly parking permits, particularly at Chapel Street, and the impact it was having on the availability and turnover of spaces through the day. The committee approved a cap on the level of monthly parking permits/car park to ensure the continued availability of spaces for shoppers and visitors.

## 10 Operational Cost of On /Off Street Parking

- 10.1** The charge that is set for parking permits is evaluated to meet the management, maintenance and whole life costs of the controlled parking zones. The cost that is associated with the management and maintenance of the parking zones must take into account all staff salaries, general infrastructure maintenance and replacement including ticket machines with any recurring capital repayments coming through revenue budgets.
- 10.2** The salaries of the staff employed to deliver the parking service is significant and include the City Wardens, maintenance support, parking appeals and customer services all of whom contribute to and support the parking service. At present some 80 officers are involved with the provision of the on street operational parking services, this number does not include the substantive support staff that issue permits, review, revise and monitor on street parking and deal with the numerous appeals. The salary of the staff dealing with the immediate operational delivery of the parking service has been assessed at £2.1m, ancillary staff costs are estimated at £100k.
- 10.3** The general maintenance and running costs of the controlled parking zones must be carried out to ensure the parking controls are effective and enforceable. The cost of providing this element is currently is £129k
- 10.4** The whole life costs for the controlled parking zones are an important budgetary consideration and the replacement of ticket machines and to a lesser degree signage must be taken into account. Whilst the initial costs are met through capital funding there is an ongoing annual revenue cost to repay the capital outlay and is estimated at £557k.
- 10.5** The operational costs associated with the off street car parks is substantive and is approximately £520k per annum and includes a premises cost of the order of £265k.
- 10.6** The Table below details the operational costs of the controlled parking zones.

### Operational Costs 12/13

<b>Staff Costs</b>	<b>£ 2,118,000</b>
<b>Machine Maintenance</b>	<b>£ 129,000</b>
<b>Zone Maintenance (lining etc)</b>	<b>£ 50,000</b>
<b>Power , electricity ( on street)</b>	<b>£ 40,000</b>
<b>Finance Costs</b>	<b>£ 557,000</b>
<b>Ancillary staff costs</b>	<b>£ 100,000</b>
<b>Off Street Car Parks</b>	<b>£ 520,000</b>
<b>Total</b>	<b>£ 3,514,000</b>

- 10.7** As stated earlier the controlled parking charges that are applied for both permit and on street parking charges are a traffic management tool and

have been set at a level that will encourage a shift towards sustainable travel alternatives.

In the current economic environment it is necessary to meet the running costs of the zones and the table below details the income generated by the controlled parking zones.

#### **Annual Parking Income 12/13**

<b>Residents Permit Charges</b>	<b>£ 937,600</b>
<b>Concessionary Permits including Business, Medical Contractors , Monthly</b>	<b>£1,224,900</b>
<b>On Street Parking Income</b>	<b>£ 2,744,000</b>
<b>Off Street Parking Income</b>	<b>£ 1,503,000</b>
<b>Total</b>	<b>£ 6,409,500</b>

**10.8** From the figures shown it will be noted that the income generated exceeds that of the expenditure. No account has been taken of income from Penalty Charge notices (PCN) as in an ideal situation the Council would not have to issue a PCN if parking restrictions were complied with. Whilst the operational cost of the controlled parking zones includes general running and maintenance outgoings it does not take account of the maintenance of the fabric of the road network and general asset that this represents.

**10.9** The Capital and Revenue budget for roads maintenance and surfacing, is approximately £5M and allows for essential maintenance and repair of the city roads. A recent study into the funding required to maintain the road network for Aberdeen city to a tolerable standard identified that the an investment of some £20M over 10 years was needed. The monies from parking charges contribute to the council finances and assist the development and delivery of transportation schemes and initiatives city wide along with support for the road safety programme.

**10.10** Future investment in car parking management is thought necessary to meet the demands of smarter initiatives that will reduce revenue expenditure whilst introducing system efficiencies and monitoring. Advances in technology can allow more efficient and proactive monitoring of car park management particularly within off street car parks and significant future investment will be needed should this approach be advanced.

#### **11 Comparison of Charges with other Cities.**

**11.1** As previously highlighted the charges that are applied for both permit and on street parking is linked land use and transportation strategies and policies.

