

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Strategic Planning and Infrastructure**

DATE **3 June 2014**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Proposed Control Parking Zone and Traffic
Management Proposals (Palmerston Area)**

REPORT NUMBER: **EPI/14/055**

CHECKLIST RECEIVED: Yes/No

1. PURPOSE OF REPORT

This report is to update members on the proposed road layout amendments and traffic management proposals within the Palmerston area including the proposed introduction of a Controlled Parking Zone (CPZ). The report discusses accessibility, internal and external connections, traffic management and traffic controls

This report follows on from the previous report EPI/12/178 dated 11 September 2012 which reported back on the informal consultation for a proposed CPZ within the North Dee area and the initial design work carried out.

2. RECOMMENDATION(S)

It is recommended by Officers that:

1. The Committee note the proposed road layout amendments and traffic management proposals.
2. To incorporate the recommendations for future developments to implement the proposed alterations through the planning process
3. To instruct officers to complete the detailed design, establish detailed cost estimates for the traffic management proposals, changes to the parking layouts and introduction of a phased CPZ. Develop a business case for the CPZ and report the results to a future committee before seeking funding from the Finance & Resources committee.

4. Instruct officers to progress the staged approach to amend the existing road layout. Traffic Management proposals and introduction of the CPZ
5. Instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report for “The Grande” development (Stage 1) If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

A detailed business case establishing that the proposed Controlled Parking Zone would be self financing will require to be made. Additionally the installation costs of both the Controlled Parking Zone and the traffic management measures proposed (phases 2 & 3) will require to be identified from future budgets.

Funding for this proposed scheme has not been identified and this would require to be resolved. It is likely that a proportion of this could be derived from developer contributions associated with the regeneration of the North Dee area.

Phase 1 of these Traffic Management works will be funded by the developers of “The Grande, Palmerston Road.

Funding will also be required to complete the detailed design work commenced by the Councils Term Consultants.

A full breakdown of the costs are detailed in section 5.13

4. OTHER IMPLICATIONS

Substantial parts of the road network within Palmerston will require to be rebuilt in order to accommodate the proposals.

There is a risk that if all the streets within the boundary are not included, they will be subject to the “decanting effect” from the remainder of the zone once the proposals are implemented. Legal procedures could affect the timescale for implementation.

The proposals contribute to the Council’s wider transportation strategy to encourage greater use of more sustainable forms of transport and therefore improvements in air quality by a reduction in traffic congestion. An improved pedestrian environment will encourage more journeys on foot.

Improved local on-street parking and amenity will enhance the quality of life and contribute to community confidence in a safer, healthier living environment.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 The Enterprise, Planning and Infrastructure Committee agreed at its meeting of 13 September 2011 to instruct Officers to carry out a parking survey and informal consultation in North Dee in respect of the implementation of a Controlled Parking Zone and traffic management alterations, along with the initial design for such schemes.

5.1.2 The North Dee area is subject to continual redevelopment and regeneration from its previous use as an industrial/ fish processing area to a location of high quality offices. This re-development intensifies the density of the developed area, increases the number of people accessing the area on a daily basis and the demand for car parking. North Dee experiences a high level of demand for parking at present and parking provision is considered to operate beyond capacity for the majority of the working day. Traffic management measures have been introduced in North Dee previously in order to alleviate vehicle conflict particularly at crossroad junctions. Significant queuing is regularly observed by vehicles leaving North Dee on Palmerston Road at its junction with Market Street and on Palmerston Place at its junction with South College Street, particularly in the evening rush hour.

5.1.3 The Enterprise Planning and Infrastructure Committee agreed at its meeting of 11 September 2012 to progress the preliminary design of the traffic management proposals and CPZ, establish cost estimates for the above, develop a business case for the CPZ and report back to a further committee.

5.2 Previous Parking Surveys

5.2.1 The surveys revealed the current parking behaviour within the North Dee area. The volume of parking as a whole during a weekday was observed as high as 122% of capacity. The corresponding figure for the surveyed area of Torry is 80%. These peaks occur at different parts of the day. At the weekend, the peak level of occupancy in Palmerston is 95% occurring in the mid afternoon period. Not all the streets within North Dee operate above capacity with those towards the south-west below their limit

5.2.2 In total there are 398 on street parking spaces within Palmerston, including available space on South College Street to the south of Palmerston Place. A further 600 on street parking spaces are available in the surveyed area of Torry

which can accommodate some displacement of parking from any implementation of a CPZ.

5.3 Informal Consultation with Residents and Businesses

5.3.1 The informal consultation was carried out by means of a letter drop to all residents and businesses affected by the proposals. Unfortunately there was a disappointingly low response rate of approximately 10.5%. However from those that responded approximately 71.05% supported the introduction of a controlled parking zone in the North Dee area. Of residents, 84.62% supported the controlled parking zone while 64.00% of businesses were in support.

