

nestrans

Business Environment Partnership

**Aberdeen Exhibition & Conference Centre
Tuesday 9 September 2008**

Rab Dickson

The Problem with Parking

**The North East's Regional Transport Strategy and its role
in addressing parking issues**

The Role of Nestrans

Transport (Scotland) Act 2005 established seven Statutory Regional Transport Partnerships

Functions

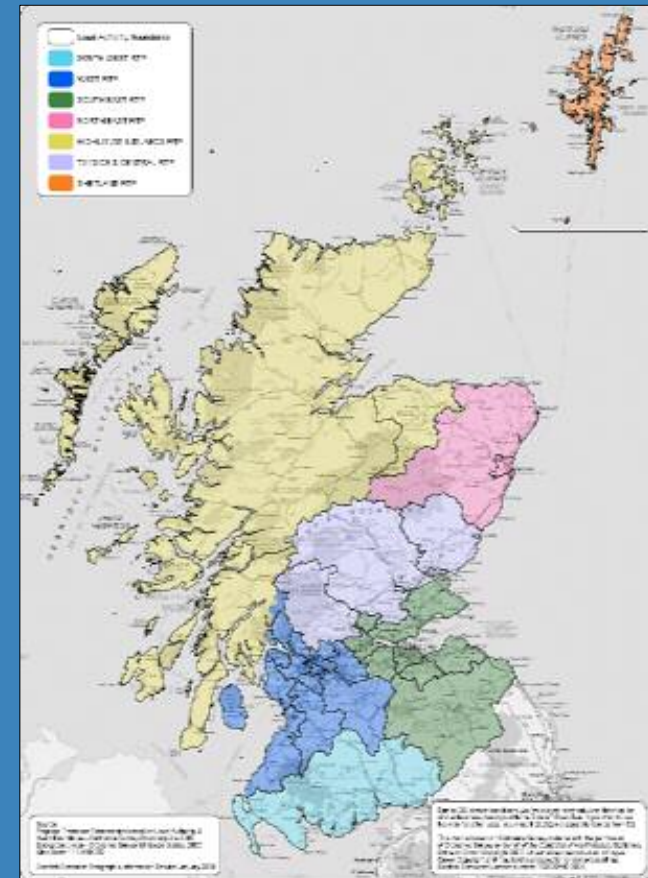
- Regional Transport Strategy
- Coordination of strategic projects
- Optional delivery powers

Organisation

- Devolved public body
- Board – 2/3 councillors, 1/3 non councillors

Funding

- From Councils – by requisition
- From Scottish Government – revenue and capital grant
- Prudential borrowing



Three Tiers of Strategy development

NTS was issued by Scottish Government in December 2006

All seven RTPs submitted Regional Strategies in March 2007

33 bodies are preparing LTSs

- Aberdeenshire approved
January 2007
- Aberdeen City draft
December 2007

National Transport Strategy

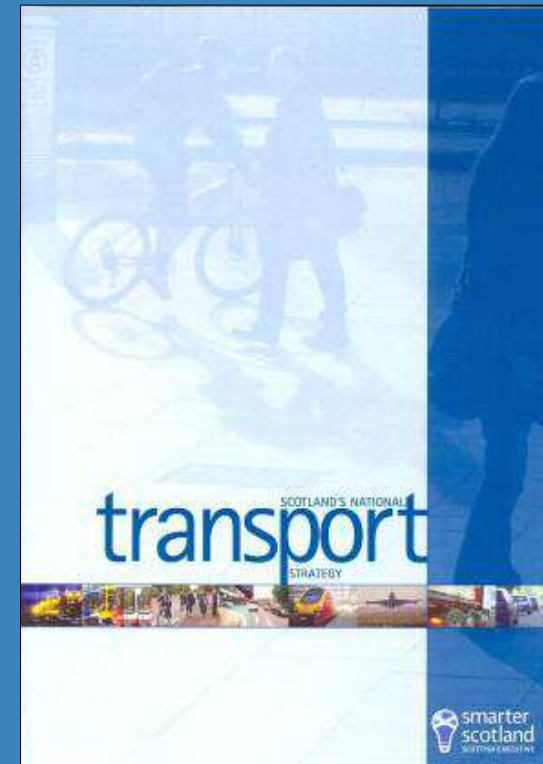
Regional Transport Strategy

Local Transport Strategy

National Transport Strategy

3 strategic outcomes:

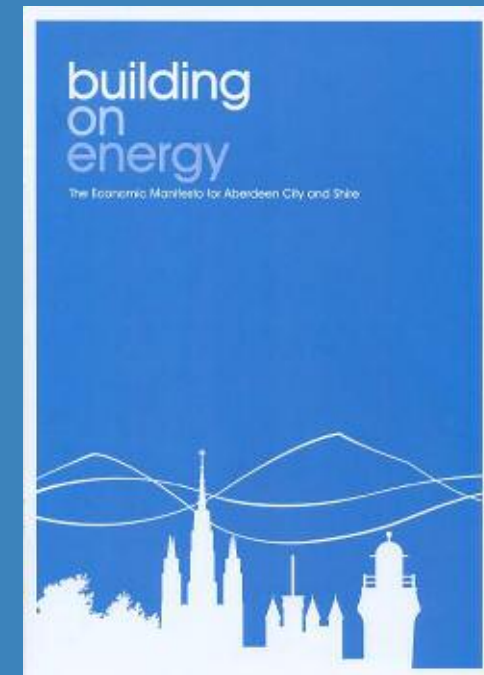
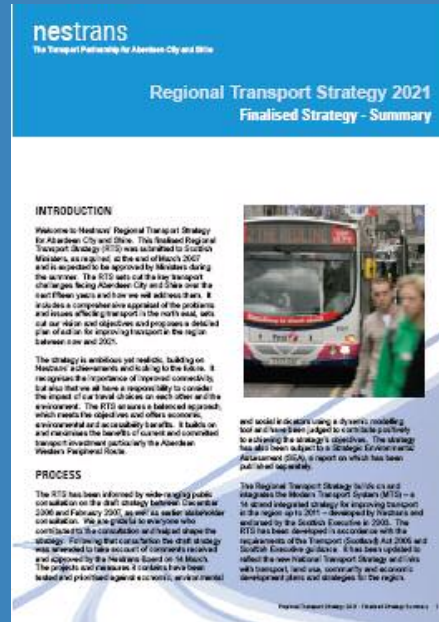
- improving journey times and connections
- reduce emissions
- improve quality, accessibility and affordability of transport



Context

Nestrans' vision - economic competitiveness, sustainability and social inclusion

ACSEF manifesto - eight strategic objectives, one of which is a fully integrated transport network.



