

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Various small scale traffic management and development associated proposals (New Works)
REPORT NUMBER	EPI/14/052
CHECKLIST RECEIVED	Yes/No

1. PURPOSE OF REPORT

This report is to advise Committee of the need for various small scale traffic management measures identified by officers, residents, local members, emergency services, etc and verified as necessary through surveys by officers. It also brings forward proposals associated with new developments as part of the development management process. In addition to these measures, this report also includes proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.
3. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

The current Five Year Business Plan has identified savings from the Road Safety and Traffic Management budget. There has also been a comprehensive review of the Capital Plan which will result in proposals having to await funding for implementation.

Budget	Implementation cost (£)	Maintenance cost (£) after x years	Comments
(●) Cycle, Walking, Safer Streets (Scot Gov grant-funded)	44,625	7,950	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available. Lost income of approximately £290 per year for a loss of 3no. 'pay & display' bays.
(❖) Developer financed	Nil	11,150	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	6,700	6,700	Some of these spaces will require to be relined approximately every 10 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.

4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation time of 2 years from the start of public consultation if funding is insufficient.

5. BACKGROUND/MAIN ISSUES

There are 13 traffic management proposals brought forward during the course of routine examination of road safety and traffic flows and 10 proposals resulting from requests from developers/businesses. It is also proposed to install 67 disabled bays at locations citywide.

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**

Cairnview Crescent / Rosehill Drive / Cairncry Road – Proposed “At any time” waiting restrictions

It has been brought to the attention of officers that vehicles waiting to exit Cairnview Crescent onto Cairncry Road and Rosehill Drive are having difficulty with visibility.

The installation of junction protection in the form of “at any time” waiting restrictions will aid visibility and ease potential conflict at these junction points.

The proposals are indicated on the plans below.

Implementation cost - £250
Estimated maintenance cost - £250 every 5 years

Ward – Hilton/Stockethill
Elected Members – Adam/Blackman/Dunbar

Coronation Road / North Deeside Road – Proposed “At any time” waiting restriction

Officers have received reports that customers of the new Marks & Spencer food outlet are parking on Coronation Road near to its junction with North Deeside Road, and in doing so are reducing visibility and accessibility for access/egress.

The installation of “At any time” waiting restrictions are proposed for safety reasons.

The proposals are indicated on the plans below.

Implementation Cost – £300
Estimated maintenance cost – £300 every 5 years

Ward – Lower Deeside
Elected Members – Boulton/Malik/Malone

Dyce Drive – Proposed Urban Clearway

Officers have received an increasing number of reports of vehicles parking along Dyce Drive which is a heavily trafficked route particularly for LGVs and HGVs. This parking pattern reduces the road to a single lane which causes an obstruction to vehicles travelling this route, and also raises safety concerns for emergency service vehicle access.

It is therefore proposed to introduce a length of urban clearway to prohibit parking along this route.

A Temporary Traffic Regulation Order is currently in place along a section of this route in the form of “At any time” waiting restrictions.

To avoid displaced vehicles parking on the sections not currently covered by the temporary order it is proposed that the extents of the clearway are from the junction of Dyce Drive with the A96 to the most northerly access road of Kirkhill Industrial Estate.

The proposals are indicated on the plans below.

Implementation cost - £20,000

Estimated maintenance cost – £5000 every 10 years

Ward – Dyce/Bucksburn/Danestone

Elected members – Crockett/Lawrence/MacGregor/Samarai

Kirkhill Road – Proposed “At any time” waiting restrictions.

It has been brought to the attention of officers that vehicles parked on the north side of Kirkhill Road are reducing the road width so as two way traffic comprising of larger vehicles cannot pass. The resultant effect of this is that the junction is backing up onto Dyce Drive as larger vehicles have to queue to enter Kirkhill Road.

The installation of an additional length of waiting restriction to alleviate congestion and allow unobstructed traffic movement on entry/exit to Kirkhill Road is therefore proposed.

A Temporary Traffic Regulation Order is currently in place to this effect.

The proposals are indicated on the plans below.

Implementation cost - nil

Estimated maintenance cost - £100 every 5 years

Ward – Dyce/Bucksburn/Danestone

Elected members – Crockett/Lawrence/MacGregor/Samarai

Marischal Street – Proposed “police” parking bay

Following the implementation of two “car club” parking bays, Blue Badge displaying vehicles which had previously been parked south of the access to the High Court are now being parked on the section of “At any time” waiting restrictions directly outside these doors. Whilst permitted under the terms of the Blue Badge scheme, this parking is preventing vehicles transporting persons summoned to court from parking here.

It is therefore proposed to implement a 12 metre section of “Police” parking bay to prohibit parking for all civilian vehicles.

The proposals are illustrated on the plan below.

Implementation cost - £350

Estimated maintenance cost - £125 every 5 years

Ward – George Street/Harbour
Elected members – May/Morrison/Morrison

Provost Rust Drive – Proposed “At any time” waiting restriction

Concerns have been raised via one of the Local Elected Members regarding visibility at the junction of Howes Crescent, and Provost Rust Drive where westward visibility is currently obscured due to vehicles parking immediately beyond the current extent of “At any time” waiting restrictions.

It is therefore proposed to implement a further 15m of “At any time” waiting restriction in order to maintain visibility.

The proposals are indicated on the plans below.

Implementation Cost – £50
Estimated Maintenance cost – £50 every 5 years

Ward – Northfield
Elected Members – Carle/Dunbar/Graham

Sacred Heart Church, Glenbervie Road – Proposed “At any time” waiting restrictions.

Officers have received reports via a Local Elected Member regarding vehicles being parked so as to obstruct access and visibility to the access for the car park that serves the Sacred Heart Church. Vehicles are also being parked so as to obstruct the adjacent garages.

The previously installed advisory h-marking has been unsuccessful in resolving this indiscriminate parking, so it is therefore proposed to implement a section of “at any time” waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - £75
Estimated maintenance cost - £75 every 5 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

Station Brae, Peterculter – Revocation of a length (part) of prohibition of waiting at any time

There is an area of land off the west side of Station Brae, Peterculter, where two new detached houses are being built. Previously there was an access to this area of land via Station Brae, however once construction is complete, sole access to the new houses will be via Station Brae Lane. Accordingly it is possible to remove an 11 metre length of ‘double yellow’ lines that are currently in place opposite the defunct access thereby providing on-street parking capacity for a further two cars.

The proposal is highlighted in the plan below.

Implementation Cost - £50

Estimated maintenance cost – nil

Ward - Lower Deeside

Elected Members: Boulton / Malik / Malone

Rose Street – Relocation of 20/30mph speed limit signs

At the time the “Central Aberdeen, 20mph speed limits order, 2006” was implemented, an oversight was made in regards to the signage on Rose Street which covered the section of part-time 20mph speed limit on Skene Street between the Aberdeen Grammar School and Gilcomstoun Primary School. At present Police Scotland are unable to enforce the part-time speed limit on Skene Street. In order to facilitate effective enforcement of the part-time 20mph speed limit, it is required; to reduce the length of the 20mph speed limit on Rose Street, currently covered by the “Central Aberdeen, 20mph speed limits” order; to implement a 30mph buffer zone to bridge the gap from the full and part time 20mph speed limits; and to extend the ‘part-time’ 20mph speed limit detailed in the “Grammar School area, Aberdeen Regulatory part-time 20mph speed limits” order for a distance of 40 metres along Rose Street.

The proposals are indicated in the plans below.

Implementation cost - £2500

Estimated maintenance cost – £1000 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

Elm Place – Proposed “At any time” waiting restrictions

It is proposed to extend a section of “At any time” waiting restriction at the junction of Elm Place with the un-named lane which connects Elm Place with Chestnut Row. Indiscriminate parking on the footway currently obscures visibility from the lane, which is a safety concern for pedestrians.

The proposals are indicated in the plans below.

Implementation cost - £50

Estimated maintenance cost - £50 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

Hamilton Lane – Proposed revocation of ‘8am-6pm’ waiting restriction and implementation of ‘permit holder only’ parking and ‘At any time’ waiting restrictions

It has been brought to the attention of officers that following the redevelopment of flats, a number of residents are parking on Hamilton Lane outside their entrance. At present this section is covered by an '8am-6pm' waiting restriction. It is proposed to revoke a 20m section of the existing restriction and install 3no. permit holder parking bays. To protect traffic flow it is also proposed to extend the 'At any time' waiting restrictions for the extent of the parking bays.

The proposals are indicated in the plans below.

Implementation cost - £500

Estimated maintenance cost - £500 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

The following proposals are in relation to bus journey improvements which were identified by local bus operators through the Local Authority Bus Operator Forum (LABOF);

Guild Street – Proposed prohibition of right turn movement

Following discussions with Stagecoach the opportunity to rationalise traffic signals along the Guild Street corridor, and increase road space and improve traffic flow has been identified. For these improvements to the network to be realised it is required to prohibit the right turn movement from the bus station onto Guild Street and vice versa. It is therefore proposed to implement a prohibition of right turn movements, and to close the central reserve at this location.

Stagecoach who currently run services departing from the station for onward travel along Market Street, indicate a redirection of services along Bridge Street would not be problematic.

The proposals are indicated on the plan below.

Implementation cost - £20,000

Estimated maintenance cost - nil

Ward – Torry/Ferryhill

Elected members – Allan/Dickson/Donnelly/Kiddie

Hutcheon Street – Proposed "At any time" waiting restrictions

At present the lack of road space on Hutcheon Street means that when buses and other large vehicles are turning right from Hutcheon Street into Berryden Road they prevent the flow of vehicle movement for straight ahead and left turn traffic. In order to maximise traffic flow, it is proposed to realign the junction which will include the centre line being moved north of its current position.

It is therefore proposed to extend the 'At any time' waiting restrictions on the north side of Hutcheon Street to accommodate this realignment. This will result in the loss

of around 3no. 'pay and display' parking bays and a 10m section of 'Monday – Friday, 8am to 6pm' waiting restriction. To protect residents parking provision it is proposed to revoke a 10 metre section of 'At any time' waiting restrictions and implement a 'Monday – Saturday 8am to 6pm' waiting restriction on the south side of Hutcheon Street. This will allow for 2no. vehicles to park outwith these times.

The loss of 3no. spaces will not have a significant impact on lost revenue, with an approximate value calculated to be £290 per year.

The proposals are indicated on the plan below.

Implementation cost - £500

Estimated maintenance cost - £500 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

❖ **The following proposals will be funded by the developer**

Auchinyell Road - Proposed revocation of part of existing "residents only" bay, and "at any time" waiting restrictions, and proposed implementation of "at any time" waiting restrictions.

In order to support the implementation of a Planning Approval for a proposed residential development "At any time" waiting restrictions are required to protect the newly formed access from parked vehicles and to maintain visibility and access, with a new section of footway to be constructed at the existing access to the site. The formation of this new access also means that the bus stop currently situated where the new access is to be built, requires to be relocated.

It is therefore proposed to revoke sections of existing "At any time" waiting restrictions, and a section of "residents only" parking bay, and to implement new lengths of "At any time" waiting restrictions.

The proposals are indicated on the plans below.

Implementation Cost - nil

Estimated maintenance cost - £550 every 5 years

Ward - Airyhall/Broomhill/Garthdee

Elected Members: Taylor/Townson/Yuill

Broomhill Road – Proposed revocation of "At any time" waiting restriction.

In order to support the implementation of a planning Approval for a retail development the removal of existing build-outs to form lay-by parking, and formation of new access necessitate the revocation of existing "At any time" waiting restrictions.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – nil

Ward – Airyhall/Broomhill/Garthdee
Elected members – Taylor/Townson/Yuill

Elmbank Terrace – Proposed revocation of part of existing 8am-6pm waiting restriction & proposed “At any time” waiting restriction.

In order to support the implementation of a Planning Approval for a residential development additional on street car parking requires to be formed which necessitates the revocation of an existing length of 8am-6pm waiting restriction. A short length of “At any time” waiting restriction is also required adjacent to the proposed additional parking bays in order to maintain accessibility & visibility.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £100 every 5 years

Ward – George Street/Harbour
Elected members – May/Morrison/Morrison

Farburn Terrace – Proposed “At any time” waiting restriction, 20mph speed limit, and revocation of existing “At any time” waiting restriction.

In order to support the implementation of a Planning Approval for a residential development a 20mph speed limit, and “At any time” waiting restrictions are required on the newly formed access road. The formation of this access road also necessitates the revocation of an existing length of “At any time” waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £1000 every 5 years

Ward – Dyce/Bucksburn/Danestone
Elected members – Crockett/Lawrence/MacGregor/Samarai

The Grande, Palmerston Road – Proposed “At any time” waiting restriction, loading bay, taxi rank, car club bay & revision of existing “One-way” system.

