

**THE ABERDEEN CITY COUNCIL (OLD ABERDEEN,
SUNNYBANK, TILLYDRONE AND SEATON) (ON-STREET
PARKING PLACES, WAITING RESTRICTIONS AND
ASSOCIATED TRAFFIC MANAGEMENT) ORDER 2009**

1. Aberdeen City Council proposes to make "The Aberdeen City Council (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management) Order 2009" in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order will be to remove the existing Old Aberdeen residential parking system and replace it with a mixture of residential parking *and* pay and display arrangements in Old Aberdeen and parts of Sunnybank, Tillydrone and Seaton. However, it is important to note that, as well as residential and pay and display bays (usually both, but not always), most of the streets affected will also have prohibitions of waiting, either at any time or for limited periods.
3. The schedule below indicates the main set of parking controls for each affected street. Exact descriptions cannot be fitted onto a statutory advertisement of this kind, but the schedule will allow members of the public to see each *category* of restriction intended for each of the streets affected. Other provisions of the order are outlined in paragraph 9 below.
4. The legislation of course provides for the issue of residential exemption permits. These would be relevant only to the kerbside areas intended for residential parking and pay and display. *Although the exclusively residential bays may be the more obvious place for residents to contemplate using their permits, they are entirely free to use them in the pay and display areas, and are entitled thereby to park in those areas free of all charges and time limitations.* Accordingly, there is no substantive distinction between the significance of an exclusively residential bay and a pay and display bay, since, in the nature of the intended strategy, the Council would expect pay and display bays to be largely unoccupied as a result of the deterrent effect of the charging system.
5. However, permits are of course *not* relevant in respect of any prohibition of waiting, whether existing or proposed. A vehicle displaying a blue badge, being properly used, is exempt from pay and display requirements, and may also use a residential bay.
6. As regards the pay and display requirements, the charges for those who do not hold residential permits or business permits (see below) would be 35p for thirty minutes, 75p for one hour, £1.50 for two hours and £2.30 for the (maximum) period of three hours. The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00.
7. Residential permits will be limited to two per household. Of those, one must be car specific but the other can be non-car-specific. These permits will be available at an annual cost of £80 for the first or only permit and £120 for a second permit. If two permits are taken up, one must be of the car specific type while the other can be (but need not be) of the non-car-specific type. It should be noted that someone who does not wish to hold two permits but prefers to have only one *is free to hold either of the two types. The £120 charge is for a second permit, not for the flexibility of the non-car-specific type.*
8. Also, a person may apply for a permit if he or she is the representative of a business trading at one of the qualifying addresses, and if the permit being sought is to be associated with a specific single identifiable vehicle of which the registration number can be entered on the permit. There is no longer any requirement that the vehicle be registered to the business, and it is no longer the case that only one permit per business address can be issued, although, of course, there is a clear limit of two per address (and *all* business permits are vehicle-specific). A business permit will cost £160.
9. The central provisions are indicated above, and in the schedule. The order does contain other provisions, however, these being prohibitions of waiting for limited periods (i.e. not prohibitions of waiting at any time) on Elphinstone Road, Hermitage Avenue, High Street, King Street, Regent Walk, St. Machar Drive and St. Machar Place. There would also be parking provision for tourist buses only (8am – 6pm, Monday-Saturday, two hour maximum stay, along with a one-way regulation), in the Chanonry. Finally, the order would contain a prohibition of waiting *and* loading on part of King Street, between 7.30am and 9.30am and 4pm and 6pm every day except Sundays.

10. 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, 4 November, 2009, and Wednesday, 9 December, 2009, in the offices of the Traffic Operations Team on the second floor of St Nicholas House, Broad Street, Aberdeen. The plans will also be displayed on the Council website during this period.
11. 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 522641.
12. 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 4 November until 9 December, 2009, 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.
13. 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, will 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.

Roderick MacBeath,
Head of Democratic Services
Aberdeen City Council, Town House, ABERDEEN.

Street	Permit Holders Only, 10am – 4pm, Mon-Fri	Pay & Display, 3hr Max Stay, 10am - 4pm, Mon-Fri	At Any Time
Bedford Place	✓	✓	✓
Bedford Road	✓	✓	✓
Bradley Terrace	✓	✓	✓
Cheyne Road	✓	✓	✓
College Bounds	✓	✓	✓
Dempsey Terrace			✓
Don Street	✓	✓	✓
Dunbar Street	✓	✓	✓
Elphinstone Road			✓
Harris Drive			✓
Harrow Road	✓	✓	✓
Hermitage Avenue		✓	✓
High Street	✓	✓	✓
King Street			✓
Meston Walk			✓
Orchard Place	✓		✓
Orchard Road	✓	✓	✓
Orchard Street	✓	✓	✓
Orchard Walk	✓		✓
Portal Crescent	✓	✓	✓
Regent Walk	✓	✓	✓
School Avenue	✓	✓	✓
School Drive	✓	✓	✓
School Place	✓		✓
Spital			✓
Spital Walk	✓	✓	✓
Spital Walk (The Orchard)	✓		✓
St. Machar Drive			✓
St. Machar Place	✓		✓
St. Peter's Place	✓		✓
Sunnybank Road	✓	✓	✓
Sunnyside Avenue	✓	✓	✓
Sunnyside Gdns	✓		✓
Sunnyside Road	✓	✓	✓
Sunnyside Terrace	✓	✓	✓
Tedder Road	✓	✓	✓
Tedder Street	✓	✓	✓
The Chanonry	✓	✓	✓
Tillydrone Road	✓	✓	✓
University Road	✓	✓	✓
Wingate Place	✓	✓	✓
Wingate Road	✓	✓	✓