- 11.2** In order to understand how Aberdeen compares with competing cities some bench-marking was undertaken through looking at Dundee, Edinburgh, Glasgow and Newcastle. The current economic vibrancy of the cities does vary with Aberdeen and Edinburgh being regarded as having vibrant economies with lower unemployment than the other cities and this will, to an extent, have an influence in the way parking charges are applied.
- 11.3** Appendix 6 to this report provides details of the parking charges applied in the five cities together with plans indicating the location of the controlled parking zones and their relationship to the city centres.
- 11.4** Considering the on street parking charges it will be seen that the city centre rates vary from £3 per hour in Edinburgh, Glasgow and Aberdeen with the lower charge of £2.40 being applied in Newcastle and Dundee. All of the cities allow for shorter stay periods within the first hour to accommodate and encourage a turnover of spaces to serve business. Newcastle has a variation of charges across the core city centre and ranges from £2.20 to £2.40 per hour.
- 11.5** Whilst the general scale of charges for city centre parking is similar the charges for the peripheral and outer controlled parking zones vary considerably. In Edinburgh the charges for the peripheral zones are set at £1.50 per hour exceeding those in Aberdeen. Glasgow have adopted rolling charges at 40p for the first hour with an additional charge of 60p per hour for stays extending beyond the hour whilst Dundee have a differential charge of £1.90 for two hours and £3.10 for 4 hours. Newcastle has a wide range of charges from £1.50 per hour for parking close to the city reducing to 30p per hour on the outer ring of the zones.
- 11.6** The variation in charges for the peripheral areas of the five cities reflects the type of environment and economic influences within the differing zones. The charges in the lower bandings for the peripheral areas would clearly not support a move towards sustainable travel and would be difficult to justify in terms of strategic and policy aims. It is assumed that for the areas with low charge the maximum stay period has been adopted as the mechanism to restrict long stay parking but in practical terms, without rigorous enforcement, would be difficult to achieve.
- 11.7** A spectrum of charges with respect to the price of resident parking permits has been applied across the various cities ranging from £371 per annum in Edinburgh for a first permit to £25 per annum in Newcastle. It is seen that for the city centre zones the charge in Glasgow is £250 per annum whilst Dundee has applied a charge £70 per annum.
- 11.8** It will be noted that for Edinburgh and Newcastle the charges vary depending on the emissions levels of the registered vehicles with a typical mid range car attracting a charge of £185 within the central zones.

- 11.9** It is thought that the charges for the central areas of Edinburgh and Glasgow are being utilised as a restraint mechanism within the congested city centre to assist in meeting traffic reduction and emission targets.
- 11.10** From the benchmarking exercise it is thought that the cost of residential permits within Aberdeen compares favourably against those for the other cities and the present cost is considered to be set at a reasonable and realistic level.
- 11.11** With regard to business permits Glasgow and Edinburgh do not issue these for city centre locations but do issue permits in the peripheral areas at a cost of £700 and £400 respectively. Dundee provides business permits at the rate of £81 but only for off street car parks whilst Newcastle charges £92 per annum.
- 11.12** From the information available it is assessed that Edinburgh, Glasgow and Dundee have taken a view that on street business parking cannot be accommodated and would be detrimental to the overall uses within the core areas and therefore do not allow business permit parking in the core city centre.
- 11.13** From the comparative exercise it is clear that a significant variation is applied to charges by the city authorities. The residential parking charges applied in Aberdeen are in general significantly lower than that of Edinburgh and Glasgow and of a similar scale to that applied in Dundee.
- 11.14** The availability of business permits, especially for city centre locations, is significantly different with Aberdeen being sympathetic to business needs through the provision of permits. The cost of an on street business permit in Aberdeen is not dissimilar to the major Scottish cities and is considered to be a cost effective option.

## **12.00 Operational Issues**

- 12.1** The operating hours for the on and off street car parking regimes are different and this has been raised as a concern as it felt this does cause some confusion for the travelling public. The on street parking operational hours are from 8am until 8pm with the long stay off street operational parking hours from 8am until 10pm.
- 12.2** In order to address this concern and rationalise the operational parking hours where a charge may be applied it is proposed to amend the off street parking charging hours to be applicable from 8am to 8pm.
- 12.3** Reference is made to the committee of 19<sup>th</sup> March 2013 when the issue of parking in Golden Square and the on going confusion between the application of off street charges within the central area and the adjacent on street charges of the perimeter road was considered. The difficulties of recognition by the public between the off and on street parking areas

and charges has continued with appeals against penalty notices lodged. Given the continued practical difficulties in the recognition of the differing charging structures in Golden Square it is proposed that this be rationalised to a single charging structure in line with the on street charges.

### **13 Private Off Street Parking Charges**

**13.1** Council owned off street parking spaces are available through the Housing and Environment service and are prioritised in the first instance to ACC tenants living in the area where the parking space is located with applicants residing outwith Aberdeen being in the lowest priority banding. A table indicating the priority given to applications is shown in Appendix 7.

**13.2** The charges that are applied by this council for an off street private parking space are shown on the table below :

	Non Local Resident	Local Resident
Car parks	£35 / week £1680 / year	£ 3.40 / week £163.20 / year
	Non Council Tenant	Council Tenant
Lock ups and Garages	£12 / week	£10 / week

**13.3** At present there are approximately 900 parking spaces within private car parks, of these 668 are located in controlled parking areas. A significant number of garages and lock ups are also available for rent city wide with approximately 2117 lock ups and 198 garages that are largely outwith the controlled parking zones.