In order to support the implementation of a Planning Approval for an office development a number of traffic management measures are required to ensure safety and accessibility is maintained. These proposals are further detailed within report EPI/055 – Proposed Controlled Parking Zone and Traffic Management Proposals (Palmerston Zone), also considered on today’s agenda.

The proposals are indicated on the plan below.
Implementation cost – nil
Estimated maintenance cost - £2000 every 5 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

The Grande, Raik Road/Poynernook Road – Proposed speed table with associated pedestrian crossing facilities

As above.

The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £2500 every 10 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

Station Road, Bucksburn – Proposed “One-way” system.

In order to support the implementation of a Planning Approval for a residential development a “One way” system is required to safely manage the movement of traffic along the access road to the development

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £750 every 10 years

Ward – Dyce/Bucksburn/Danestone
Elected members – Crockett/Lawrence/MacGregor/Samarai

Ardene Veterinary Practice, Kingswells – Proposed prohibition of driving and specified turns

In order to support the implementation of a Planning Approval for the redevelopment of the Ardene Veterinary Practice access road, orders for a ‘prohibition of specific turns’ and a ‘prohibition of driving’ require to be implemented.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £2000 every 5 years

Ward – Kingswells/Sheddocksley/Summerhill
Elected members – Cameron/Delaney/Ironside

Mosque, Nelson Street – Proposed ‘pay and display’ parking bays, disabled parking bay and revocation of ‘At any time’ waiting restrictions
In order to support the implementation of a Planning Approval for the Mosque development on Nelson Street orders to revoke the existing ‘At any time’ waiting restriction, and to introduce ‘pay and display’ parking bays and 1 no. disabled ‘blue badge holder’ parking bay require to be implemented.

The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £250 every 5 years

Ward – George St/Harbour
Elected members – May/Morrison/Morrison

Balmoral Business Park, Wellington Road – Proposed ‘At any time’ waiting restrictions and prohibition of parking on footways

In order to support the implementation of a Planning Approval for a business park development, a number of traffic management measures are required to ensure safety and accessibility is maintained.

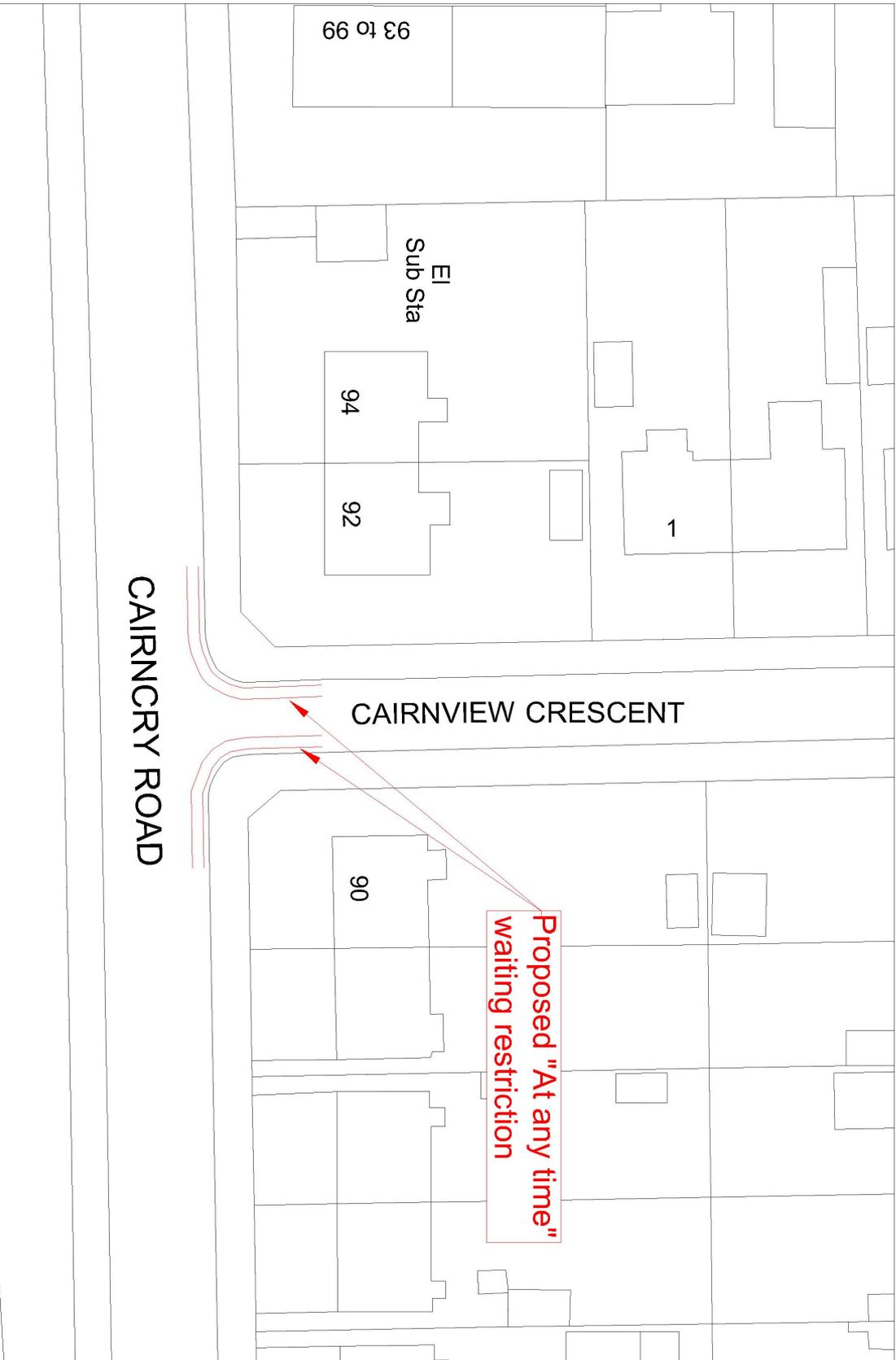
The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £2000 every 5 years

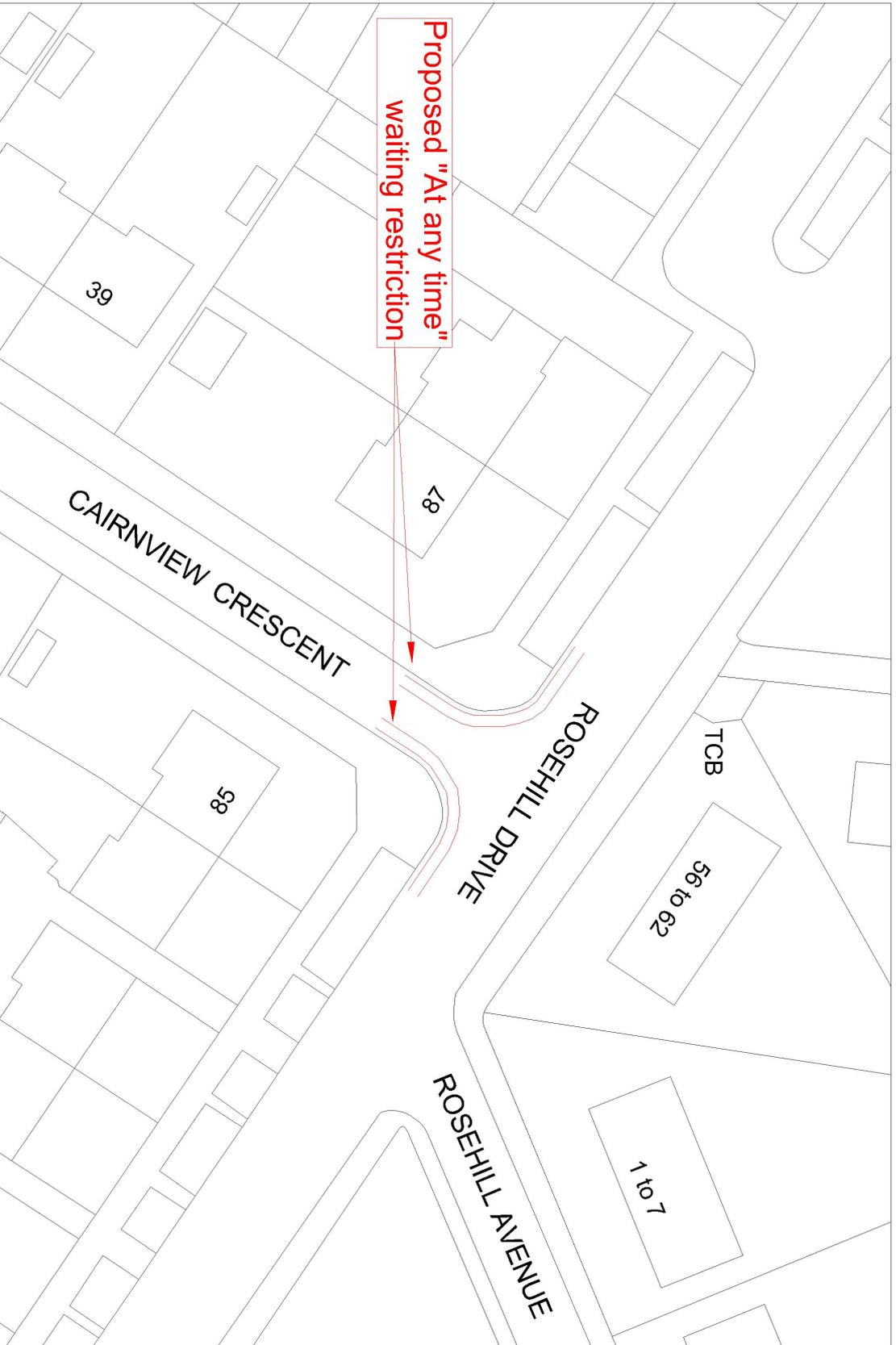
Ward – Kincorth/Nigg/Cove
Elected members – Cooney/Finlayson/McCaig

- The following proposals will be funded from Cycling, Walking, Safer Streets budget

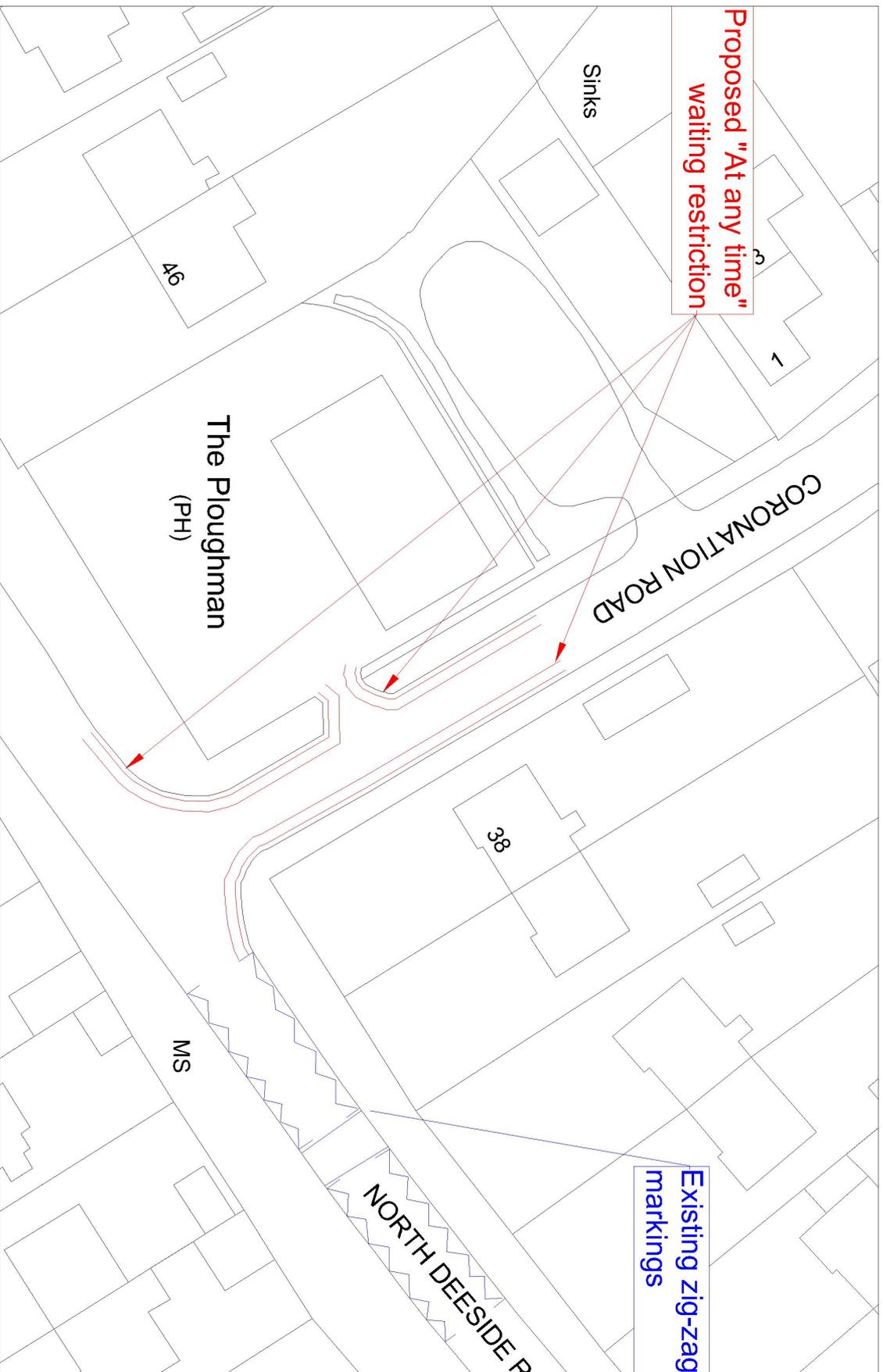
Cairnview Crescent/Cairncry Road - Proposed "At any time" waiting restriction



