

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	(1) The Aberdeen City Council (Off-Street Car Parks) Order 2010 (2) The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2010 (3) The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2010 (4) The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) (Traffic Management and Pay and Display) Order 2010 (5) The Aberdeen City Council (On-Street Parking Places) Order 2010 (6) The Aberdeen City Council (Area 2) (Queens Cross/Rosemount/Midstocket/Ashley Area, Aberdeen) (Traffic Management) Order 2010 (7) The Aberdeen City Council (1) Rosemount/Queens Cross Area – General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area – “Pay and Display”) Order 2010

REPORT NUMBER CG/10/095

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### 1. PURPOSE OF REPORT

This report deals with objections received after the statutory advertisement of the above traffic orders which provide for new operational arrangements in the City Council's on and off-street car parking regimes.

The statutory advertisements are attached, from which members can see the exact scope of the proposed changes.

### 2. RECOMMENDATIONS

That the objections be overruled and all the orders made and implemented as originally envisaged, except that consideration be given to the possibility of dropping the Zone P sector (see Section 6) from the relevant order and keeping that area under close review.

### 3. FINANCIAL IMPLICATIONS

These proposals were included in the “Financial Strategy – Revenue Budget 2010/11 Update” under the category “Trading Services Revised Surplus. The total stated was £320k but this value included bus lane enforcement which is a separate issue. The breakdown for parking consists of £60k for the on-street proposals, £60k for the off-street proposals and £50k for Golden Square (although we have obligations to return some funding to the British Legion). Clearly, there are also imponderables, especially vis-à-vis on-street controls where the idea is to release space, not make money by seeing it fill up.

### 4. SERVICE & COMMUNITY IMPACT

As is discussed more fully in Section 6, the changes provided for by these orders have merits from some points of view and disadvantages from others.

### 5. OTHER IMPLICATIONS

None.

### 6. REPORT

1. The main thrust of the objections is to do with the social impact of on-street controls being applied until 8.00pm in the evening. There are also concerns about the new proposed off-street arrangements.
2. The new orders will also allow housekeeping matters to be tidied up, reducing the extent to which the current regimes depend on amendments of amendments, etc.
3. The objections are about the impact which extended evening operational hours will have on a range of leisure activities in the central part of the city. Quite a number of them are from Bridge players, many of whom are members of The Bridge Club in Rubislaw Terrace. Other players attend a different club in Bon Accord Terrace. However, there are also many objections from people with different evening leisure involvements which they also believe will be seriously affected by on-street parking charges applicable up to 8.00pm at night (and the new overnight arrangements in off-street car parks).
4. Predictably, a number of these objectors criticise the proposals as mere revenue-generating plans intended to make money where no public interest or accountable strategy is being served by the charges. It does not appear to me that that is a reasonable criticism given that for several years the Council has been criticised strongly by people who believe that they are obliged to pay for residential permits to park near their homes but that they get no benefit from those permits at the times when they experience the most severe difficulties in parking. That is to

say, some residential streets fill up with non-residential parking *in the evenings*.

5. A vivid example of this would be Dee Street, where trenchant criticisms have been made of how the existing on-street controls do nothing to deter what is perceived to be intrusive parking by people heading for the Music Hall.
6. Nevertheless, one of the objections is from the Chief Executive of Aberdeen Performing Arts, referring in particular to the Music Hall, His Majesty's Theatre and the Lemon Tree, making the point that the proposed changes could add £3.50 to the cost of (say) an evening concert at the Music Hall.
7. However, the Council has set out to respond to the criticism from residents in the likes of Dee Street and to accept the possibility that some people, depending on the choices they make, may indeed find themselves paying evening parking charges in order to leave their cars relatively close to the Music Hall, perhaps rather than using an off-street car park with its attendant concerns about vulnerability late at night, etc.
8. The point might also be made that a relatively small parking charge is neither here nor there if one is already committed to attending a concert for which the tickets may cost £30 each, but that the situation is very different when the leisure activity is playing bridge or amateur music-making, and may take place several times a week. Here, the burden of parking charges takes on a different connotation vis-à-vis an activity that is otherwise largely or essentially free of charge. One objection (from Queen's Cross Church) refers to Boys Brigade and Girl Guides activities. The point here appears to be not that parents cannot drop off and pick up their children without paying parking charges – by and large, that would not be true - but that adult volunteers leading evening activities will have to pay parking charges to park while they are doing whatever it is they do.
9. An air of scepticism may be appropriate if the case is pressed too strongly that someone motivated to pursue a civic involvement will simply recoil from that involvement if evening parking charges – which are not by any means a particularly unusual symptom of city centre traffic management – are introduced for the first time. Here I would point again to the clear desire of many residents that there be evening controls to bring their residential permits into line with their expectation of them.
10. Local authorities necessarily implement public policies in systematic ways. The caricature of “one size fits all” is easy to sketch but our critics might revert to it if charged with the burden of managing public policy. However, having said that, there is undoubtedly something to be said for the case being made by The Bridge Club in Rubislaw Terrace.