**13.4** Within the controlled parking zones, particularly city centre zones, there exists a disparity between the cost of private off street parking spaces available to rent from this council and that which is available for public car parking both on and off street. In terms of strategy and policy objectives the use of the private off street parking spaces by non residents of a local area would fall into the category of use for commuting purposes. As such private parking spaces operated by Aberdeen City Council within a controlled parking environment should be subject to the same pricing strategy as that of public off street parking.

**13.5** The Head of Housing and Community Safety has expressed his concern with regard to a rise in the cost for the rental of private off street parking and the detrimental impact that the previous price increase had on demand and budget income. It has been indicated that a loss in the order of £100k resulted from the previous increase in rental cost through termination of leases. At present the up take by non local residents is for 9 spaces with significant amount remaining empty.

- 13.6** For the operational management of the off street car parking spaces it has been necessary to cap the level of permit use within the Denburn, Chapel Street and West North Street car parks. An opportunity exists where it would be appropriate that should the maximum level of permits for the off street car parks be reached that unsuccessful applicants be referred to Housing for the potential lease of vacant spaces.
- 13.7** Whilst the impact on the HRA budget is acknowledged and is a serious consideration for the Housing and Environment committee the need to reduce long stay commuter parking within the city centre does require to be addressed in a consistent manner in line with policy and strategy objectives.
- 13.8** It is therefore recommended that the cost of private off street parking offered by this council should be in line with that offered for long stay car park permits and be charged at £210 per calendar month and that this be referred to the Housing and Environment committee for consideration.

#### **14 Future Demand for Controlled Parking Zones**

- 14.1** A priority list of potential future controlled parking zones was identified some time ago but remains to be progressed. The proposed future zones have strategic significance in particular those close to the city centre and it would be necessary to develop a business case for each to ensure that should a zone be progressed it would not negatively impact on existing and future budgets.
- 14.2** It is therefore proposed that the existing priority list for potential future controlled zones be reviewed and prioritised in line with strategic and policy objectives and to be the subject of a report to a future committee. If agreed officers will review the proposed, priority listed, future controlled parking zones of (1) Palmerston Area, (2) Mearns Street area, (3) Ashley / Brighton area, (4) Holburn /Hardgate area, (5) Carnegie Crescent area, (6) Seaforth Road area and(7) Elmbank area with respect to supporting strategic traffic movements, bus / pedestrian priority and road safety.
- 14.3** In accordance with a previous committee instruction a detailed feasibility study for the implementation of a controlled parking zone for the area of North Dee ( Palmerston Road area ) is being progressed and will be reported to the March committee. The North Dee area is currently the subject of significant redevelopment and regeneration and would benefit from the rationalisation of parking controls within this area. The report will include a business case appraisal identifying future budget needs and outcomes.

## **15 Emission Charges**

**15.1** A number of reports have been presented to Committee on Emission Based Parking Charges. The primary aim of an emission based management regime would be to directly link parking controls to improve air quality with secondary aims to:

- Incentivise the use of low emitting vehicles within the city centre;
- Educate vehicle users on the impact of their vehicles emission on the health of those who live and work in the city centre;
- Foster greater awareness of lower emission vehicles; and
- Encourage greater use of public transport as an alternative for high emitting vehicle users.

**15.2** A basic proposal for EBPC initially considered by the Committee focused primarily on imposing the regime on city centre permits however, the Committee directed in its conclusions that all permits should be considered under any scheme. Although widening the regime to all permit holders increases the fairness and parity given the volume of parking usage from on/off street Pay & Display areas an obvious unfairness would still exist. This raises major issues of fairness and effectiveness, namely that the majority of those incentivised by the scheme would live in the city centre and although they are the most effected by poor air quality, the contribution from commuting vehicles would remain unaffected. Therefore the fairest EBPC regime would cover all Council parking including on & off street Pay & Display and voucher parking.

**15.3** The practicalities of adopting an EBPC regime has two main issues: driver awareness and ease of application. Awareness can only be tackled by a comprehensive publicity campaign. Using a discount methodology should further encourage uptake. For residents permits only small changes to the existing issuing system will be required to recorded the VED Band of the car and apply the appropriate discount.

**15.4** For on & off street Pay & Display however a new system is required as upgrading existing on street infrastructure would be prohibitively costly and unlikely to deliver significant uptake. To enable the application of incentives would require the extension of the Councils well-received off street cashless parking initiative to all parking. This would allow low emission vehicle users to register for their discount automatically when paying for their parking by phone or via the internet. To ensure visitors to residences could also benefit from incentives, changes to the visitors permit scheme could also be made to move it to a fully electronic system which will not require the issuing of paper permits. This new system would have the added benefit of reducing the back office costs of administering the permit system and reduce fraudulent use of the transferable permit entitlement.



