



MAXIMUM HEIGHT 6'-3"

5

 **Chapel Street  
Car Park**  
Pay & Display  
500 Spaces  
open 24hrs  
 holders free

# Executive Summary

## Executive Summary

AECOM has been commissioned by Aberdeen City Council (ACC) to undertake a strategic car parking review (SCPR) for Aberdeen City. The aim of the study is to *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.* The finalised study objectives are as follows:

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 Roads Hierarchy Strategy 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 including consideration of tenant parking needs.

The context setting for the SCPR is set out in (**Report 1 of 2**), which determined the issues and opportunities relating to the SCPR aim and objectives which provide the evidence base for the identification of recommendations. This Report, **Report 2 of 2** details the appraisal of recommendations which will be used to inform ACC's Car Parking Action Plan (to be developed by others). This Plan will provide ACC with an indication of where they are taking parking across the City at a strategic level. Another outcome of the SCPR is to provide recommendations for ACC publicly available off-street car parks to ensure they are fit for purpose and of the quality required by customers, this information has already been shared with ACC.

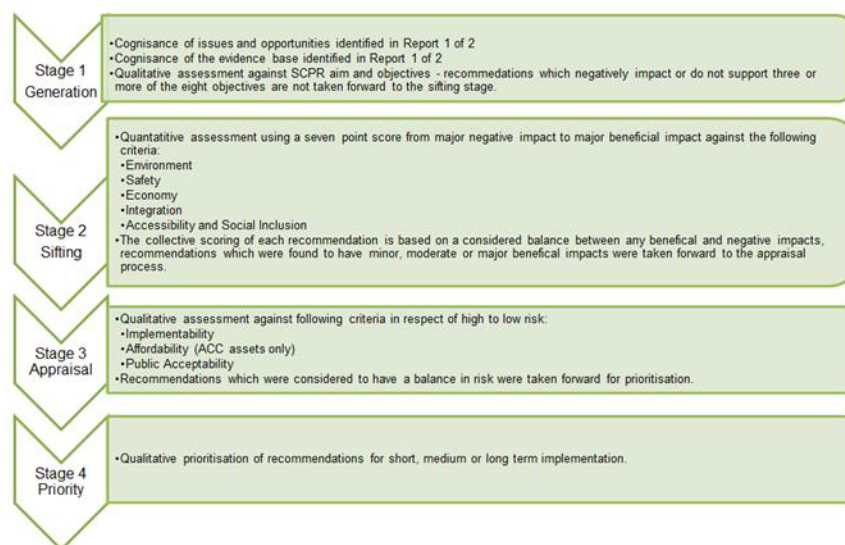
### Methodology

This report details the identification, generation, sifting and appraisal process associated with parking related recommendations relating to future policy, Park & Ride, on-street parking, off-street parking, Electric Vehicles (EVs) and Car Clubs. A series of recommendations have also been identified based on the outcomes of the SCPR stakeholder engagement process.

These recommendations have been derived from the evidence base detailed within **Report 1 of 2**. During the review of issues and opportunities (**Report 1 of 2**) it became clear that the evidence base for some topics / types of parking was inconclusive thus instead of a recommendation an action is identified which principally relates to the undertaking of further studies, reviews or data collection exercises. These actions are not subject to the following appraisal process; however actions have been prioritised for implementation based on a short, medium or long term programme. Actions also provide the opportunity to ensure that the context setting associated with parking takes cognisance of key national and local strategies which have come to the fore since the completion of **Report 1 of 2**, for example relating to the introduction of Low Emission Zones (LEZs) or to enhance the promotion of existing initiatives. AECOM recognise that some of the identified actions may already be underway.

An extensive list of recommendations and actions (58 no.) were derived from the findings of **Report 1 of 2**, these were agreed with the SCPR Project Group which comprises representatives of ACC, AECOM and the North East of Scotland Transport Partnership (Nestrans).

Each recommendation has been appraised following elements of best practice in respect of Scottish Transport Appraisal Guidance (STAG). The appraisal process was agreed with the SCPR Project Group and can be summarised as follows:



## Actions

Actions and the prioritisation for implementation are shown in the following table.

Topic	Ref	Action	Programme
Policy, Guidance, Strategy and Technology	1	Develop supporting studies and strategies which consider wider Travel Demand Management (TDM) measures in more detail.	Short Term
	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.	Short Term
	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.	Short Term
	4	Establish a Quality Parking Partnership for City centre parking to include private operators.	Short Term
	5	Continued promotion of Getabout (TDM) initiatives and review of such initiatives, where applicable, considering the outcomes of the SCPR.	Short Term
	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.	Short Term
	7	Review of SCPR recommendations in respect of ensuring no detriment to existing Air Quality Management Areas (AQMAs) / Noise Management Areas (NMAs).	Medium Term
	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.	Medium Term
	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,	Medium Term