11. There are very few residents in Rubislaw Terrace and the best argument for the current policy does not really apply to that road unless one enters the domain of considering whether displacement from roads nearby will become an issue when extended evening operational hours kick in there.
12. However, although I frequently remind the Committee that we have often regretted excising bits of controlled zones because of scepticism about displacement arguments, this concern does not appear to be distinctive here.
13. The objectors from Rubislaw Terrace would aver that there is no imminent likelihood of displacement parking. And it is conceded that there is no existing evening pressure. Accordingly, my understanding is that these objectors will seek a deputation in which they will say that they believe that Rubislaw Terrace could be lifted out of the current legislation partly because, unlike other locations, the Council does not have to choose between competing interests at that location.
14. I have discussed this issue with my roads colleagues and they feel that, if there were to be any relaxation here, it would be altogether best to take out not only Rubislaw Terrace but also Queens Terrace (obviously), Albyn Place (the main road in this sector but one with very few residential frontages), Albert Terrace, Albert Street, Rubislaw Place and a little bit of Carden Place. In our in-house terms of reference, this amounts to taking the "Zone P" element out of the relevant traffic order. From the point of view of public understanding, it would be easier to do this than to take one or two streets out but leave the others in.
15. Yet there is a significant counter-argument. Local authorities do not ordinarily do this kind of thing. Even if we can identify streets where there is no competing interest, and in respect of which the best arguments for evening charges do not apply, we have to remember that taking those streets out of the legislation would be done publicly, as part of a public process, and would be reported in the local press. The Council would be making it very clear that extended evening operational hours were being introduced but that some streets were being left out, and people would become very aware that you could head for those streets to avoid evening charges.
16. In other words, we would advertise those streets as places where free evening parking was still available very close to the west end of Union Street, significantly close to the Music Hall, and reasonably close to HM Theatre.
17. To persist with the Music Hall as an example, one might be able to walk from one's home to the Music Hall, or to take a bus to Union Street. However, if one's value judgement is that one has to take a car, any of the streets in Zone P would be extremely attractive for most able-bodied people.

18. The possibility of attracting a new problem has to be a serious concern. Admittedly, it might occur in a slower manner than usual, allowing difficulties to be dealt with timeously in a future review. Also, taking out the whole Zone P sector would share any impact between a number of streets, not force it onto just one. I think it has to be acknowledged that there is intellectual respectability in the idea of dropping extended evening operational hours in Zone P, and also that such a move would help other objectors (e.g. Queen's Cross Church).
19. Are there any other areas where the same arguments might apply? Some of the objectors would probably say that there were, but I doubt it. For example, one objector suggests that there would be no harm in retaining free evening parking in Upper Denburn, but, if evening/overnight charges are introduced in the Denburn off-street car park, a displacement effect at this location is inevitable.
20. Wherever else one looks, there are competing interests (residents who feel they get no benefit from their residential permits at the times when they experience the most severe difficulties in parking) or else genuine fears about displacement. All in all, the Zone P sector looks like the one location where there is a *provisional* argument for relaxation. ***But it would be a calculated risk.***
21. Moving onto an entirely separate topic, there have been some objections from Golden Square, where the old arrangements operated by the British Legion are to be replaced by the incorporation of the "inner circle" at the location within the City Council's new off-street car parking order. As my roads colleagues say in their technical observations, there is nothing particularly compelling about these objections. At least one of them refers extensively to supposed legal questions, and suggests that the Council is acting outwith its powers in incorporating the area in a traffic order. These legal questions were in fact resolved long ago, and there is nothing in the objections to cause the Council to hesitate to implement the off-street legislation with Golden Square included in it.
22. Further commentary is in the appendix, in the authorship of my roads colleagues.