- 15.5** To date investigation of financial implications has focused on incentivisation of low emission vehicles, with discounts given to those who use qualifying vehicles, rather than a regime of penalties for higher emitting vehicles. Normally discounts follow a sliding scale based on VED Band and it is proposed that the scale would be as follows:

<b>Indicative Discount Rates</b>			
<b>VED Band</b>	<b>CO<sub>2</sub> Emissions Band (g/ km)</b>	<b>Discount</b>	<b>Estimated Revenue Impact Factor</b>
A	Up to 100	50%	-1%
B	101 -110	38%	-1.125%
C	111 -120	25%	-1.25%
D	121 -130	13%	-0.625%
E-M	131 and over	N/A	

- 15.6** Final discount rates should take due cognisance of their effect on total parking fee paid comparative to the cost of commuting by bus and in relation to competitiveness with other providers. An overall increase of 4% on other parking charges is likely to see the scheme being cost neutral however the 'revenue impact factor' is illustrative and a robust revenue appraisal would have to be undertaken as part of officers' development of the EBPC implementation plan. This table will also have to be continually updated to reflect changes in vehicle stock if the scheme were always to remain cost neutral.
- 15.7** It has to be acknowledged that for on and off street pay and display is difficult to fully establish potential benefits/ impacts with over 7,000 new cars registered in Aberdeen alone each year, however, in order to progress EBPC to the next stage it is recommended that further investigation takes place to fully explore the process under which any scheme could work with financial implications worked up fully as well. A permit only scheme could also be implemented initially and this is recommended prior to full roll out of EBPC across the rest of the City.

## **16. IMPACT**

This report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

This report is likely to be of interest to the public in the streets affected by the proposals.

There is no Equality and Human Rights Impact Assessment required as this report only recommends that these proposals progress to the Statutory Consultation process therefore there will be no changes effected as a result of the recommendations being approved by the Committee.

## **17. BACKGROUND PAPERS**

24<sup>th</sup> February 2011. - Minute of Meeting of the Controlled Parking Working Areas Working Party

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=12661>

Off-Street Monthly Car Parking Permits

<http://councilcommittees/documents/g2522/Public%20reports%20pack%2011th-Sep-2012%2014.00%20Enterprise%20Strategic%20Planning%20and%20Infrastructure%20Com%20mitte.pdf?T=10>

Palmerston – Revised Traffic Management and Controlled Parking Zone Proposals

<http://councilcommittees/documents/g2522/Public%20reports%20pack%2011th-Sep-2012%2014.00%20Enterprise%20Strategic%20Planning%20and%20Infrastructure%20Com%20mitte.pdf?T=10>

## **18. REPORT AUTHOR DETAILS**

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## Appendix 1 – Controlled parking Zone Plan

## Appendix 2

### Parking Profiles / Occupancy

#### Zone C (139 Estimated Pay and Display Spaces)

Hour beginning	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
No. of cars	179	139	148	161	151	158	164	169	155	148	155	181
Parking on waiting restrictions (0800 – 1800)	41	15	19	22	14	19	25	30	16	9	16	42
No. of cars in pay and display bays	138	124	129	139	137	139	139	139	139	139	139	139
Parking Bay Capacity	99%	89%	93%	100%	99%	100%	100%	100%	100%	100%	100%	100%
% long stay parking (= 3hrs)	44%	64%	76%	73%	79%	77%	71%	67%	70%	69%	57%	37%

#### Zone F (120 Estimated Pay and Display Spaces)

Hour beginning	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
No. of cars	137	121	145	108	135	136	143	132	124	135	130	156
Parking on waiting restrictions (0800 – 1800)	24	21	27	10	22	30	36	19	21	29	14	36
No. of cars in pay and display bays	113	100	118	98	113	106	107	113	103	106	116	120
Parking Bay Capacity %	94%	83%	98%	82%	94%	88%	89%	94%	86%	88%	97%	100%
% long stay parking (=3hrs)	45%	55%	58%	78%	69%	64%	62%	67%	67%	57%	53%	40%

## Appendix 3 : Car Parking Charges

### Parking Charges

<b>Parking Charges Inner city centre</b>	20 minutes :   £1 40 minutes    :£2 1 hour :       £3 2 hours:       £4 (after 6pm)
<b>Parking Charges Outer city centre</b>	20 minutes    :£1 40 minutes    :£2 1 hour :       £3 2 hours:       £4
<b>Parking Charges Peripheral Zones</b>	30 minutes    50p 1 hours:       £1 2 hours :       £2 3 hours :       £3
<b>Parking Charges Foresterhill / Garthdee</b>	2 hours :       £1.50 All day :       £4.50
<b>Parking Permit Charges</b>	<p><b>Residents</b></p> <p>£80 for 12 months                  £42 for 6 months                  £22 for 3 months</p> <p><b>Business</b></p> <p>£500 for 12 months                  £260 for 6 months                  £135 for 3 months</p> <p><b>Contractor</b></p> <p>£ 550 for 12 months                  £ 300 for 6 months                  £ 150 for 3 months                  £ 50 for 1 month</p>