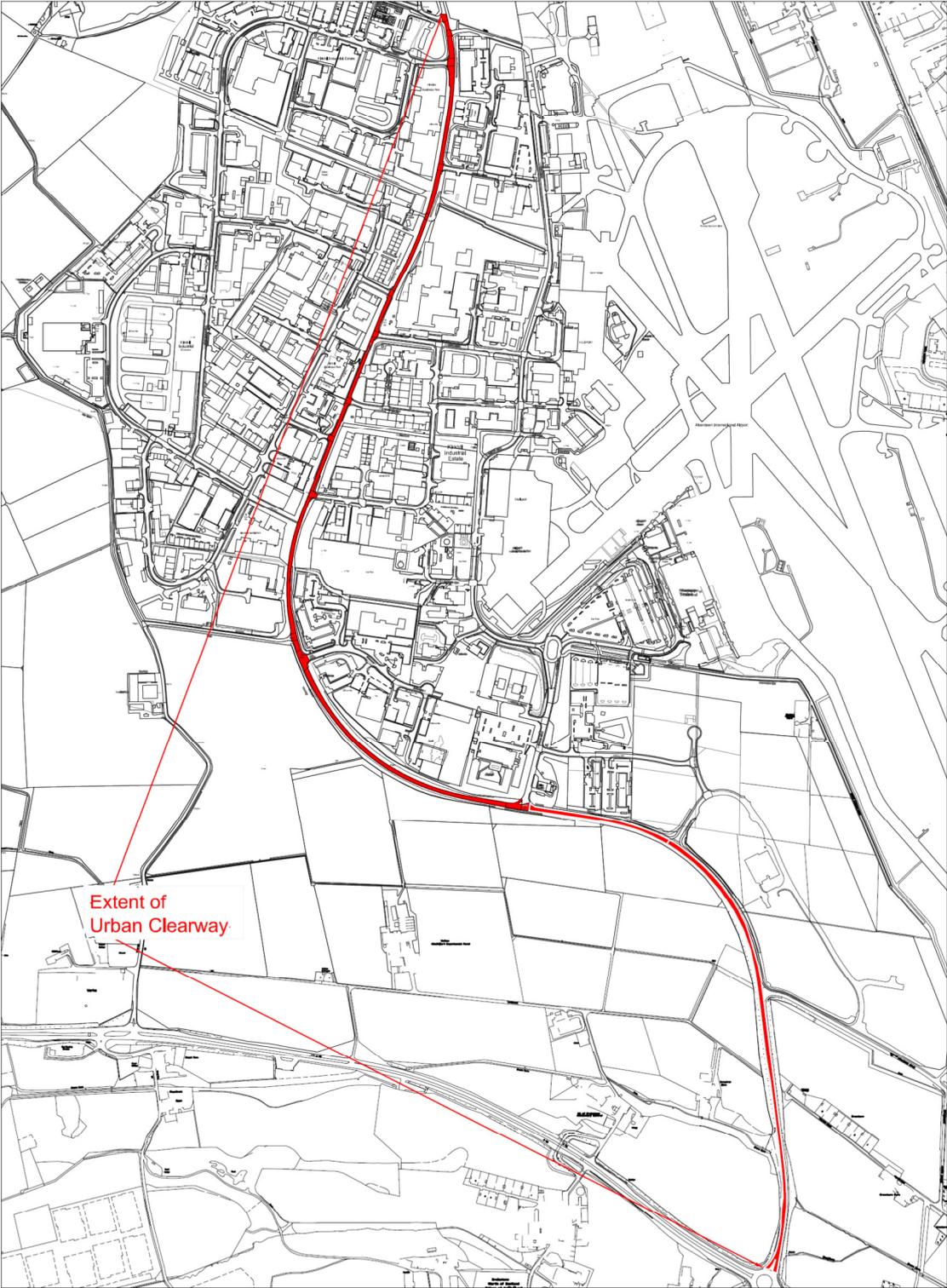
Cairnview Crescent/Rosehill Drive - Proposed "At any time" waiting restriction



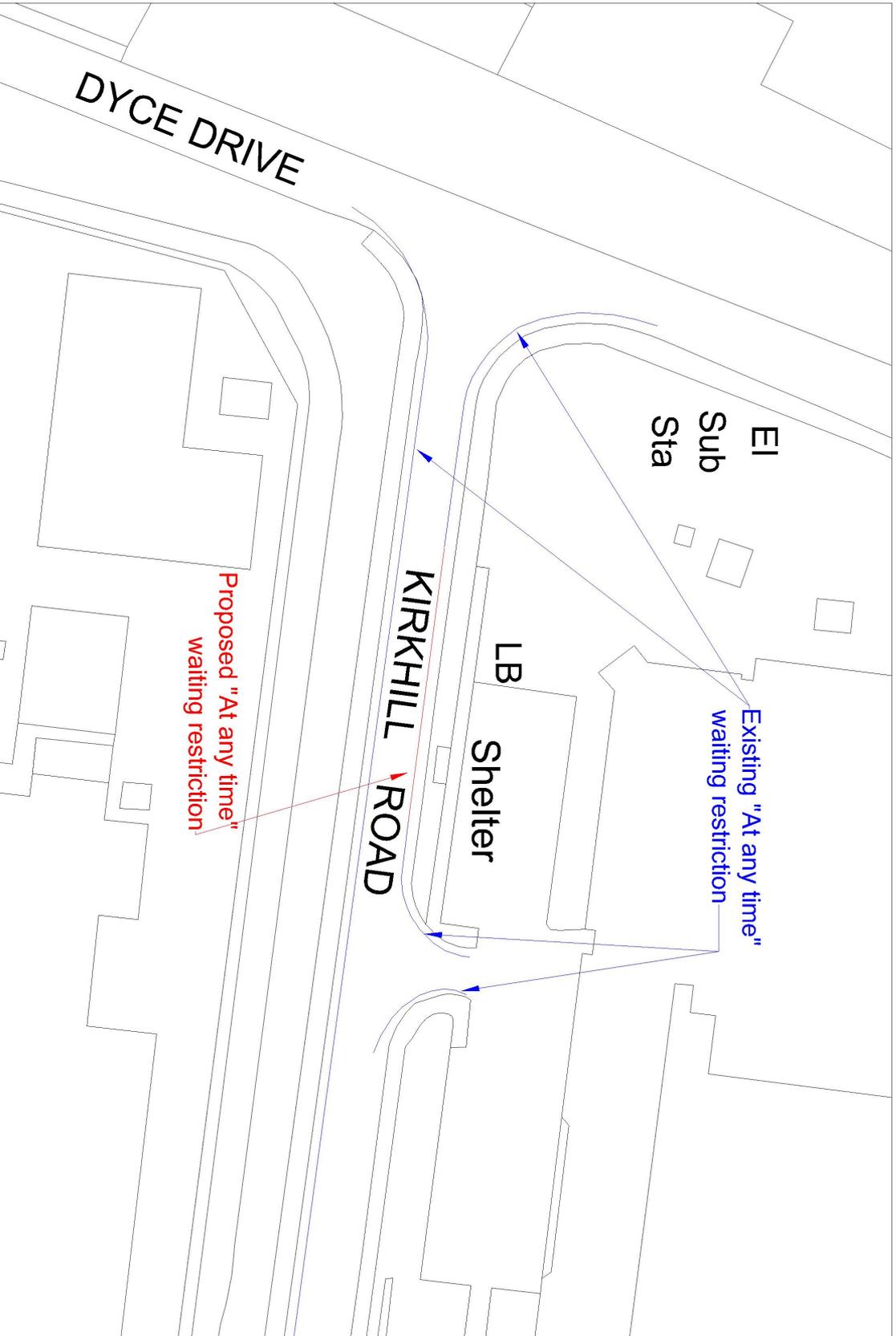
Coronation Road/North Deeside Road - Proposed "At any time" waiting restriction