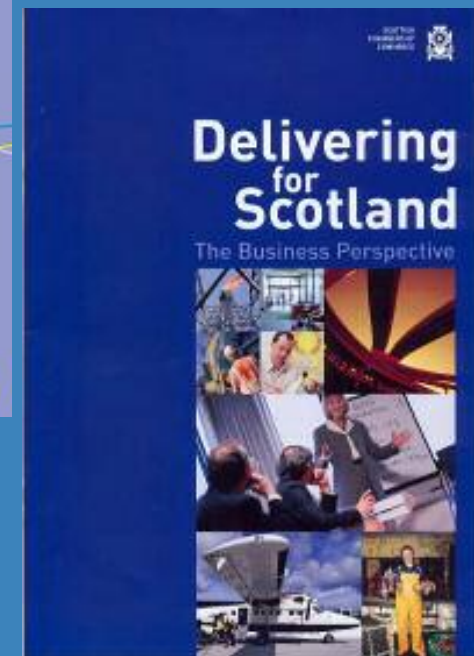
Linking with Wider Policy

Structure Plan –

increasingly transport is a major consideration in developing options

Chamber of Commerce –

transport is one of five key business priorities



Summary

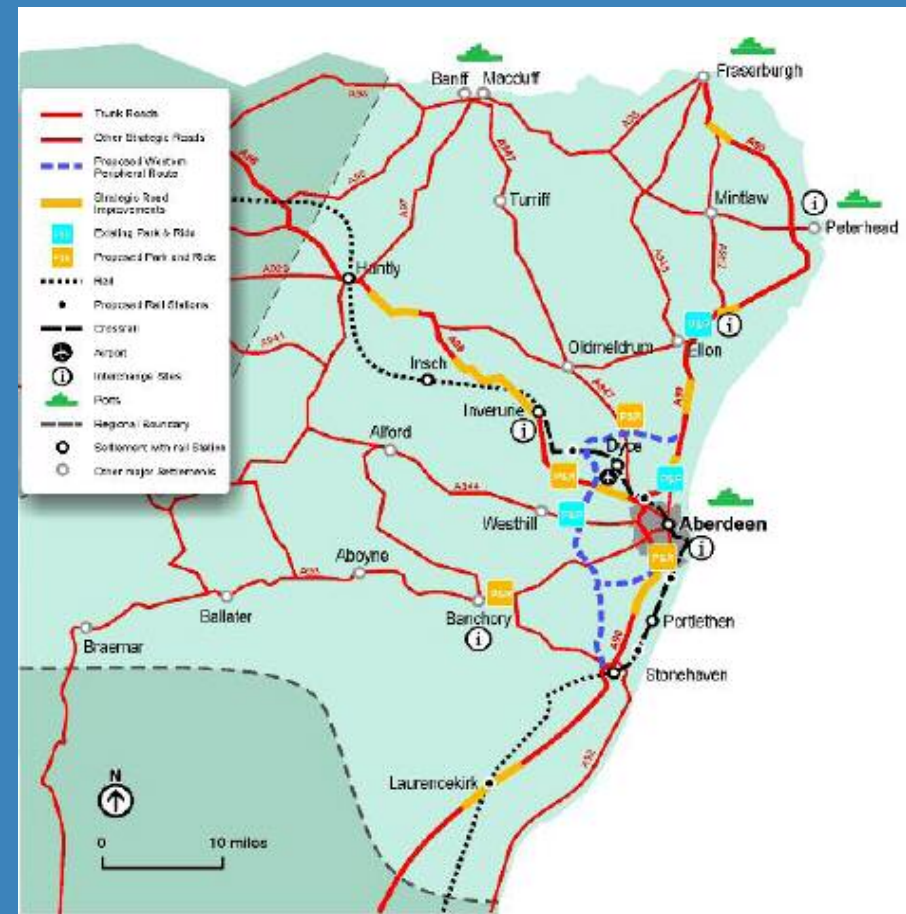
21 Strands

£1 billion package

- £470-580m Reference Case
- £540m preferred package

Achieves positive results against four key objectives

- Economic growth
- Fewer car miles
- Better accessibility
- Modal shift



Regional Transport Strategy

Supplementary documentation:

- Bus Action Plan
- Freight Action Plan
- Health and Transport Action Plan
- Rail Action Plan

- Regional Parking Strategy
- Travel Planning Strategy

Leading to:

- Delivery Plan – An investment proposal



Regional Parking Strategy

- Too few public spaces?
- Parking too expensive?
- Not allowed enough space with new developments?
- Over officious enforcement?

Too few spaces?

- Aberdeen City Centre has 11,500 public spaces
 - 4,500 off-street
 - 7,000 on-street
 - ...and another 7,000 estimated Private Non-Residential
- Towns across north east
 - 111 car parks
 - 3,900 spaces



Too expensive?

- Two hours in City Centre multi - £1.30
- Off-peak bus ticket for family of four - £10.00
- Aberdeenshire has 71% of its spaces free of charge
- Others £1 for up to 3 hours



Limit on spaces in new developments?

- Maximum standards are set by Scottish Government
- Authorities trying to encourage Green Travel Plans
- Some organisations have established preferential spaces for car sharers



Enforcement?

- Yellow lines only implemented to ensure free flow of traffic or safety
- Abuse of bus lanes
- Drivers ignoring parking restrictions



Managing Demand?

- 91% of north east car commuters park for free
- Health Secretary has removed option of hospital charges
- 20,000 Blue Badge holders in north east park free
- Car parking is currently the only demand management tool available



