

THE GRAMPIAN REGIONAL COUNCIL

THE GRAMPIAN REGIONAL COUNCIL (HARDGATE/
WILLOWBANK ROAD/HOLBURN STREET/UNION
STREET/BON ACCORD TERRACE AREA, ABERDEEN)
(ZONE B - EXTENSION) (ON-STREET PARKING)
ORDER, 1993

THE GRAMPIAN REGIONAL COUNCIL has made The Grampian Regional Council (Hardgate/Willowbank Road/Holburn Street/Union Street/Bon Accord Terrace Area, Aberdeen) (Zone B - Extension) (On-street Parking) Order, 1993, under the Road Traffic Regulation Act, 1984. The order will come into operation on 23rd August, 1993.

The effect of this order is as described in *The Press & Journal* of 27th April, 1993, and Issue no. 23363 of *The Edinburgh Gazette* (27th April 1993); namely, to provide for

- (1) an extension of the existing "controlled zone" system in the area surrounding Bon Accord Square, Aberdeen, by the introduction of "pay and display" for the first time in Hardgate, Justice Mill Lane and Union Glen, and
- (2) different "pay and display" arrangements on Dee Street, over and above the existing system on Dee Street, and
- (3) in respect of the existing "pay and display" arrangements on Bon Accord Crescent, the extension of the maximum period of stay from two hours (as at present) to four hours.

The "pay and display" system is of a similar kind to that in operation in central Aberdeen in general, and regulates the waiting of vehicles in the aforementioned roads.

In all cases, however, exemptions permit waiting:-

- (1) for the purposes of picking up or setting down passengers;
- (2) for the purposes of loading or unloading goods;
- (3) where necessary, in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the roads, or the supply of gas, electricity, water or telegraphic services;
- (4) to enable a vehicle used by a funeral undertaker, or owner of funeral vehicles, to be used for a purpose connected with a funeral, but only on occasion when it would not be possible for it to be used on any other road, by way of alternative, in connection with the same funeral; and
- (5) by disabled drivers.

In respect of "pay and display" only, residents' exemption permits are available, limited to one per household, but such a permit will only be issued to a resident who can show documentary evidence that he or she is the owner or keeper of an identifiable vehicle.

The permits are not only available to residents of the aforementioned streets, where the actual "pay and display" machines and parking bays are to be situated, but also to residents in Justice Mill Brae, Justice Mill Lane, Union Glen (from Holburn Street eastwards) and Hardgate (from Willowbank Road northwards), though not of course for use on those roads (i.e. a resident is entitled to a zonal permit regardless of whether or not there are "pay and display" machines and parking bays on his or her own street).

All the streets mentioned above are now included within residential privilege for the first time. Residents of the streets currently attracting eligibility to participate in the system for the existing Bon Accord Square "zone" could now seek a permit for the extended zone. However, it would not be possible for someone already holding a permit in the respect of the original zone to apply for a new permit in relation to the extension of the zone, but his or her existing permit will in any case apply to the new arrangements.

Full details of the proposals are to be found in a copy of the order

as made which, together with a map showing the roads affected and statement of the Council's reasons for proposing to make the order, may be examined during normal office hours at the Department of Administration, Woodhill House, Westburn Road, Aberdeen. Alternatively, for convenience, telephone queries will be welcomed by Mr David Wemyss at extension 5116 at Woodhill House (Aberdeen 682222).

Any person who wishes to question the validity of the order on the grounds that it is not within the powers of the relevant section of the Act, or that any of the relevant requirements arising from the Act have not been complied with in relation to the order, may, within six weeks of 20th August, 1993, apply to the Court of Session for such a purpose.

Anthony A Connell
Director of Administration

Woodhill House
Westburn Road
Aberdeen AB9 2LU

CHARGING SYSTEM

The charging system in respect of the new "pay and display" arrangements is in line with the existing costs in the central on-street parking zones in Aberdeen; namely, 50 pence up to 1 hour and £1.00 up to 2 hours (maximum stay - 2 hours),

except for both sides of the entire length of Bon Accord Crescent, where the maximum stay will be 4 hours.

excess charge - £20.00

(28)

GRAMPIAN REGIONAL COUNCIL
CITY CENTRE AREA, ABERDEEN

GRAMPIAN REGIONAL COUNCIL has made "The Grampian Regional Council (City Centre Area, Aberdeen) (Area IV) (Traffic Management) Order 1993", under Sections 1(1) and (2) and 2(1) to (4) of the Road Traffic Regulation Act, 1984. The order will come into operation on 9th July, 1993.

Firstly: the order will regulate the waiting of vehicles on specified lengths of those roads (in the city centre area) listed in the schedule to this Notice, to revoke partially existing waiting restrictions on Mearns Street, and to prevent peak-hour loading and unloading on Bridge Street. Exemptions to the waiting restrictions (but not the loading restrictions) will permit waiting:-

- (1) for the purpose of picking up or setting down passengers;
- (2) for the purpose of loading or unloading goods;
- (3) where necessary in connection with any building operation or demolition; the removal of any obstruction to traffic, the maintenance of roads, or the supply of gas, electricity, water or telegraphic services;
- (4) to enable a vehicle owned by a funeral undertaker or owner of funeral vehicles to be used for a purpose connected with a funeral, but only on occasions when it cannot conveniently be used for such purpose on any other road; and
- (5) by disabled drivers.

The proposed order will also prohibit vehicles from travelling other than in an easterly direction on Netherkirkgate between Flourmill Lane and Broad Street, and other than in a southerly direction on St Catherine's Wynd between Netherkirkgate and Union Street, in addition to preventing any person from driving on