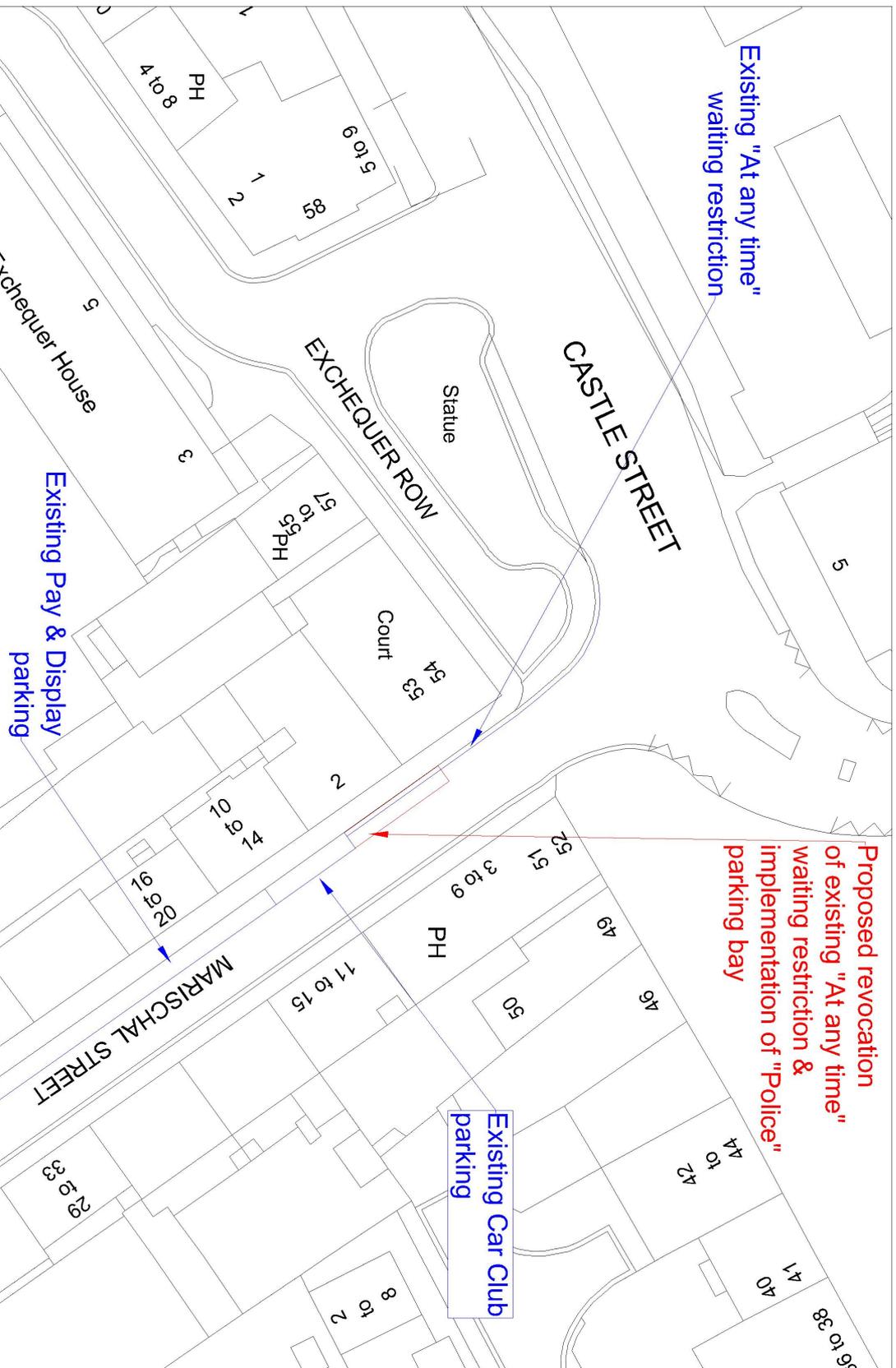
Dyce Drive - Proposed Urban Clearway



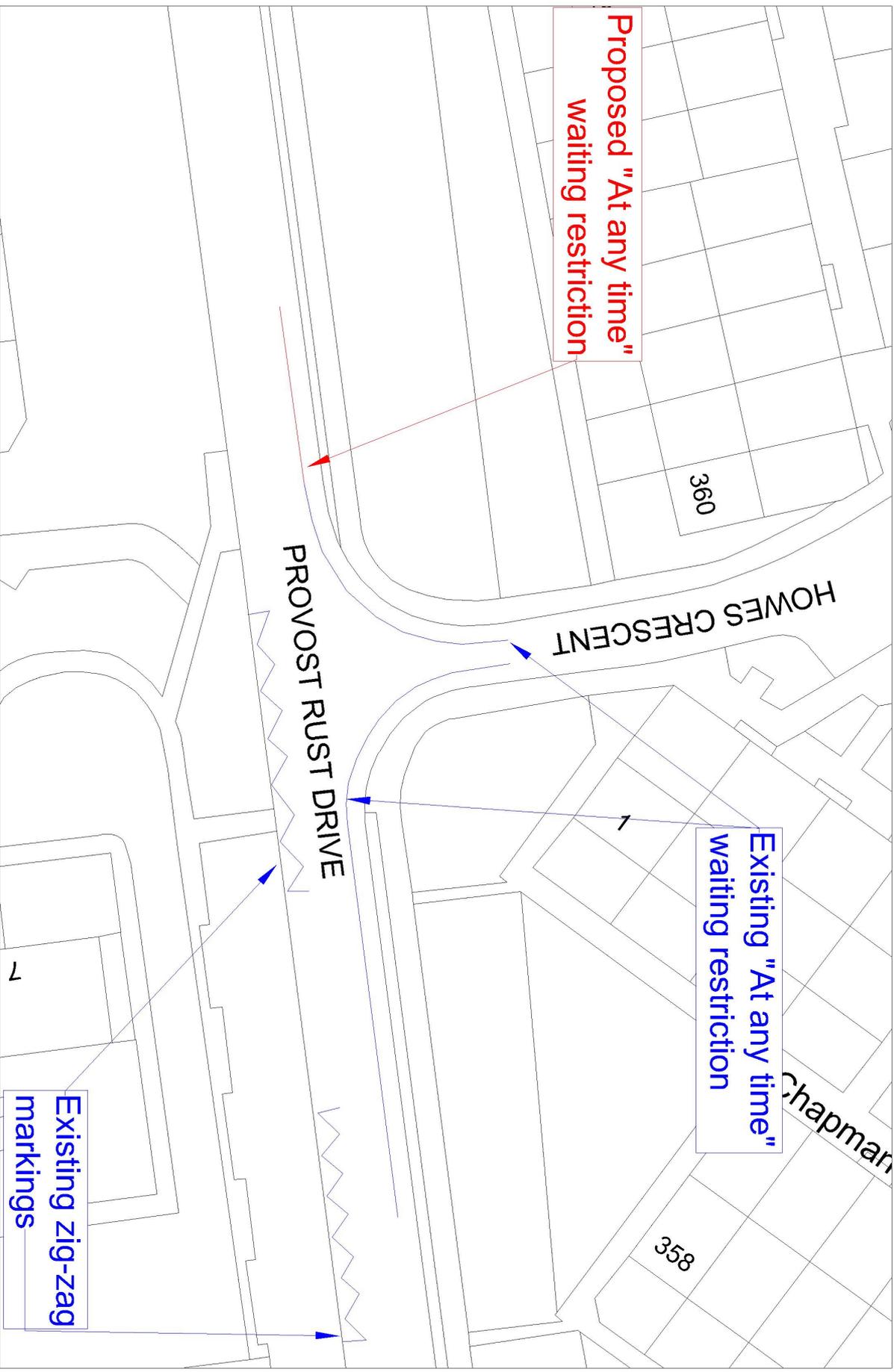
Kirkhill Road - Proposed "At any time" waiting restrictions



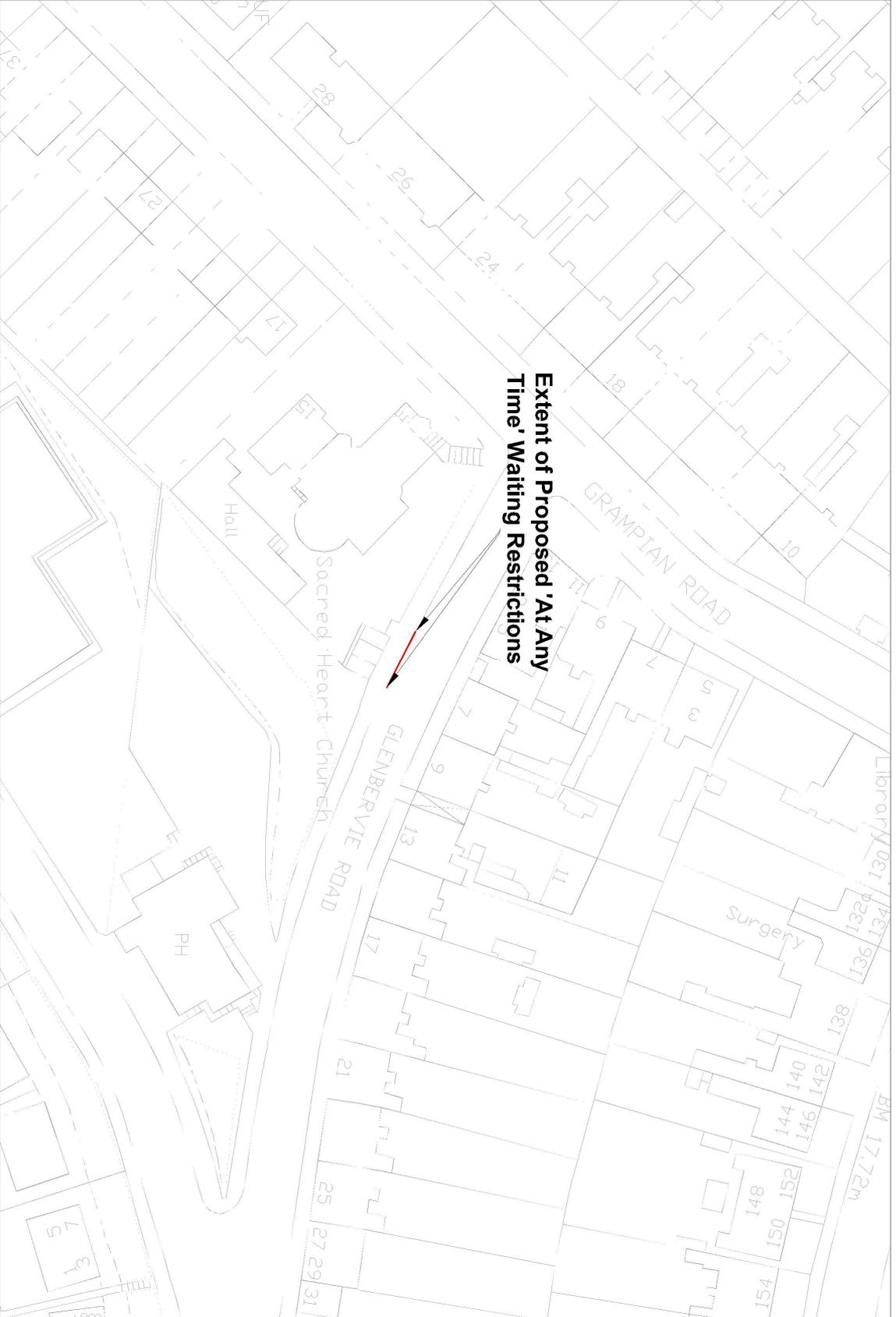
Marischal Street - Proposed revocation of existing "At any time" waiting restriction & formation of "police" parking bay



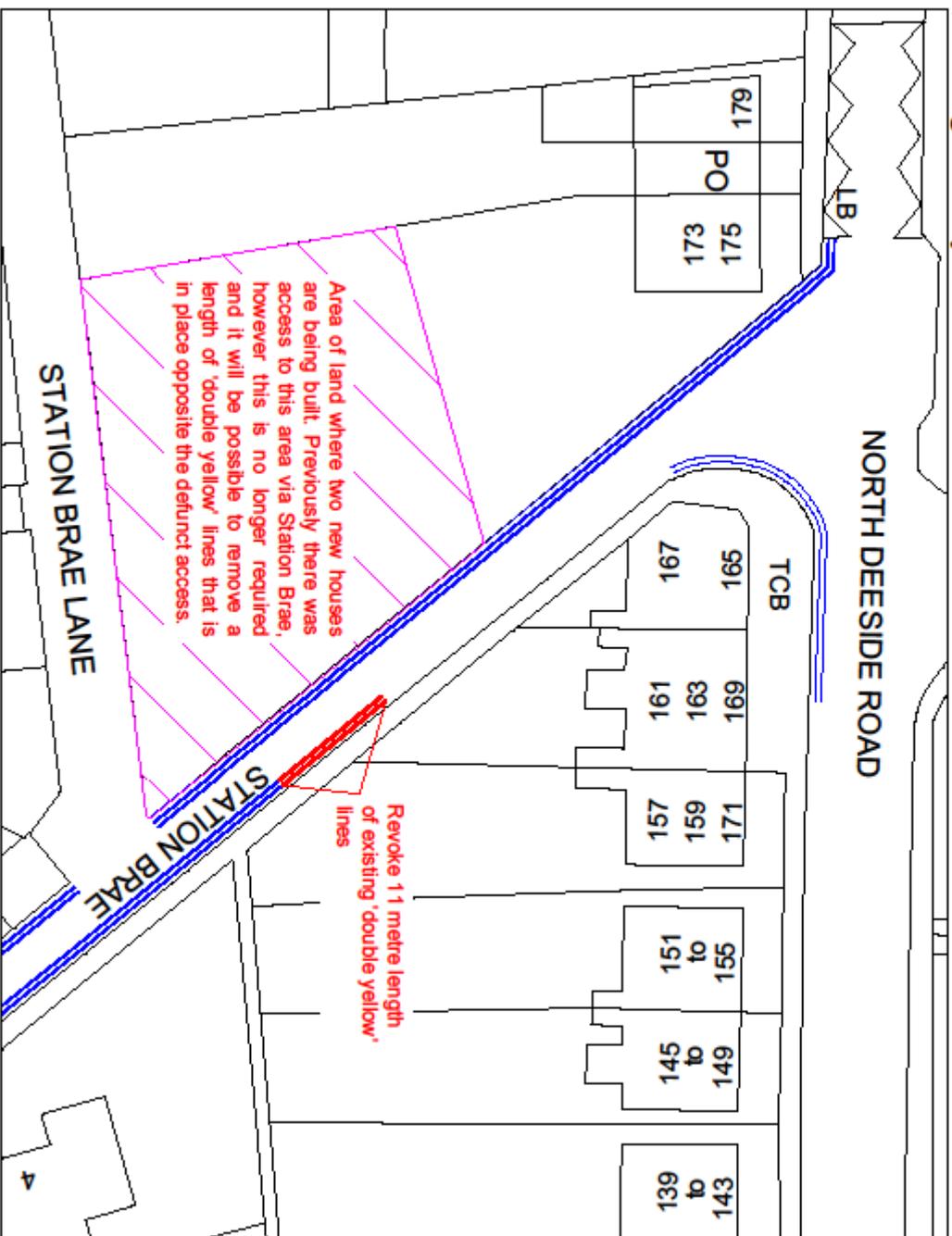
Provost Rust Drive - Proposed "At any time" waiting restriction