Topic	Ref	Action	Programme
		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.	
	10	Communication strategy regarding approach of ACC relating to parking for dissemination to public and Councillors.	Medium Term
	11	Modelling of SCPR actions and recommendations within the Aberdeen Sub Area Model (ASAM).	Medium Term
	12	Refresh of the existing payment / enforcement system to consider enhanced operational effectiveness and revenue generation.	Medium Term
	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.	Long Term
	14	Explore potential for introducing workplace parking levies	Long Term
Park & Ride and Public Transport	15	Awareness raising of existing Park & Ride facilities.	Short Term
	16	Develop a strategy in partnership with Nestrans for Park & Ride including research into barriers to use.	Short Term
	17	In partnership with Aberdeenshire Council consider revisiting the case for Park & Ride at Portlethen.	Medium Term
On-Street Parking	18	Review of on-street parking permit turnover, occupancy and duration of stay.	Medium Term
	19	Structural assessment of existing Multi Storey Car Parks (MSCPs).	Short Term
	20	Further investigation of opportunity to rationalise underutilised off-street sites (ACC surface car parks) at Jack's Brae and Virginia Street.	Short Term
ACC Off-Street Publicly Available Car Parking	21	Increased provision of parent and child spaces.	Short Term
	22	Close Golden Square car park.	Medium Term
	23	Consider reallocation of long / short stay car parking availability within all ACC off-street car parks.	Medium Term
	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.	Medium Term
	25	Regular monitoring and benchmarking of off-street car parking tariffs by the public and private sector.	Long Term
EVs and Car Clubs	26	Guidance on short stay & EV parking and location.	Short Term
	27	In partnership with the Aberdeen Car Club assess the existing level of Car Club demand in the City and develop appropriate strategies thereafter.	Medium Term
Engagement Outcomes	28	Clarity and improved ease of use of the RingGo payment system.	Short Term
	29	Investigate feasibility of trialling a smart phone based app which provides information on space availability, payment functions and duration of stay reminders.	Long Term
	30	Introduction of contactless payments.	Long Term

### Recommendations and Appraisal

The following table identifies each recommendation and the associated appraisal process.

Topic	No.	Recommendation	Generation	Sifting	Appraisal	Programme
Policy, Guidance, Strategy and General	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.	✓	✓	✓	Medium Term
	2	Amendment of car parking standards within next LDP process to correlate to SCPR aims and objectives.	✓	✓	✓	Medium Term
	3	Greater support and propensity for approval of no car developments in City centre during the planning application process.	✓	✓	✓	Medium Term
	4	Greater support and propensity for approval of low car developments in City centre during the planning application process.	✓	✓	✓	Medium Term
	5*	As part of the next LDP process develop parking standards based on public transport, walking and cycling accessibility.	✓	✗	-	-
Park & Ride and Public Transport	6	Business model change of Park & Ride operations to consider free bus travel or reduced bus travel cost.	✓	✓	✓	Short Term
	7	In partnership with Nestrans review methods for improving facilities at Park & Ride sites to make sites more attractive.	✓	✓	✓	Short Term
	8	Working with stakeholders investigate potential for increased rail Park & Ride provision.	✓	✓	✓	Medium Term
On-Street Parking	9*	Restrict on-street parking opportunities for long stay parking (excluding residents).	✓	✗	-	-
	10*	Reduce number of on-street residential permits made available in City centre.	✓	✗	-	-
	11	Pay & Display only in retail areas.	✓	✓	✓	Long Term
	12	Introduction of North Dee Controlled Parking Zone (CPZ).	✓	✓	✓	Long Term
	13	Introduction of Beach CPZ.	✓	✓	✓	Long Term
	14	Restrict business permit allocation in City centre similar to benchmarking cities.	✓	✓	✓	Long Term
	15	Increase cost of residential parking permit in City centre.	✓	✓	✓	Long Term
ACC Off-Street	16	Trial of Alive after Five in existing underutilised off-street car parks	✓	✓	✓	Short Term

Topic	No.	Recommendation	Generation	Sifting	Appraisal	Programme
Parking		during evenings.				
	17	Minimise commuter parking within ACC off-street facilities.	✓	✓	✓	Medium Term
	18	Balance / dynamic parking – with aid of technology.	✓	✓	✓	Medium Term
	19	Park Mark scheme target for ACC off-street car parks.	✓	✓	✓	Medium Term
	20*	Sustainable car parks e.g. solar panels on the roof.	✓	✗	-	-
	21	Enhanced signage and wayfinding by vehicles and pedestrians with consideration of the interface of the car park with the local environment.	✓	✓	✓	Medium Term
EV and Car Club	22	Increase EV on-street spaces in City centre.	✓	✓	✓	Medium Term
	23	Increase EV parking in off-street locations.	✓	✓	✓	Medium Term
Stakeholder and Public Engagement	24	Increased Variable Message Signs (VMS).	✓	✓	✓	Medium Term
	25*	Increased off-street car parking provision.	✗	-	-	-
	26*	Free off-street car parking.	✗	-	-	-
	27	Enhanced enforcement of inappropriate parking such as parking in blue badge spaces.	✓	✓	✓	Medium Term
	28	Increased secure cycle parking in off-street car parks.	✓	✓	✓	Medium Term

\*recommendation either does not support SCPR objectives or has negative impact at the sifting stage thus is discounted and not considered further.

### Conclusion

Based on the appraisal process 23 no. recommendations should be taken forward for consideration in the ACC Car Parking Action Plan (to be developed by others) along with 30 no. actions.

**Note: Recommendations and actions are based on the baseline review finalised in August 2017, thus changes may have occurred in the intervening period. Recommendations and actions were agreed with the Project Group.**