## 7. AUTHORISED SIGNATURE

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## 8. REPORT AUTHOR DETAILS

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## 9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (Off-Street Car Parks) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order would be to introduce new charging arrangements in off-street car parks.
3. Evening operational hours are being extended. All charges in the table below will apply between 8a.m. and **8p.m.** (Monday – Saturday). Sunday hours will remain at 1p.m. – 5p.m. (except that there will be no Sunday charges at Jack’s Brae).
4. Also, a new overnight charge of £1.50 will now apply between 8p.m. every evening and 8a.m. the next morning (but not on Sunday evenings overnight to Mondays). *Only if this overnight charge has been paid* will the duration of a prior period paid for run through into the following day’s charging hours.
5. New car parks are being established at Golden Square and Jack’s Brae, and East North Street is proposed to become a short-stay car park instead of a long-stay one as at present.
6. No increase is being proposed to the price of monthly season tickets - £160 for calendar month - or to the level of penalty charges (£60). These costs will remain completely unchanged.

<u>Location</u>	<u>Period of Stay</u>	<u>£</u>
Gallowgate East North Street Golden Square (inner circle) St. Nicholas House (open to public Sat & Sun only) Broad Street	Up to 2 hours 2 to 3 hours 3 to 4 hours <b>(Max stay 4 hours)</b>	1.60 2.40 3.20
Chapel Street Multi-storey Denburn Multi-storey West North Street Multi-storey Virginia Street (Mearns Street)	1 hour special (Denburn Multi-storey only) Up to 2 hours 2 to 3 hours 3 to 4 hours 4 to 5 hours 5 to 6 hours 6 to 10 hours <b>(Max stay 10 hours)</b>	0.75 1.35 2.10 2.80 3.60 4.50 8.00
Jack’s Brae (taking access of the south side of Jack’s Brae, located 30m southeast of Northfield Place)	Up to 2 hours 2 to 3 hours 3 to 4 hours <b>(Max stay 4 hours)</b>	1.35 2.10 2.80
Broomhill Road Fonthill Road	Up to 1 hour Up to 2 hours	0.35 0.75

7. Full details of the proposals are to be found in the draft order, which, together with maps showing the car parks and a statement of the Council's reasons for promoting new arrangements in them, may be examined during normal office hours on weekdays between 14 April and 7 May 2010 in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
8. It is recommended that anyone visiting St Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. The telephone number is 523477.
9. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 April until 7 May, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.
10. Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ASHLEY/QUEENS CROSS) (ZONE N)  
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2000. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Carden Place, Albyn Place, Prince Arthur Street, Albyn Terrace, St. Swithin Street, Ashley Road, Albyn Grove, Union Grove, Claremont Place, Chattan Place, Claremont Street, Nellfield Place, Great Western Place, Ashvale Place, Albyn Lane and Granton Place.



**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (CITY CENTRE – AREA IV)  
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2000. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until *8pm* on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

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Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Charlotte Street, College Street, John Street, Seamount Road and Virginia Court (Access Road).

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (KING STREET AREA – BEACH BOULEVARD TO ROSLIN PLACE, ABERDEEN)  
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) Order 1999. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
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The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Head of Legal and Democratic Services  
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SCHEDULE

Beach Boulevard, Castlehill, Hanover Street, Jasmine Way, Jasmine Place, Lemon Street, St. Clair Street and Wales Street.