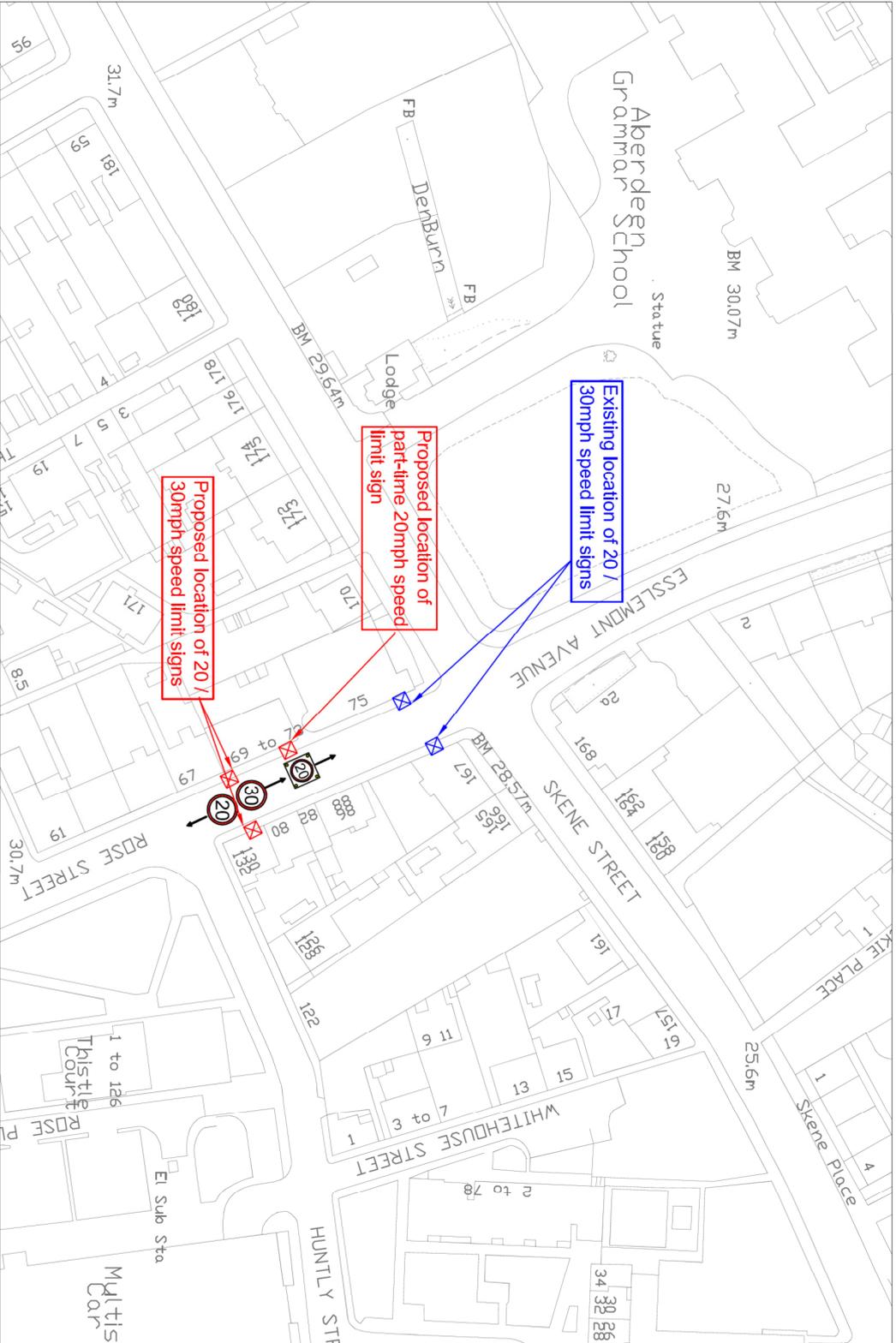
Sacred Heart Church, Glenberrie Road, Torry



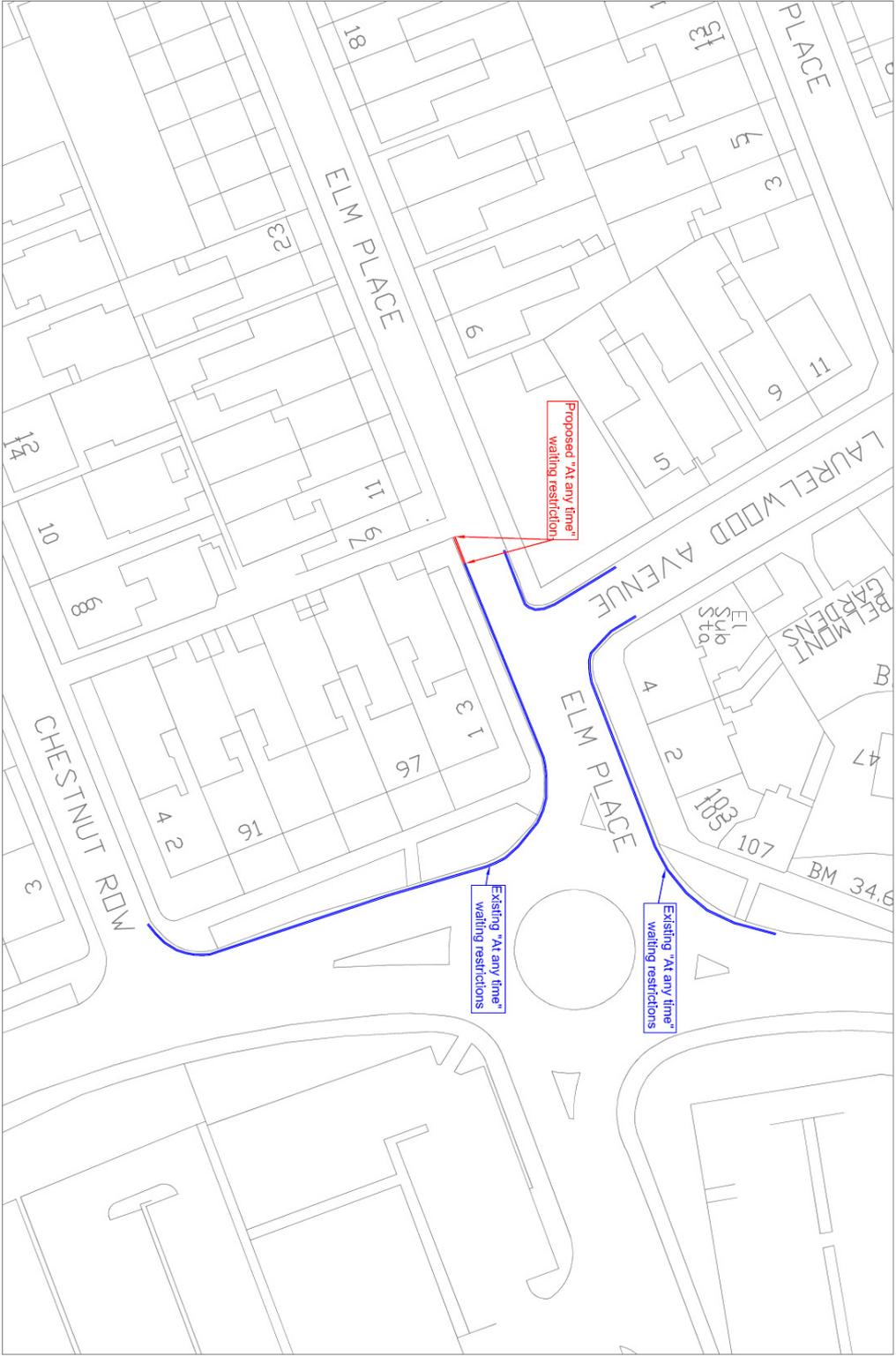
Station Brae, Peterculter - Revocation of length of prohibition of waiting at any time.



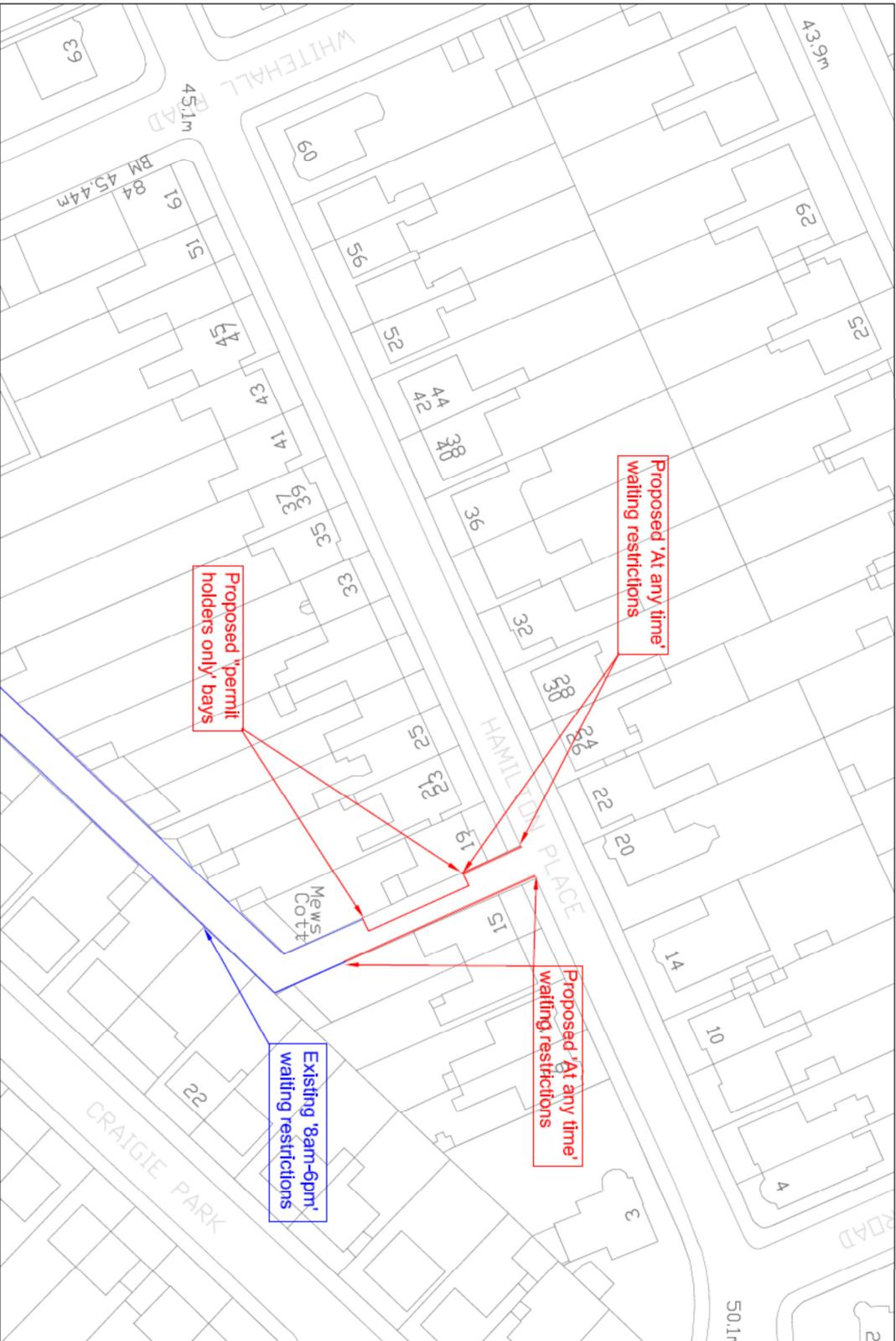
Rose Street - Proposed relocation of 20/30mph speed limit signs



Elm Place - Proposed "At any time" waiting restriction



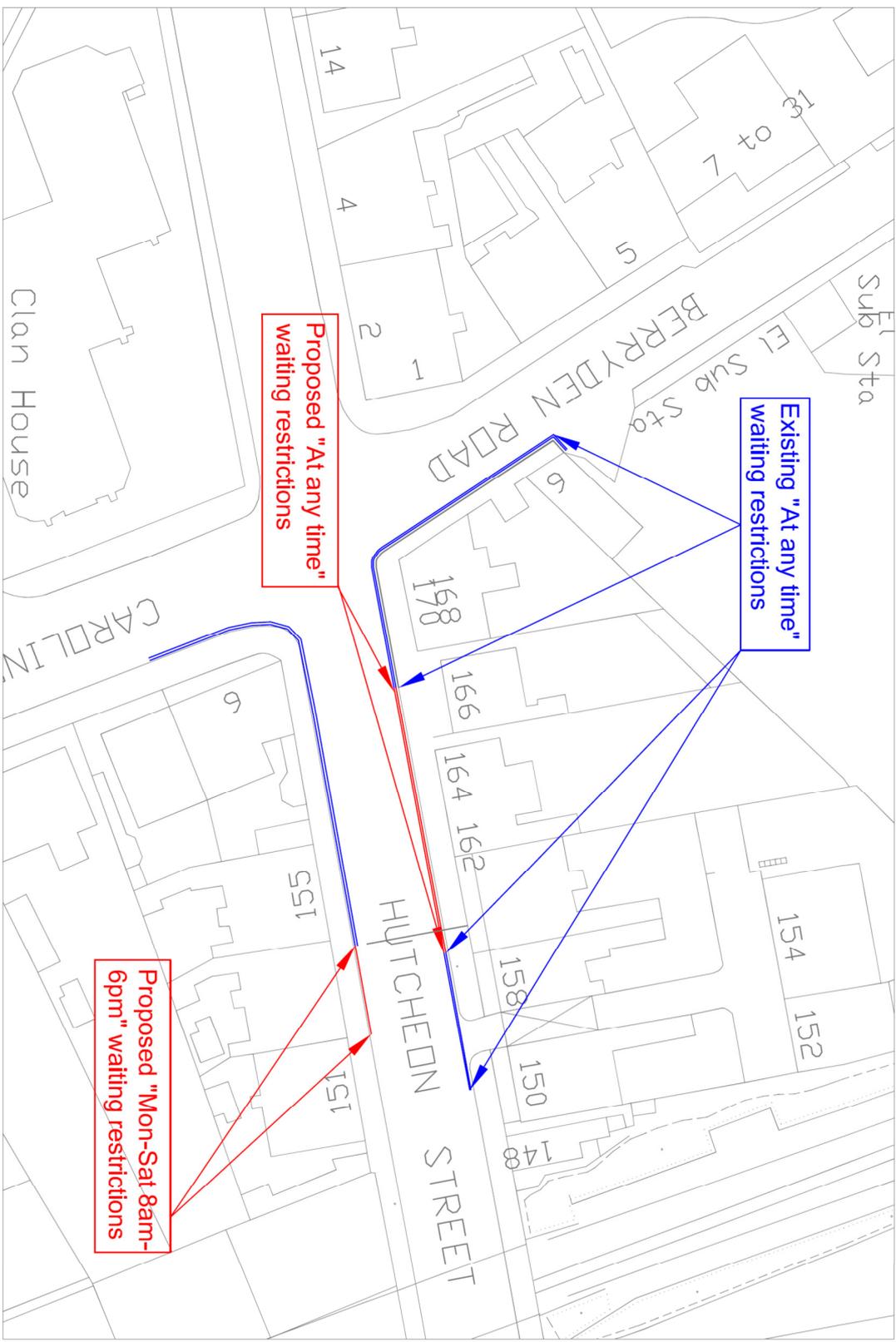
Hamilton Lane - Proposed 'Permit holders' only bays and 'At any time' waiting restrictions



