

ABERDEEN CITY COUNCIL

COMMITTEE	Council
DATE	14 December 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Review of Parking Charges
REPORT NUMBER	RES/22/294
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	2

1. PURPOSE OF REPORT

- 1.1 This report details the review of parking charges within Aberdeen City as it compares to other local authorities and other local providers and recommends a structure of charges for future years.

2. RECOMMENDATION(S)

That Council:-

- 2.1 instruct the Chief Officer - Operations and Protective Services to carry out the necessary actions to increase on-street and off-street parking charges by 10% from 1st April 2023 and 5% each following year for 4 years; and
- 2.2 instruct the Chief Officer - Operations and Protective Services to carry out the necessary actions to amend the pricing structure of Resident Parking Permits as per Table 1 of this report, from 1st April 2023 and 5% each of the following years for 4 years.

3. CURRENT SITUATION

- 3.1 Aberdeen City Council currently charges a range of rates for off-street car parking within the city. When compared with private car parking provisions within the city, these charges are low. A comparison of these charges is set out in Appendix 2.
- 3.2 On-street parking charges for City of Edinburgh, Glasgow City and Dundee City are broadly comparable with Aberdeen City charges as can be seen in Appendix 1.
- 3.3 The current pricing structure of £60 for the first residential parking permit and £140 for the second permit has been in place for a number of years and these annual charges are now considerably lower than other city local authorities.

Some concessions are made for low emission/ engine size vehicles by City of Edinburgh Council.

- 3.4 In view of the above, it is recommended that charges for on-street and off-street car parking be increased by 10% in 23/24, followed by 5% increases each financial year 24/25, 25/26, 26/27 and 27/28.
- 3.5 One anomaly within the long stay parking rates is the 14 hour parking charge of £20.20. This is a remnant from a historic parking charge for overnight parking. It is recommended that this rate is reduced to £15.00 which is more comparable with other providers.
- 3.6 Similar to other local authorities, a payment structure is suggested for Resident Parking Permits, see Table 1 below for details. Single permit zones, where there is the highest demand for turnover of kerbside space and the greatest opportunity for mass transport alternatives are available to residents, will increase by £140 per permit. Outer city centre areas where two permits are available to residents and city centre commuter parking is being targeted, will be subject to an increase of £90 for the 1st permit and £60 for the second permit. Peripheral zones, located around specific employment or educational venues, will be subject to an increase of £40 for the first permit and £10 for the 2nd permit. Options will continue to be available to pay for permits quarterly or biannually. A 5% increase will be applied in subsequent years.

Table 1 – Recommended Permit Charging Structure 2023/24

Permit Zone	1 ST PERMIT	2 ND PERMIT
City Centre Zones A,B,C,E,F & G	£200	No option.
Outer City Centre Zones H,J,K,L,M,N,P,T,V,W & X	£150	£200
Peripheral Zones R-R & Z	£100	£150
Garthdee Zone Y & Y-Y	Agreement in place until 2026 for no charges to residents	Agreement in place until 2026 for no charges to residents

- 3.7 It is proposed to implement these changes on 1st April 2023 and subsequent years on 1st April or nearest available working day.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposal above may have an impact on the uptake of residential permits and parking in Council facilities however the increase in rate is expected to generate additional income.
- 4.2 Implementation costs will include staff resource to amend and promote the tariff changes using street notices at on-street bays, off-street car parks and within controlled parking zones, in a local newspaper and on the Council's website.

5. LEGAL IMPLICATIONS

- 5.1 The above changes will be made as a variation in charges in accordance with the Road Traffic Act 1984.
- 5.2 Accordingly a notice will be published providing a minimum of 28 days forewarning of the new tariffs coming into operation.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified.			
Compliance	That the changes cannot be implemented by the start of the new financial year.	The legislative process requires that the proposed tariff changes are advertised for 28 days prior to implementation so approval is being sought in time to permit appropriate advertisement.	M	Yes
Operational	No significant risks identified.			
Financial	If changes are not made to the parking tariffs, these measures will be further removed from a market standard charge.	The rate increases are proposed at a level whereby they are in keeping with the wider transport network nationally and locally.	M	Yes
Reputational	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided a thorough rationale as to the	M	Yes

		requirement for the proposal.		
Environment / Climate	Not introducing increased charges would reduce the opportunity to manage the cost of parking in comparison to the cost of public transport options. This would assist towards the Net Zero intentions.	The proposed tariff increases present a level of deterrent to use of private cars on the city centre network.	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
	Impact of Report
Regional and City Strategies	
Regional Transport Strategy;	The proposal within this report supports the Regional Transport Strategy by increasing parking charges to bring the cost of parking closer to the cost to use public transport alternatives.
Local Transport Strategy	It is also mentioned within our Local Transport Strategy “As well as being a mechanism for managing the length of stay, and therefore turnover of spaces, pricing can significantly influence travel demand. Parking charges at Council facilities will be considered alongside inflation, local bus fares, park & choose charges and rail fares and we will work closely with private operators, using contractual and planning powers, to influence their approach. The focus will be on adjusting price to encourage commuters and long stay parkers to use public transport thereby leaving town and city centre spaces available for short stay customers, service users and residents.”