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ON-STREET PARKING PLACES) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (On-Street Parking Places) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (On-Street Parking Places) Order 1997. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
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7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Union Row, Summer Street, South Silver Street, Diamond Street, Huntly Street, Golden Square, Langstane Place, Bon-Accord Street, Chapel Street, Little Chapel Street, Rose Street, Thistle Street (East), Bath Street, Bridge Place, Crown Street, Windmill Brae, College Street, Back Wynd, Belmont Street, Queen Street, Schoolhill Inset Road, Union Terrace, Crimon Place, Skene Terrace, North Silver Street, West Craibstone Street, East Craibstone Street, Bon-Accord Square, Dee Street, Hardgate, Justice Mill lane, Union Glen, Huntly Street, Whitehouse Street, Victoria Street (North and South), Thistle Street (West), Margaret Street, Crown Terrace, Dee Place, Marywell Street, St. John's Place, St. Mary's Place, Carmelite Lane, Castle Terrace, Exchange Street, Justice Street, Marischal Street, Stirling Street, Trinity Street, Charlotte Street, Craigie Street, Gallowgate, George Street, John Street, Littlejohn Street, Loch Street, Spring Garden, Affleck Street, Albury Place (north to south and west to east sections), Albury Road, Bank Street, Bon-Accord Crescent, Caledonian Place, Ferryhill Terrace, Hollybank Place, Howburn Place, Portland Street, Rosebank Place, Rosebank Terrace, South Crown Street, Springbank Street, Springbank Terrace, Wellington Place, Willowbank Road, Albyn Place, Queen's Terrace, Rubislaw Terrace, Service Road (between Queen's Terrace and Albyn Place), Queen's Terrace/Rubislaw Terrace, Rubislaw Place, Albert Terrace, Albert Street, Waverley Place, Constitution Street, Duff Street, Frederick Street, Jasmine Place, Jasmine Terrace, Nelson Street, Park Place (North and West) Roslin Terrace, St. Clair Street, South Constitution Street, Summerfield Place, Summerfield Terrace, Wales Street, Wales Street (East), King Street, Baker Street, Eden Place, Esslemont Avenue, Farmers Hall, Gilcomston Park, Hill Street, Jack's Brae, Kintore Gardens, Kintore Place, Leadside Road, Northfield Place, Raeburn Place, Richmond Street, Rosemount Place, Rosemount Viaduct, Short Loanings, Skene Square, Skene Street, South Mount Street, Spa Street, Stevenson Court and Upper Denburn.

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (AREA 2) (QUEENS CROSS / ROSEMOUNT / MIDSTOCKET /  
ASHLEY AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (Area 2) (Queens Cross / Rosemount / Midstocket / Ashley Area, Aberdeen) (Traffic Management) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (Area 2) (Queens Cross / Rosemount / Midstocket / Ashley Area, Aberdeen) (Traffic Management) Order 2001. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in Richmond Walk.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
9. It is recommended that anyone visiting St Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. The telephone number is 523477.
10. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 April until 7 May, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.
11. Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL ((1) ROSEMOUNT/QUEENS CROSS AREA - GENERAL TRAFFIC MANAGEMENT;  
(2) ROSEMOUNT PLACE/SKENE SQUARE/GILCOMSTON STEPS/WOOLMANHILL/SKENE STREET/ESSELMONT  
AVENUE AREA - "PAY AND DISPLAY") ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council ((1) Rosemount/Queens Cross Area - General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area - "Pay and Display") Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council ((1) Rosemount/Queens Cross Area - General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area - "Pay and Display") Order 1997. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
9. It is recommended that anyone visiting St Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. The telephone number is 523477.
10. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 April until 7 May, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.
11. Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran  
Head of Legal and Democratic Services  
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Baker Street, Eden Place, Esslemont Avenue, Farmers Hall, Gilcomston Park, Hill Street, Jack's Brae, Kintore Gardens, Kintore Place, Leadside Road, Northfield Place, Raeburn Place, Richmond Street, Rosemount Place, Rosemount Viaduct, Short Loanings, Skene Square, Skene Street, South Mount Street, Spa Street, Stevenson Court and Upper Denburn.