Guild Street - Proposed prohibition of right turn movement

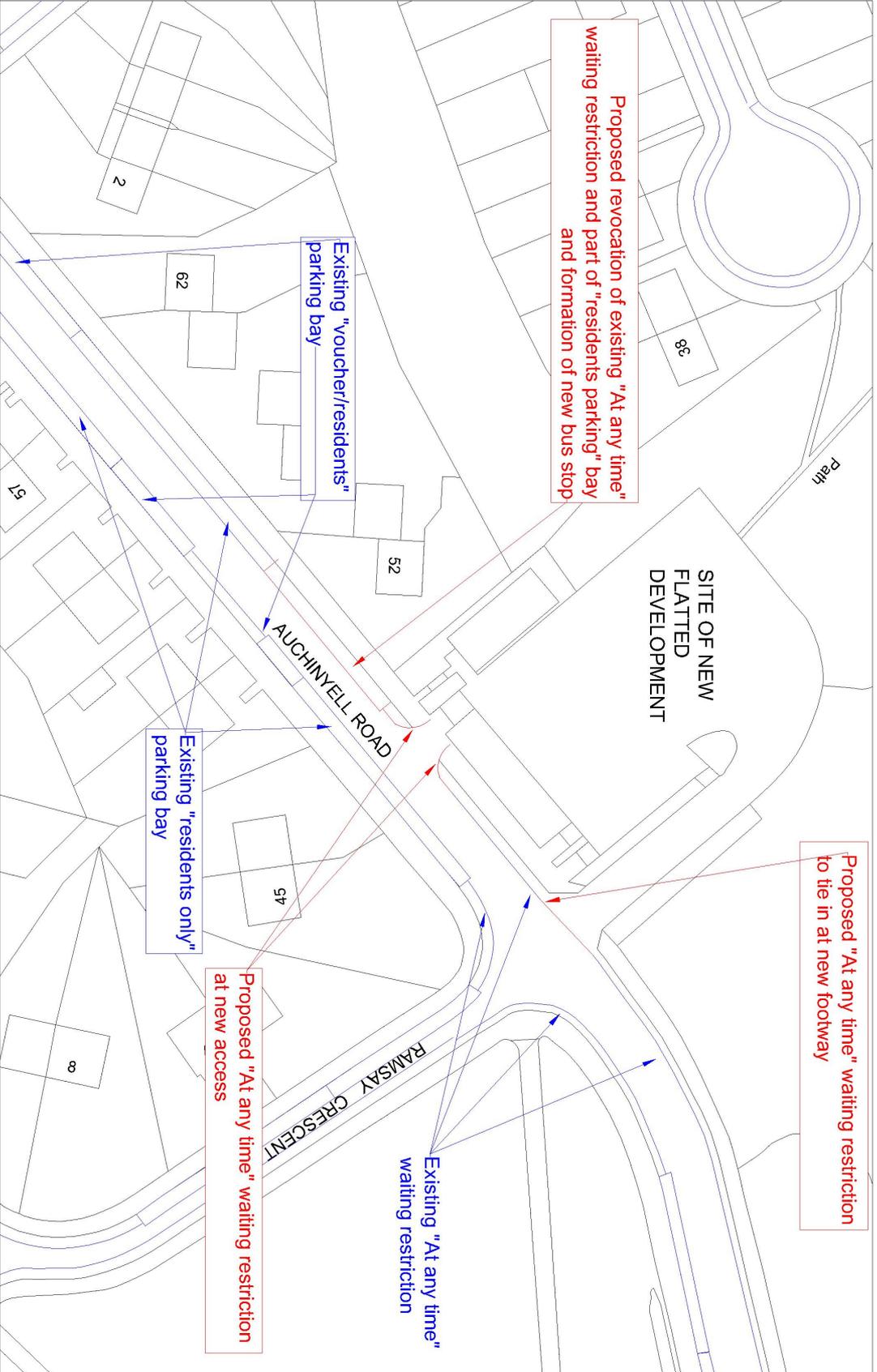


Hutcheon Street - Proposed "At any time" waiting restrictions

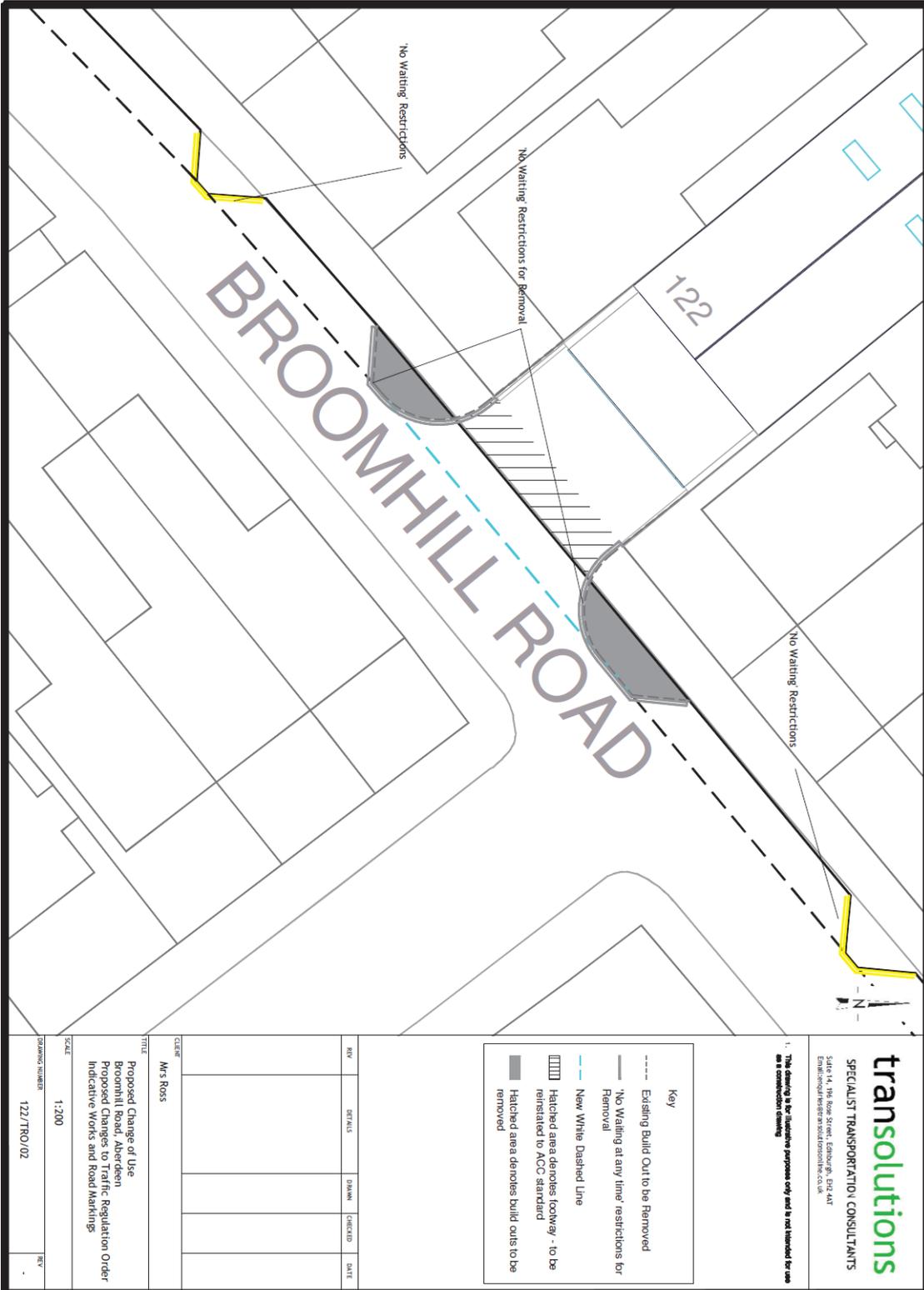


❖ **The following proposals will be funded by the developer**

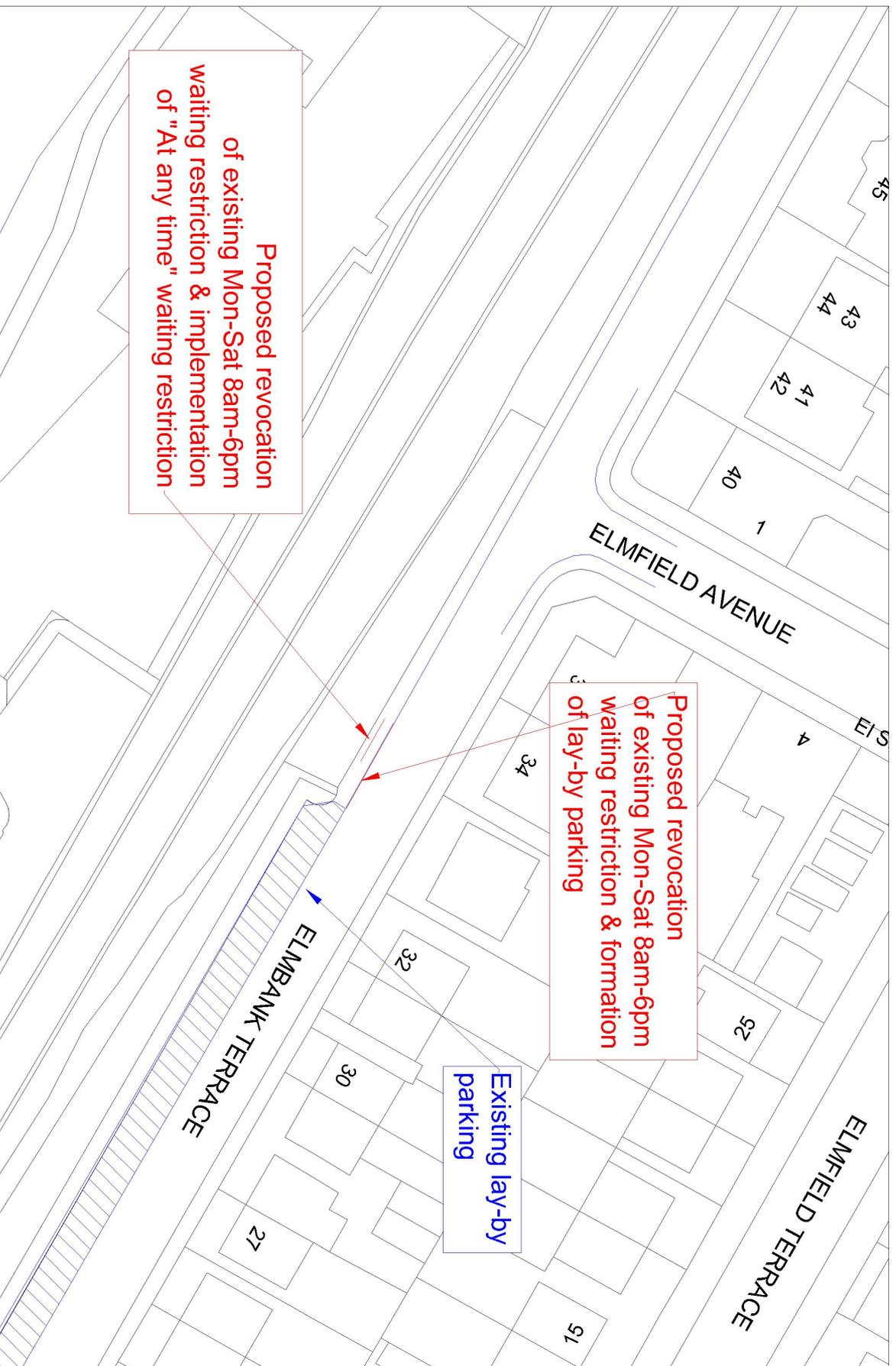
Auchinyell Road - Proposed revocation of part of existing "residents only" bay, and "at any time" waiting restrictions, and proposed implementation of "at any time" waiting restrictions