**Appendix 4  
Public Transport Fares**

<b>Single Fare</b>	Adult Stage 1-2    £1.20 Adult Stage 3-5    £2.00 Adult Stage 6+£    £2.50
<b>Return Fare</b>	Adult 1-2 stages    £2.00 Adult 3-5 stages    £3.50 Adult 6+ stages    £4.30
<b>FirstDay Peak Prices</b>	FirstDay Adult    £4.70  FirstDay Child    £2.60
<b>FirstDay off-Peak Prices</b>	FirstDay Adult    £4.10  FirstDay Child    £2.20
<b>FirstDay Family Price</b>	FirstDay Family Ticket    £8.00
<b>Season Ticket Prices</b>	First 4Week Adult    £64.00 First 4Week Child    £33.00 First 12Week Adult    £160.00 First 12Week Child    £90.00 First 6Month Adult    £350.00 First Annual Adult    £660.00

Appendix 5  
Charges

Car Parks

Chapel Street Multi Denburn Multi West North Street Multi Virginia Street	Up to 2 hours	£2.00
	2 to 3 hours	£3.00
	3 to 4 hours	£4.00
	4 to 5 hours	£5.00
	5 to 6 hours	£6.00
	6 to 10 hours	£10.00
	10 to 14 hours	£14.00
	* (Denburn Multi only) 1 hour special * £1.00	
Monthly Permits (calendar month)		£20.00
Bon Accord/ St Nicholas	2 hours	£2.30
	3 hours	£3.30
	4 hours	£4.50
	5 hours	£4.70
	6 hours	£4.90
	7 hours	£8.00
	8 hours	£12.00
	10 hours	£14.00
12 hours	£18.00	
Union Square	0 to 2 hours	£2.00
	2 to 3 hours	£3.00
	3 to 4 hours	£4.00
	4 to 5 hours	£5.00
	5 to 6 hours	£6.00
	6 to 7 hours	£7.00
	7 to 24 hours	£15.00
Trinity Shopping Centre	Up to 1 hour	£2.30
	Up to 2 hours	£2.40
	Up to 3 hours	£3.50
	Up to 4 hours	£4.60
	Up to 5 hours	£5.20
	Up to 6 hours	£6.80
	Up to 7 hours	£8.50
	Up to 9 hours	£12.50
	Up to 12 hours	£14.50
Up to 24 hours	£18.50	
Shiprow	1 hour	£3.00
	1 to 2 hours	£6.00
	2 to 3 hours	£9.00
	3 to 4 hours	£12.00
	4 to 24 hours	£15.00

## Appendix 6 - ON-STREET PARKING CHARGES

### ABERDEEN CITY COUNCIL

### INNER CENTRAL CORE ZONES

ZONE	Residents Permits		Business Permits	Contractor Permits	Pay and Display	On-Street Pay & Display Parking
	First Permit	Second Permit				
<b>ZONE A</b>	£80 for 12 months £42 for 6 months £22 for 3 months	N/A	£500 for 12 months £260 for 6 months £135 for 3 months	£550 for 12 months £260 for 6 months £150 for 3 months £50 for 1 month	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	20 min <b>£1.00</b> 40 min <b>£2.00</b> 1 Hr maxi stay <b>£3.00</b> <i>2 Hr (after 6pm Mon to Sat) £4.00</i>
<b>ZONE B</b>	Same as above	N/A	Same as above	Same as above	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	Same as above
<b>ZONE C</b>	Same as above	N/A	Same as above	Same as above	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	Same as above
<b>ZONE E</b>	Same as above	N/A	Same as above	Same as above	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	Same as above
<b>ZONE F</b>	Same as above	N/A	Same as above	Same as above	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	Same as above
<b>ZONE G</b>	Same as above	N/A	Same as above	Same as above	Mon-Sat 08:00-20:00 & Sun 13:00-17:00	Same as above



**OUTER CENTRAL CORE ZONES**

<b>ZONE H</b>	£80 for 12 months £42 for 6 months £22 for 3 months	£120 for 12 months £63 for 6 months £36 for 3 months	£500 for 12 months £260 for 6 months £135 for 3 months	£550 for 12 months £260 for 6 months £150 for 3 months £50 for 1 month	Mon-Sat 08:00-20:00	20 min <b>£1.00</b> 40 min <b>£2.00</b> 1 Hr <b>£3.00</b> 2 Hr (Maxi stay) <b>£4.00</b>
<b>ZONE J</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-20:00	Same as above
<b>ZONE K</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-20:00	Same as above
<b>ZONE N</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-20:00	Same as above
<b>ZONE P</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-20:00	Same as above

