

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	16 January 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Car Parking Review
REPORT NUMBER	COM/24/012
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Members of the feasibility of, and timescales and resources for, updating the Strategic Car Parking Review, and to seek approval from Members to commence this exercise.

2. RECOMMENDATIONS

That the Committee:

- 2.1 note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and
- 2.2 instruct the Chief Officer – Strategic Place Planning to proceed with updating the SCPR as soon as possible, as funding permits, and report the outcomes back to this Committee by the end of 2024.

3. CURRENT SITUATION

- 3.1 In 2019, a Strategic Car Parking Review (SCPR) was completed for Aberdeen, which considered the relationship between publicly available car parking and the city's economic, social and environmental wellbeing, and how current parking provision fits with the Council's strategic transport and land use plans.
- 3.2 Based on extensive public and stakeholder engagement, a SCPR Issues and Opportunities Report was developed, with the following key findings:
- Change is needed to car parking as part of a package of travel demand management measures to support and deliver policy and strategy objectives for the city including the City Centre Masterplan (CCMP) and Roads Hierarchy;
 - Current car parking policy and guidance does not align with wider strategy objectives and, in comparison to benchmarked cities, parking standards in Aberdeen for new developments are very generous;

- Parking tariffs for short stay parking in Aberdeen are cheaper than benchmarked cities;
- Permits for on-street parking in Aberdeen city centre are considerably cheaper than benchmarked cities;
- Considering the combined capacity and demand for public (operated by the Council) and private off-street parking, existing car parks are operating within effective capacity; and
- Based on existing demands there is sufficient off-street parking in appropriate locations, however management could be improved by directing drivers to under-utilised spaces.

Issues and opportunities were developed into a Recommendations report, identifying a series of actions and recommendations for the Council to consider and take forward as part of a future Car Parking Strategy.

- 3.3 The outcomes of the SCPR were reported to the Council's City Growth and Resources Committee in [June 2019](#). The Committee noted the findings and instructed the Chief Officer – Strategic Place Planning to develop a draft Car Parking Strategy and report back to Committee in summer 2020.
- 3.4 This work was interrupted by the onset of the COVID-19 pandemic. Given the impact of the pandemic on the city centre economy and car park usage, it was not considered appropriate to engage with the public and stakeholders on the future of car parking provision at that time.
- 3.5 In [October 2023](#), in response to a report on the feasibility of changing the current pay and display parking policy, Members of the Net Zero, Environment and Transport Committee instructed the Chief Officer - Operations and Protective Services, following consultation with the Chief Officer – Strategic Place Planning, to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee.
- 3.6 Much of the original SCPR is likely to remain relevant and a wholesale refresh is considered unnecessary. However, given the scale of changes Aberdeen has faced since 2019, it is considered prudent to review and update key data and ensure that outcomes and recommendations reflect changes in local, regional and national policy, strategy and ambition since 2019, including:
- The revised policy context, in particular the revised Nestrans Regional Transport Strategy, the Regional Economic Strategy, the emerging Aberdeen Local Transport Strategy, the new Aberdeen Local Development Plan and local and national climate change and net zero targets;
 - The current economic context, including the long-term impacts of the pandemic;
 - The refreshed Aberdeen City Centre and Beach Masterplan;
 - City Development's ongoing projects supporting city centre regeneration including Union Street Empty Shops Action Plan and Grant Scheme;

- Ongoing work to define and deliver Aberdeen Rapid Transit (ART), including the need for complementary travel demand management measures to support successful delivery of such a network;
- Ongoing work to address Bus Alliance priority corridors under the Bus Partnership Fund;
- Ongoing work in relation to defining Regional and City Active Travel network priorities;
- Ongoing work in relation to Electric Vehicle Charging; and
- Ongoing work in relation to car clubs.

It is anticipated that, once a funding source has been identified to undertake the update, this can be completed within 6 months. Completion of this work will ensure that any future decisions relating to car parking are based on robust and up-to-date evidence, and that the Council has a solid evidence base from which to develop a fit-for-purpose Car Parking Framework.

4. FINANCIAL IMPLICATIONS

- 4.1 It is anticipated that the work to update the SCPR will cost in the region of £50,000 - £70,000. An application will be made to the 2024/25 Nestrans programme to support this work, and officers will continue to explore other external funding opportunities that may be available.

5. LEGAL IMPLICATIONS

- 5.1 No legal implications have been identified at this stage. There may be legal implications arising from the recommendations of the review but these will be identified during the review and included within any future reports to Committee.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no immediate environmental implications, although some of the recommendations of the review may have impacts. These will be identified during the review and included within any future reports to Committee.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

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	A transport network not performing to the peak of its abilities could result in city	Update SCPR to reflect recent changes in policy, strategy and level	M	Yes

	and regional economic harm; undermine the Council's ability to deliver its objectives in terms of economic development, land use planning, net zero and transport; and undermine recent and planned investment in the city centre.	of ambition since 2019.		
Compliance	No risks identified at this stage.	N/A	N/A	Yes
Operational	No risks identified at this stage, although the review may identify future issues.	Identify and quantify risks as part of the SCPR update.	L	Yes
Financial	There may be financial risks arising from the recommendations of the review but these are unknown at this stage.	Identify and quantify risks as part of the SCPR update.	L	Yes
Reputational	No risks identified at this stage, although the review may identify future issues.	Identify and quantify risks as part of the SCPR update.	L	Yes
Environment / Climate	No risks identified at this stage, although the review may identify future risks and/or opportunities.	Identify and quantify risks and opportunities as part of the SCPR update.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	There is potential for the outcomes of the review to support delivery of Stretch Outcome 13 - <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</i>
Regional and City Strategies	The proposals within this report support the draft Local Transport Strategy (LTS) which includes an action to: <i>Develop a Car Parking Framework for the</i>

	<p><i>city covering on and off-street parking and complementing the North East Roads Hierarchy.</i></p> <p>They also support delivery of the Regional Transport Strategy, which includes an action to: <i>Work with local authorities to develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car.</i></p> <p>The review also seeks to contribute to an economically vibrant city centre, thus supporting delivery of the CCMP and Regional Economic Strategy, and to reduce the environmental impacts of transport, thus supporting the Council's Net Zero Route Map and Air Quality Action Plan.</p>
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed. A full IIA will be undertaken as part of the SCPR update.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

- 10.1 [OPE/19/089 Roads Hierarchy](#) (City Growth and Resources Committee, June 2019)
- 10.2 [SCPR Issues and Opportunities Executive Summary](#)
- 10.3 [SCPR Recommendations Report Executive Summary](#)

11. APPENDICES

- 11.1 None

12. REPORT AUTHOR CONTACT DETAILS

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