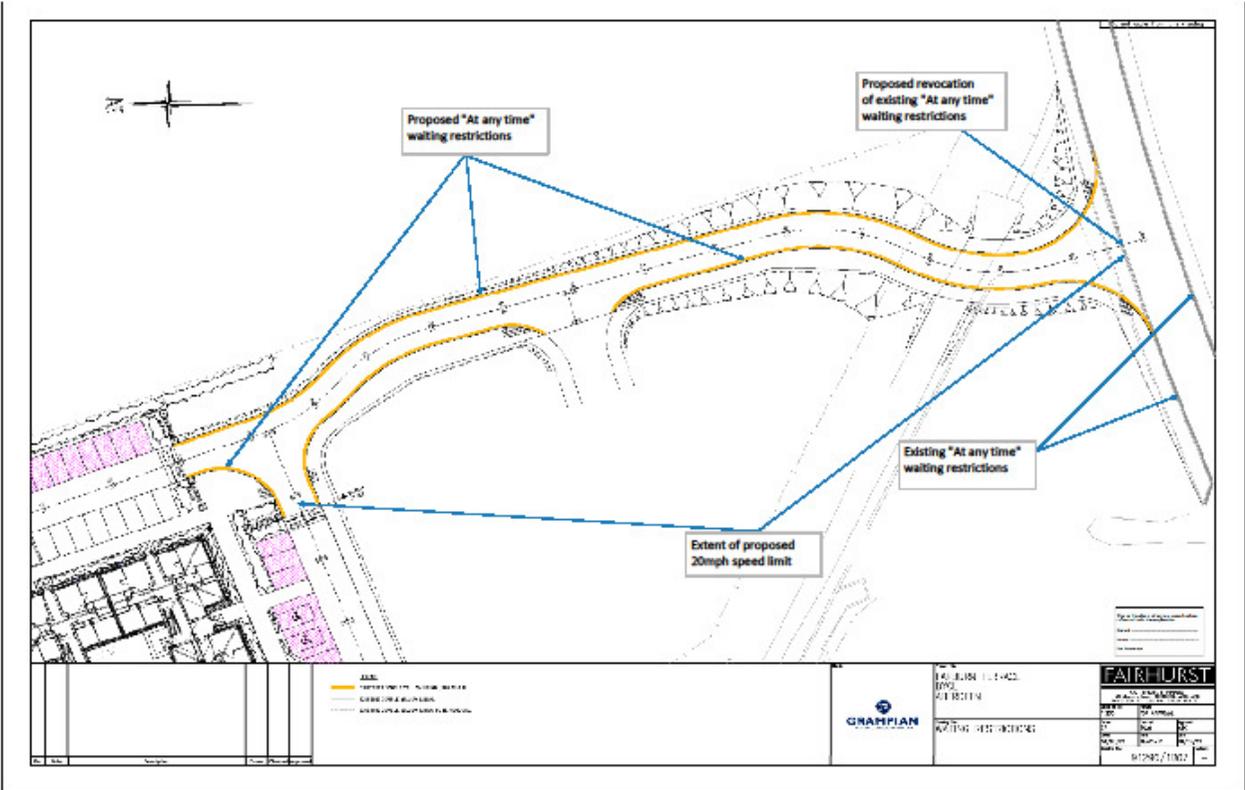
Broomhill Road – Proposed revocation of “At any time” waiting restrictions.



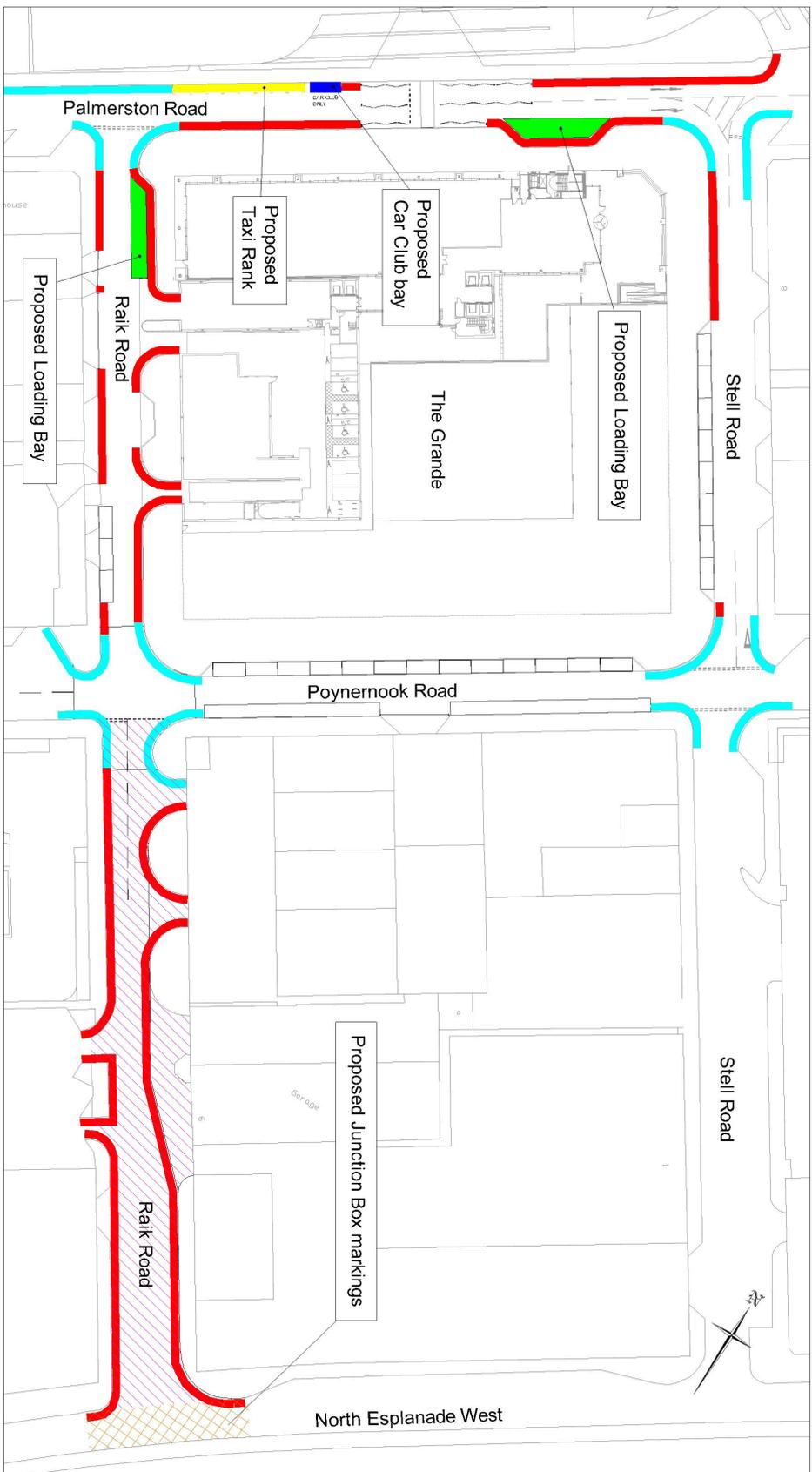
Elmbank Terrace - Proposed revocation of existing Mon-Sat 8am-6pm waiting restriction & proposed "At any time" waiting restriction



Farburn Terrace – Proposed “At any time” waiting restriction & 20mph speed limit.

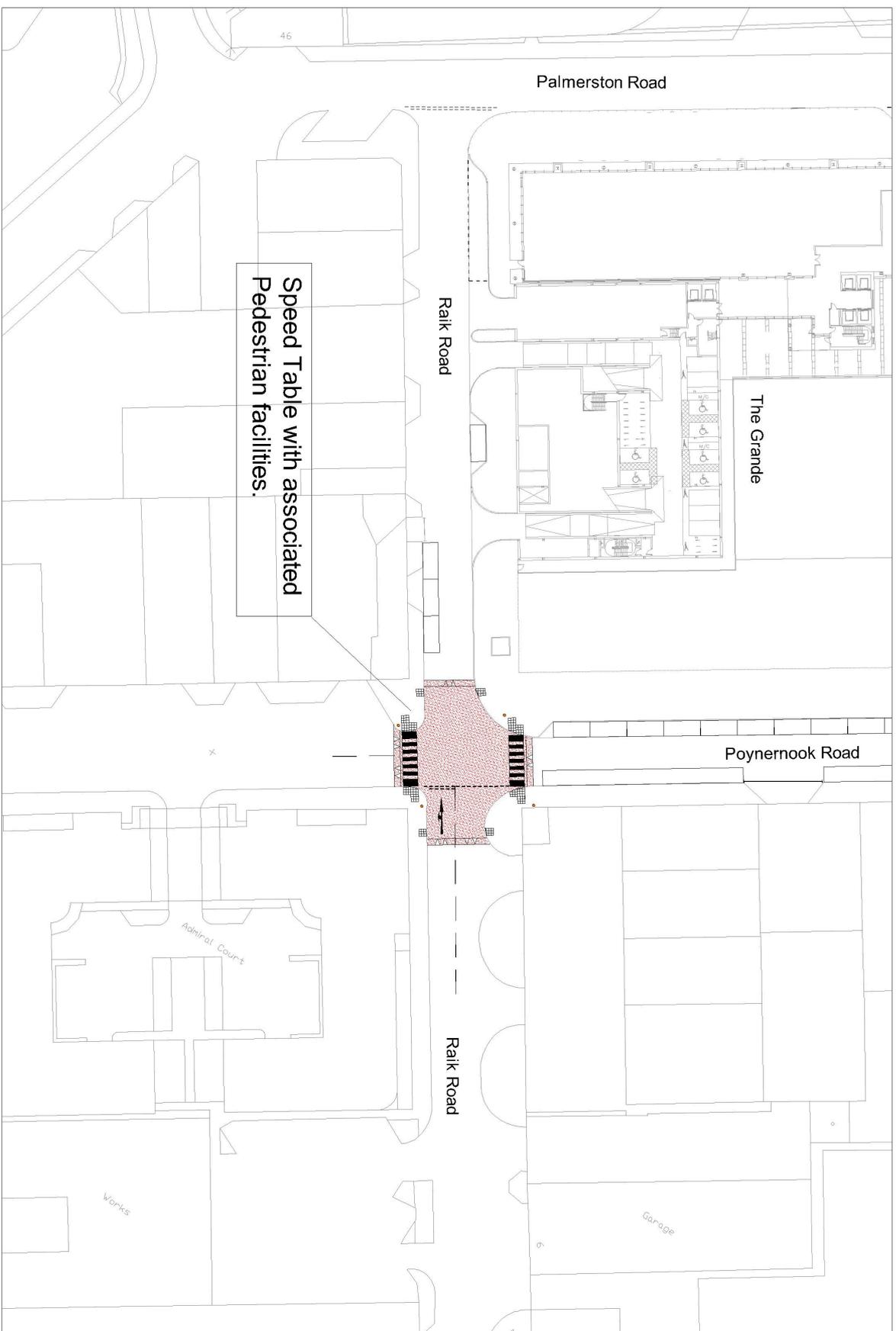


The Grande, Palmerston Road - Waiting Restrictions, Loading Bays, Taxi Rank and Car Club space