**INNER PERIPHERAL ZONES**

<b>ZONE L</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-18:00	30 min <b>£0.50</b> , 1 Hr <b>£1.00</b> , 2 Hrs <b>£2.00</b> , 3 Hrs (Maxi stay) <b>£3.00</b>
<b>ZONE M</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-18:00	Same as above
<b>ZONE RR</b>	Same as above	Same as above	Same as above	Same as above	Mon- Fri 10:00-16:00	Same as above
<b>ZONE T</b>	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:00-18:00	Same as above
<b>ZONE V</b>	Same as above	Same as above	Same as above	Same as above	Mon-Fri 09:00-17:00	Same as above
<b>ZONE W</b>	Same as above	Same as above	Same as above	Same as above	Mon-Sat 08:00-18:00	Same as above
<b>ZONE X</b>	Same as above	Same as above	Same as above	Same as above	Mon-Fri 09:00-17:00	Same as above

**CONTROLLED PARKING ZONES (VOUCHER)**

<b>ZONE Y</b>	£80 for 12 months £42 for 6 months £22 for 3 months	£120 for 12 months £63 for 6 months £36 for 3 months	£500 for 12 months £260 for 6 months £135 for 3 months	£550 for 12 months £260 for 6 months £150 for 3 months £50 for 1 month	Mon-Fri 10:00-16:00	£1.50 for up to 2 hours £4.50 for a whole day
<b>ZONE Z</b>	£80 for 12 months £42 for 6 months £22 for 3 months	£120 for 12 months £63 for 6 months £36 for 3 months	£500 for 12 months £260 for 6 months £135 for 3 months	£550 for 12 months £260 for 6 months £150 for 3 months £50 for 1 month	Mon-Fri 10:00-16:00	£1.50 for up to 2 hours £4.50 for a whole day

## DUNDEE CITY COUNCIL

ZONE	Residents Permits		Business Permits	Contractor Permits	Pay and Display	On-Street Pay & Display Parking
	First Permit	Second Permit				
City Centre	<p>£70 for 12 months</p> <p>0 - 4 months remaining - No refund.</p> <p>4 - 8 months remaining - £17.50</p> <p>8 months or more remaining - £42</p>	No restrictions at this moment, however it's going to be maximum of 2 shortly.	<p>£81 for 12 months. Between 5 to 9 permits with 5% discount £77. Then increase in every 5 permits 2.5% discount applies. Only applicable in long stay car parks.</p>	£18 per day	Mon-Sat 08:00-18:00 & Sun 13:00-18:00	<p>City Centre</p> <p>20 min <b>£0.80</b></p> <p>40 min <b>£1.40</b></p> <p>1 Hr <b>£2.00</b></p> <p>Dudhope Street, Barrack Road, Hilltown, Dudhope Crescent/Road</p> <p>2 Hrs <b>£1.90</b></p> <p>4 Hr <b>£3.10</b></p>
Broughty Ferry (Off Street car parks only)	<p>£50 for 12 months</p> <p>0 - 4 months remaining - No refund.</p> <p>4 - 8 months remaining - £12.50.</p> <p>8 months or more remaining - £30</p>	Same as above	Same as above	Same as above	Mon-Sat 08:00-18:00 & Sun 13:00-16:00	Same as above
Menziesshill (Ninewells Hospital – North-western area)	£5 for 12 months	Same as above	Same as above	Same as above	Residents' only- parking problems due to Ninewells Hospital.	Perth Road

## EDINBURGH CITY COUNCIL

### CENTRAL ZONES

ZONE	Residents Permits										Business Permits	Pay and Display	Visitor's Permit	On-Street Pay & Display Parking
	First Permit (engine size in cc)					Second Permit (engine size in cc)								
	0-1	1.1-1.8	1.8-2.5	2.5-3.0	3.0+	0-1.0	1.1-1.8	1.8-2.5	2.5-3.0	3.0+				
ZONE	£57.50 for 12 months	£161.50 £86.50 £46.00	£185.00 £98.00 £52.00	£231.50 £121.50 £63.50	£371.00 £191.50 £98.50	£72.50 for 12 months	£202.50 £107.00 £56.00	£231.00 £121.50 £63.00	£290.00 £150.00 £78.00	£463.00 £237.50 £121.50	Not applicable	Mon-Sat 08:30-18:30	Not Applicable	£2.40/hr
ZONE 1A	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Not applicable	Mon-Sat 08:30-18:30	Not Applicable	£3.00/hr
ZONE 2	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Not applicable	Mon-Sat 08:30-18:30	Not Applicable	£3.00/hr
ZONE 3	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Not applicable	Mon-Sat 08:30-18:30	Not Applicable	£3.00/hr near Waverly Station and £2.40/hr rest of the area
ZONE 4	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Not applicable	Mon-Sat 08:30-18:30	Not Applicable	£2.40/hr

