

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
23 FEBRUARY 2004**

**REPORT ON: CENTRAL AREA PAY AND DISPLAY SPACES CREATION OF  
TWO TIER TARIFF ZONES**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 3-2004**

**1 PURPOSE OF REPORT**

1.1 This report considers the necessity to promote a traffic regulation order to vary the time limits and charges on the pay and display spaces in the outer area of the Central Area Controlled Parking Zone.

**2 RECOMMENDATIONS**

2.1 The Committee is asked to recommend that a Traffic Regulation Order be prepared to vary the time limits and charges on the pay and display spaces in the outer area of the Central Area Controlled Parking Zone.

**3 FINANCIAL IMPLICATIONS**

3.1 The cost of altering the signing associated with these changes is estimated at £2,000. Provision will be made for this sum from within the Planning and Transportation Department's 2004/2005 Revenue Budget allocation for the Transportation Division under Traffic Management Works. There will be no significant change to the annual maintenance costs.

**4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 By matching the tariff and duration of stay to the demand resources are used efficiently and local needs are met locally.

**5 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 There are no direct equal opportunities and local needs are met locally.

**6 BACKGROUND**

6.1 An extension to the controlled zone was recently made in Nethergate and Perth Road as far as Roseangle. The time restraints and charges are consistent with the rest of the zone ie £1.00 for a maximum stay of 1 hour.

6.2 West of Queen's Hotel there are few commercial properties which can take advantage of such a restrictive time limit. Therefore, the opportunity should be taken to consider amending this.

6.3 Other streets which are in the same category are Barrack Road, Parker Street, Dudhope Crescent Road, Dudhope Street and Hilltown.

6.4 All these locations would be more attractive for parking if the maximum length of stay was extended. People would either have more time to walk to their destinations or

have time to be able to visit residential or social/entertainment premises or attend classes in the nearby university and college.

6.5 These streets are not normally parked to capacity and improved use of the space can be made which may alleviate the pressure on surrounding residential streets.

6.6 It is proposed to convert the existing £1.00 for a maximum stay of 1 hour to:

a £1.00 for up to 2 hours; and

b £2.00 for up to 4 hours.

## **7 CONSULTATIONS**

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Assistant Chief Executive (Community Planning) and the Chief Constable have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

8.1 None.

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IFS/DA/KM

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