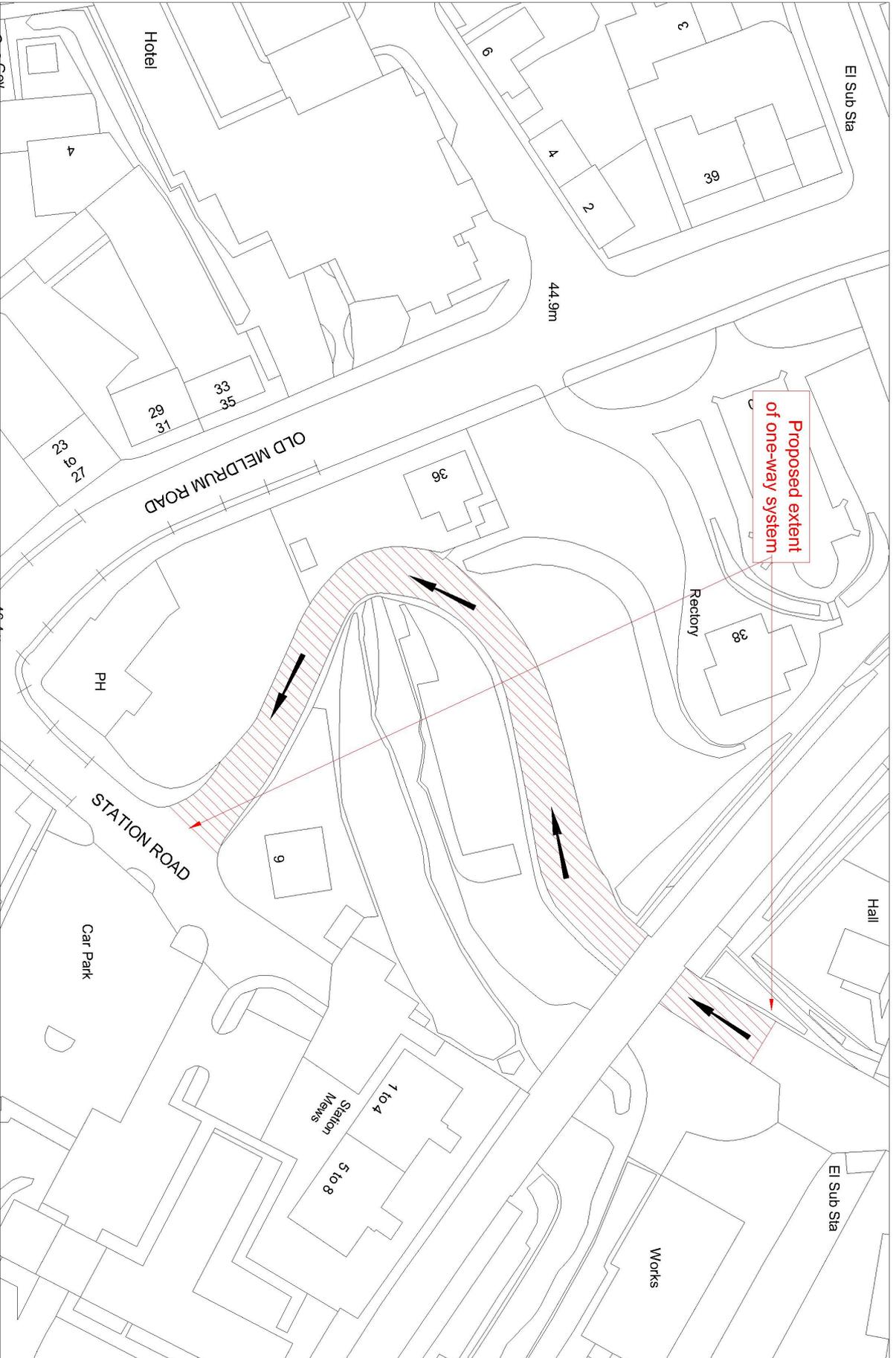


- Key:**
- █ Existing 'At Any Time' waiting restrictions
 - █ Proposed 'At Any Time' waiting restrictions
 - █ Proposed Taxi rank
 - █ Proposed 'Loading Only' bays
 - █ Proposed 'Car Club' parking bay
 - Section of carriageway changing from One Way to Two Way flows
 - Proposed Junction Box markings

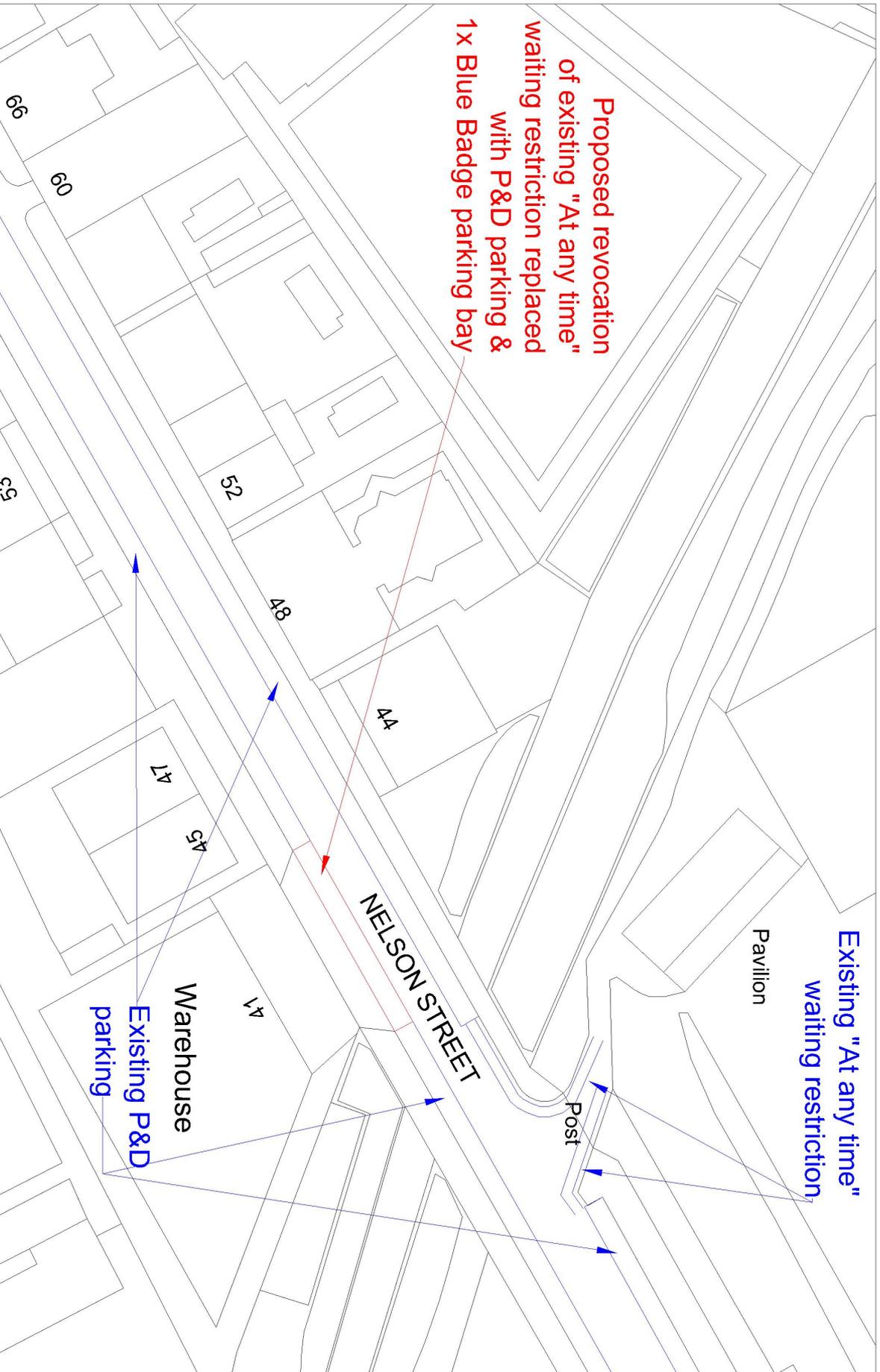
The Grande - Speed Table with Associated Pedestrian Crossing Facilities at Raik Road / Poynerook Road Junction



Station Road, Bucksburn - Proposed "one-way" system



Nelson Street - Proposed revocation of existing "At any time" waiting restriction, replaced with P&D parking & 1x Blue Badge parking bay



➤ **The following proposals will be funded from the Disabled Parking Revenue budget**

Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009

There is one application to be considered at this meeting.

(Plans are not included as, under normal circumstance, spaces are located close to the properties.)

On-street parking – 67 spaces (new applications)

6 Caperstown Crescent	Seaton Crescent (Opposite Aulton Court)
82 Menzies Road	17 Loirston Road
12 Slains Terrace	12 Ruthrieston Road
17 Ruthrie Terrace	48 Whitestripes Drive
Linksfild Court	Promenade Court
19 Portree Avenue	46 Strathmore Drive
5 Allan Street	10 Gardner Drive
19 Slessor Drive	2 Todhead Gardens
10 Scurdie Ness	40 Farquhar Road
62 North Grampian Circle	17 Ruthrie Court
193 Morrison Drive	14 Talisman Road
16 New Park Road	26 Willowpark Place
3 Lilac Place	8 Burnbrae Crescent
Willowpark Crescent (Rear of 38 Lang Stracht)	67 Tay Road
123 Hetherwick Road	45 Corthan Crescent
14 Faulds Gate	92 Tollochill Crescent
35 Byron Avenue	36 East Main Avenue
51 Ronaldsay Square	13 Forestgait Lodge, Richmondhill Place
43 Raeden Crescent	16 Raeden Crescent
75 Long Walk Road	33-47 Cornhill Gardens
101 Hayton Road	132 Hilton Avenue
10 Manor Drive	19 Manor Drive
Dominies Court x 2 spaces	42 Hilton Terrace
602 Clifton Road	127 Clifton Road
158 Bonnyview Drive	80 Davidson Drive
82 Cummings Park Crescent	263 Heathryfold Circle
21 Provost Rust Drive	15 Danestone Circle
Bank Street (Side of 26 Gladstone Place)	38 Bonnyview Place
49 Marchburn Road	11 Stafford Street
1 Stafford Street	17 Laverock Way
15 Balgownie Place	Kinord Circle (Outside 4 Auchlossan Court)
65 Simpson Road	49 Bellfield Road
20 Annat Bank	78 Balnagask Road

Off-street parking – 0 spaces (new application)

6. IMPACT

This report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

This report is likely to be of interest to the public in the streets affected by the proposals.

There is no Equality and Human Rights Impact Assessment required as this report only recommends that these proposals progress to the Statutory Consultation process therefore there will be no changes effected as a result of the recommendations being approved by the Committee.

7. MANAGEMENT OF RISK

Having assessed the risks identified with all the proposals and the potential to impact negatively or positively on the decision required of the Committee it has been assumed that the risk is low. The proposals either improve road safety or rationalise traffic movements which are to the benefit of pedestrians and road users throughout the city.

8. BACKGROUND PAPERS

N/A

9. REPORT AUTHOR DETAILS

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(01224) 538029

10. CONSULTEES COMMENTS

Enterprise, Strategic Planning and Infrastructure Committee
Convener: Councillor Barney Crockett – emailed 2 May 2014
Vice Convener: Councillor Angela Taylor – emailed 2 May 2014

Councillors

Councillor Kirsty Blackman was consulted on 2 May 2014

Councillor Lesley Dunbar was consulted on 2 May 2014

Councillor Graeme Lawrence was consulted on 2 May 2014

Councillor Neil MacGregor was consulted on 2 May 2014

Councillor David Cameron was consulted on 2 May 2014

Councillor Steve Delaney was consulted on 2 May 2014

Councillor Len Ironside was consulted on 2 May 2014

Councillor Gordon Graham was consulted on 2 May 2014
Councillor Ian Yuill was consulted on 2 May 2014
Councillor Gordon Townson was consulted on 2 May 2014
Councillor Bill Cormie was consulted on 2 May 2014
Councillor Fraser Forsyth was consulted on 2 May 2014
Councillor Andrew May was consulted on 2 May 2014
Councillor Jean Morrison was consulted on 2 May 2014
Councillor Nathan Morrison was consulted on 2 May 2014
Councillor Marie Boulton was consulted on 2 May 2014
Councillor M Tauqeer Malik was consulted on 2 May 2014
Councillor Aileen Malone was consulted on 2 May 2014
Councillor Jennifer Laing was consulted on 2 May 2014
Councillor Yvonne Allan was consulted on 2 May 2014
Councillor Graham Dickson was consulted on 2 May 2014
Councillor Alan Donnelly was consulted on 2 May 2014
Councillor Callum McCaig was consulted on 2 May 2014
Councillor James Kiddie was consulted on 2 May 2014
Councillor Neil Cooney was consulted on 2 May 2014
Councillor Andrew Finlayson was consulted on 2 May 2014
Councillor Gill Samarai was consulted on 2 May 2014
Councillor Scott Carle was consulted on 2 May 2014
Councillor Jackie Dunbar was consulted on 2 May 2014
Lord Provost George Adam was consulted on 2 May 2014
Councillor Willie Young was consulted on 2 May 2014

Council Officers

Steven Whyte, Head of Finance was consulted on 2 May 2014. Brian Downie, Finance Manager responded on behalf of the service and commented "Is there a financial implication associated with the removal of the 3no. 'pay and display' bays on Hutcheon Street?" – This information has been added to the body of the report and to the Financial Implications table in section 3.

Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance was consulted on 2 May 2014.

Ciaran Monaghan, Head of Service, Office of Chief Executive was consulted on 2 May 2014.

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Hugh Murdoch, Head of Asset Management and Operations, Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Margaret Bochel, Head of Planning & Sustainable Development, Enterprise, Planning and Infrastructure was consulted on 2 May 2014. Minor queries were made in regard to an item in this report – these have all been clarified

Mike Cheyne, General Manager Operations, Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Neil Carnegie, Community Safety Manager, Housing and Environment was consulted on 2 May 2014.

David Young, Account Manager, Corporate Governance was consulted on 2 May 2014.