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required

Data Protection Impact Assessment	Not required
Other	Not required

10. BACKGROUND PAPERS

- 10.1 Glasgow City Council website <https://www.glasgow.gov.uk/index.aspx?articleid=27156>
- 10.2 City of Edinburgh Council website <https://www.edinburgh.gov.uk/parking>
- 10.3 Dundee City Council website <https://www.dundee.gov.uk/parking-information/parking-charges-and-locations>
- 10.4 Bon Accord website <https://www.bonaccordaberdeen.com/visit/car-parking>
- 10.5 Union Square website <https://www.unionsquareaberdeen.com/parking/union-square>
- 10.6 NCP Aberdeen website <https://www.ncp.co.uk/find-a-car-park/car-parks/aberdeen-shiprow/>
- 10.7 Trinity Centre website <https://www.q-park.co.uk/en-gb/cities/aberdeen/the-trinity-centre/>

11. APPENDICES

- 11.1 APPENDIX 1 – On Street Car Parking Charges
- 11.2 APPENDIX 2 - Long Stay Car Park charges – ACC and other city centre car parks
- 11.3 APPENDIX 3 – Resident Parking Permits

12. REPORT AUTHOR CONTACT DETAILS

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APPENDIX 1 – On-Street Car Parking Charges

Aberdeen City Council

Zones	Charging hours	Maximum stay	Charges
Inner central	Mon-Sat: 8am to 8pm Sun: 1pm to 5pm	1 hour	20 minutes – £1.30 40 minutes – £2.40 1 hour – £3.50 2 hours (only available Mon -Sat after 6pm) – £4.60
Outer central	Mon-Sat: 8am to 8pm	2 hours	20 minutes – £1.20 40 minutes – £2.20 1 hour – £3.20 2 hours – £4.20
Peripheral	Various. Please check ticket machines for information.	3 hours	30 minutes – £0.70 1 hour – £1.20 2 hours – £2.20 3 hours – £3.20

City of Edinburgh

George St, St Andrew Sq, Charlotte Sq, Queen St, Market St & St Giles St	£5.60 per hour	Monday to Saturday 8.30am to 6.30pm and Sunday 12.30pm to 6.30pm
Stafford St and Melville St area, Morrison St to Shandwick Pl & Old Town (inc East Market St)	£4.90 per hour	Monday to Saturday 8.30am to 6.30pm and Sunday 12.30pm to 6.30pm
West End (Palmerston Pl area), Moray Pl, South Side (Clerk St area), Tollcross, Fountainbridge & Heriot Row	£4.10 per hour	Monday to Saturday 8.30am to 6.30pm and Sunday 12.30pm to 6.30pm
New Town, Northumberland St to St Stephen St & Royal Cres	£3.70 per hour	Monday to Friday 8.30am to 5.30pm
Bruntsfield, Sciennes, St Leonard's, Dumbiedykes, Stockbridge & Dean	£3.10 per hour	Monday to Friday 8.30am to 5.30pm
Extended Controlled Parking Zones (N1-N5 & S1-S4)	£2.60 per hour	Monday to Friday 8.30am to 5.30pm
South Queensferry	£0.90 per hour	Monday to Saturday 9.00am to 5.30pm

Glasgow City Council

City Centre - £1.20 per 15 minutes

Outer City Centre - 40p per 15 minutes up to 1 hour then 60p per 15 minutes

Dundee City Council

Street	Hours	Charge
City Centre	0-30 mins; 30-60mins	£2.30; £3.10
Perth Road / Nethergate & Hilltown	0-2 hours; 2-4 hours	£3.10; £4.80
Dudhope Street, Dudhope Crescent Road, Barrack Road	0-4 hours; 4-10 hours	£3.30; £5.00
South Victoria Dock Road	0-2 hours	£3.10
South Crichton Street parking area to the east of the V&A	0-4 hours	£7.00

Each local authority defines their city centre and outer area on street parking charges differently.

Broadly, city centre charges can be compared by up to 1-hour charges of

ACC - £3.50; CEC - £5.60; GCC - £4.80; and DCC - £3.10

And outer city centre charges for up to 2 hours charges of

ACC - £4.20; CEC - £4.90; GCC - £4.00; and DCC - £3.10

APPENDIX 2 - Long Stay Car Park charges – ACC and other city centre car parks

Car park	ACC	Union Square	Bon Accord	NCP	Trinity Centre
Up to 1 hour	£1.20	£2.50		£1.95	£2.50
Up to 2 hours	£2.40	£3.50	£3.60	£3.90	£4.00
Up to 3 hours	£3.40	£4.50	£5.00	£5.85	£5.50
Up to 4 hours	£4.60	£5.50	£6.00	£7.80	£6.50
Up to 5 hours	£5.70	£7.50	£7.00	£9.75	£7.50
Up to 6 hours	£6.80	£8.50	£8.00	£11.70	£8.50
Up to 7 hours	-	£12.50	-		£10.50
Up to 8 hours					£13.00
Up to 9 hours					£16.50
Up to 10 hours	£11.20	-	-		
Up to 11 hours					£17.50
Up to 14 hours	£20.20	-	-		
Up to 24 hours	-	£18.00	£12.00	£12.95	£19.00

Charges for ACC car parks are markedly lower for stays up to 10 hours.

APPENDIX 3 – Resident Parking Permits

	ACC	City of Edinburgh Council	Glasgow City Council	Dundee City Council
1 st Permit	£60.00	Central Zone Charges £62.90 to £580.40 dependant on engine size/ emissions	City Centre Inner Zone £328.00 City Centre Outer Zone - £96.00	City Centre £120
		Other zones £31.10 to £267.40 dependant on engine size/ emissions	Garnethill - £35.00 Hillhead - £170.00 All other zones - £98.00	Broughty Ferry £84; Menzieshill £20
2 nd Permit	£140.00	Central Zone Charges range from £75.50 to £754.50	see above for permit prices	see above for permit prices
		Other Zones from £37.40 to £347.70		