**PERIPHERAL ZONES**

ZONE	Residents Permits										Business Permits	Pay and Display	Visitor's Permit	On-Street Pay & Display Parking
	First Permit engine size in cc					Second Permit engine size in cc								
	0-1	1.1-1.8	1.8-2.5	2.5-3.0	3.0+	0-1.0	1.1-1.8	1.8-2.5	2.5-3.0	3.0+				
<b>ZONE 5</b>	£28.50 for 12 months	£81.00 £46.00 £25.50	£92.50 £52.00 £29.00	£115.5 £63.50 £35.00	£185.5 £98.50 £52.00	£36.00 for 12 months	£101.00 £56.00 £31.00	£115.50 £63.50 £34.50	£144.50 £78.00 £42.00	£232.0 £121.5 £63.50	Peripheral retailers' permit – 1 per retailers. £400 per year	Mon-Fri 08:30-17:30	Not Applicable	£1.50/hr
<b>ZONE 5A</b>	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Not Applicable	£2.00/hr close to city centre and £1.50hr rest of this zone
<b>ZONE 6</b>	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Not Applicable	£2.00/hr close to city centre and £1.50hr rest of this zone
<b>ZONE 7</b>	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Not Applicable	£1.50/hr
<b>ZONE 8</b>	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Not Applicable	£1.50/hr

## EXTENDED ZONES

ZONE	Residents Permits										Business Permits	Pay and Display	Visitor's Permit	On-Street Pay & Display Parking
	First Permit engine size in cc					Second Permit engine size in cc								
	0-1	1.1-1.8	1.8-2.5	2.5-3.0	3.0+	0-1.0	1.1-1.8	1.8-2.5	2.5-3.0	3.0+				
ZONE N1	£28.50 for 12 months	£81.00 £46.00 £25.50	£92.50 £52.00 £29.00	£115.5 £63.50 £35.00	£185.5 £98.50 £52.00	£36.00 for 12 months	£101.00 £56.00 £31.00	£115.50 £63.50 £34.50	£144.50 £78.00 £42.00	£232.0 £121.5 £63.50	1 per retailers. £400 per year	Mon-Fri 08:30-17:30	£0.60 for 90 minutes £0.30 for 90 minutes (disability)	£1.00/hr
ZONE N2	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr
ZONE N3	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr
ZONE N4	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr
ZONE N5	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr

## EXTENDED ZONES

ZONE	Residents Permits										Business Permits	Pay and Display	Visitor's Permit	On-Street Pay & Display Parking
	First Permit engine size in cc					Second Permit engine size in cc								
	0-1	1.1-1.8	1.8-2.5	2.5-3.0	3.0+	0-1.0	1.1-1.8	1.8-2.5	2.5-3.0	3.0+				
ZONE S1	£28.50 for 12 months	£81.00 £46.00 £25.50	£92.50 £52.00 £29.00	£115.5 £63.50 £35.00	£185.5 £98.50 £52.00	£36.00 for 12 months	£101.00 £56.00 £31.00	£115.50 £63.50 £34.50	£144.50 £78.00 £42.00	£232.0 £121.5 £63.50	Extended retailers' permit – 1 per retailers. £400 per year	Mon-Fri 08:30-17:30	£0.60 for 90 minutes £0.30 for 90 minutes who meet disability criteria	£1.00/hr
ZONE S2	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr
ZONE S3	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr
ZONE S4	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Mon-Fri 08:30-17:30	Same as above	£1.00/hr

**GLASGOW CITY COUNCIL**

ZONE	Residents Permits		Business Permits	Contractor Permits	Pay and Display	On-Street Pay & Display Parking
	First Permit	Visitor Permit				
<b>CITY CENTRE</b>	£250 for 12 months £65 for 3 months	N/A	N/A	N/A	Mon - Sat 8:00 - 6:00pm	60p for 12mins 2 hour max stay
<b>HILLHEAD</b>	£135 for 12 months £72 for 6 months £36 for 3 months	N/A	N/A	N/A	Mon-Fri 8:45am-5:15pm	10p for 20 mins 30p for 1 hour 4 hour max stay
<b>GARNETHILL</b>	Same as above	£2 for each 6 hour time period 8am - 2pm 12 noon - 6pm 4pm - 10am	N/A	N/A	Mon-Sun 8am-10pm	50p for 30 mins 1 hour max stay
<b>SCOTSTOUN</b>	Free	£10	£700 for 12 months	N/A	Zone timings vary according to the event	No Pay and Display bays
<b>HAMPDEN</b>	Free	£10	£700 for 12 months	N/A	Zone timings vary according to the event	No Pay and Display bays
<b>NAPIERSHALL</b>	£50 for 12 months £15 for 3 months	£2 for each 6 hour time period 8am - 2pm 12 noon - 6pm 4pm - 10am	£700 for 12 months	N/A	Mon - Sun, 8am - 10pm	10p for first 30 mins 10p for every 10 mins thereafter (max stay 3 hours)



<b>BELMONT AND HAMILTON DRIVE AREA</b>	£50 for 12 months £15 for 3 months	Same as above	£700 for 12 months	N/A	Mon - Sun, 8am - 10pm	Same as above
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### WEST OF GLASGOW CITY CENTRE

ZONE	Residents Permits (No Limit)		Business Permits	Contractor Permits	Pay and Display	On-Street Pay & Display Parking
	First Permit	Visitor Permit				
<b>Belmont</b>	£50 for 12 months £15 for 3 months	£2 for each 6 hour time period 8am - 2pm 12 noon - 6pm 4pm - 10am	£700 for 12 months	N/A	Mon - Sun, 8am - 10pm	10p for first 30 mins 10p for every 10 mins thereafter (max stay 3 hours)
<b>Cranstonhill</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	Same as above
<b>Kelvingrove</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	Same as above
<b>Park</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	10p for first 30 mins 10p for every 10 mins thereafter (up to 3 hours) 10p for every 5 mins thereafter (Park Circus Only)
<b>Sandyford</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	10p for first 30 mins 10p for every 10 mins thereafter (max stay 3 hours)
<b>Spiersgate</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	Same as above

<b>Woodside</b>	Same as above	Same as above	Same as above	N/A	Mon - Fri, 8am - 6pm	Same as above
<b>Woodlands</b>	Same as above	Same as above	Same as above	N/A	Mon - Sun, 8am - 10pm	Same as above

### NEWCASTLE CITY COUNCIL

Zone	Resident Permit		Visitor Permit	Seasonal Permit		Business Permit	Charity Permit	Public Sector Permit
	First	Second		Zone 1	Zone 2			
<b>Zone A</b> <b>Outer Areas</b> <b>(Retail and</b> <b>business</b> <b>centres)</b>	£25.00 per annum * £12.50 discount for the first successful low emission application	£75.00 per annum * £37.50 discount for the second low emission application	£25 per annum	N/A	N/A	£92 (1-2 Permits) £184 (3-5 Permits) £276 (6-10 Permits)	FREE (1-2 Permits) £92 (3-5 Permits) £184 (6-10 Permits)	£82 per annum <i>City Council Agents, Primary Care Trust, Certain Local Authority Vehicles</i>
<b>Zone B</b> <b>Peripheral city centre areas</b>	Same as above	Same as above	Same as above	N/A	N/A	£175 (1-2 Permits) £350 (3-5 Permits) £525 (6-10 Permits)	FREE (1-2 Permits) £175 (3-5 Permits) £350 (6-10 Permits)	Same as above
<b>Zone C</b> <b>City Centre</b>	Same as above	Same as above	Same as above	£99 per annum	£131 per annum	£588 (1-2 Permits) £1176 (3-5 Permits) £1764 (6-10 Permits)	FREE (1-2 Permits) £588 (3-5 Permits) £1176 (6-10 Permits)	Same as above

## City Plans

## Appendix 7

The information below is an extract from the Aberdeen City Council document "Application for Lock Ups, Garage sites and Parking Spaces" published August 2011.

### **ABERDEEN CITY COUNCIL**

#### **HOUSING AND ENVIRONMENT**

#### **APPLICANT PRIORITY FOR LOCK-UP GARAGES AND PARKING SPACES**

Applicants must complete and submit this application form when they wish to be considered for a parking space, garage site or lock-up. They are then placed into one of twelve groups depending on their circumstances, details of which are given below :-

##### **Group A**

Aberdeen City Council (ACC) tenant living in a block/housing development (with specifically designated spaces, e.g. Denburn Court, Linksfield Court) with no other parking space or requiring a Transfer.

##### **Group B**

ACC tenant living in the area (with no other lock-up/parking space) or requiring a Transfer.

##### **Group C**

Applicant, who is not a current ACC Tenant, living in the area (with no other lock-up/parking space) or requiring a Transfer.

##### **Group D**

Motorbike owner living in the area.

##### **Group E**

Out of area applicant, ACC tenant (with no other lock-up/parking space) or requiring a transfer.

##### **Group F**

Out of area applicant, non-ACC tenant (with no other lock-up/parking space) and all out of area motorbike owners, or requiring a transfer.

##### **Group G**

Applicant who resides outwith Aberdeen City

##### **Group H**

ACC tenant living in the area but requires a second lock-up/parking space

##### **Group I**

Non-ACC tenant living in the area but requires a second lock-up/parking space

##### **Group J**

Out of area applicant, ACC tenant but requires a second lock-up/parking space

##### **Group K**

Out of area applicant, Non - ACC tenant but requires a second lock-up/parking space

##### **Group L**

Business Rental

Allocations are made from the groups with Group A having the greatest priority through to Group L with the lowest. Within the groups applicants are prioritised by date of application - oldest to newest.

Garage Sites - there is little demand for these and interested parties should contact the Selections Unit directly on direct dial 01224 523790 to discuss availability.