5.4 Current Accessibility for both Vehicles and Pedestrians

5.4.1 Primarily vehicular access is currently taken from South College Street, North Esplanade West or Market Street. The one way system operational within North Dee largely dictates the entry and exit points into the area. Entry can be gained from Market Street via Poynerook Road, North Esplanade West via Stell Road and Russell Road, and from South College Street via Palmerston Place. Egress occurs via Palmerston Place to South College Street, Russell Road and Raik Road to North Esplanade West and Palmerston Road to Market Street.

5.4.2 Vehicles accessing the area, particularly during peak periods, experience congestion and queuing on all three external access roads. This is however general congestion and is not specifically attributed to the North Dee area. It was found that drivers find that the one way system necessitates intricate routes to either access or leave individual properties.

5.4.3 Vehicles exiting the area regularly experience queuing while attempting to enter the external road network from North Dee from all exit points, and there is a lack of accessibility turning right onto North Esplanade West. Vehicles have been observed exiting the area onto the external road network against the one way system.

5.4.4 Pedestrians are able to access the North Dee area from all the vehicular access points. In addition pedestrians can enter and leave via Union Square immediately to the north. The presence of pedestrian phases in the traffic signals on the streets bounding North Dee allow pedestrians access from outwith the area. However the area requires improved access to support the future aspirations of this business area.

5.4.5 A significant pedestrian demand exists through the area, particularly during the weekday lunch period, with employees at the various offices and businesses in North Dee accessing the retail facilities to the north, and subsequently returning to their employment premises. Currently the existing narrow footpaths are

blocked through the operations of local businesses and vehicles parked inappropriately. The location of on street parking obstructs the desire line for pedestrians which observations have shown results in pedestrians walking along the carriageway.

- 5.4.6 Further obstacles to pedestrian movement occur in the physical condition of the infrastructure throughout much of the area. Old footways which have received minimal maintenance in addition to granite cassies bordering pavements create environments that do not encourage pedestrian movement. With the introduction of a CPZ it has been noted that drivers may amend their parking behaviour with more drivers parking in North Dee and therefore the establishment of high quality pedestrian routes to the area and Union Square are essential.

5.5 Current Traffic Management

- 5.5.1 At present the majority of the North Dee area operates with a one way system, the exception to this being on Palmerston Place to the west of Palmerston Road and Russell Road. Exit and entry points are made using the one way system to North Esplanade West and Market Street. The operation of the one way system has been previously reported as confusing, and regularly ignored by drivers.
- 5.5.2 The one way system was introduced in North Dee as a road safety measure, and in response to the number of collisions accruing at both the Poynerook Road/ Stell Road and Poynerook Road/ Raik Road crossroad junctions. Operating a one way system reduced the number of vehicle movements possible at these junctions, reducing the number of conflict points and consequently the potential for collisions.
- 5.5.3 Vehicles regularly approach the end of queuing traffic, observe the queues and turn against the one way system to find an alternative egress point. This deliberate behaviour is partly in response to the extended journey times through the one way system that some premises are required to take if adhering to the restrictions.
- 5.5.4 It has become apparent that there are numerous issues in respect to accessibility, traffic management and parking in North Dee. The current availability and operation of parking and traffic management no longer meet the needs of the area, the businesses and employees working in North Dee. As the regeneration of the area continues the current problems will be exacerbated and the current state of infrastructure in some parts of the area could potentially be restricting the desire of developers to further regenerate the area.
- 5.5.5 In theory it would be possible to introduce a Controlled Parking Zone with the current infrastructure and traffic management arrangements. However this alone would not be sufficient to address traffic management issues or pedestrian

accessibility issues and with the physical extent of much of the road network may not be sufficient to address indiscriminate parking.

5.6 Traffic Management (Proposals and changes to parking layout)

- 5.6.1 The proposals in terms of improvements to the traffic management in North Dee centre around facilitating and ameliorating access and egress to the area, enhancing the environment and infrastructure for both vehicles and pedestrians, alleviating the tendency for illegal movements of vehicles to travel against the one way system and augmenting safety when compared to the current arrangement. It is recognised that revisions to the traffic management issues in the North Dee area cannot be carried out in isolation from the requirement to revise parking arrangements. The two will both require to be introduced in a coordinated manner in order to improve all the issues prevalent in North Dee, and derive the maximum benefit for all users of the transport infrastructure in the area.
- 5.6.2 The proposals will promote an improvement to the environment and opportunities for pedestrians in particular. It is proposed to reverse the current eastbound one way section of Palmerston Road between the exit to Union Square and Market Street. Due to the sequencing of the traffic lights and need to prioritise traffic on Market Street limited practical time is afforded to traffic exiting North Dee at this junction. Practical alteration to the light sequence to improve the situation is not achievable and therefore it is proposed that these vehicles will better be able to leave North Dee by another exit, removing the traffic queue that builds up along Palmerston Road and the subsequent temptation for drivers to travel against the one way system to avoid it. However this could only be implemented following the installation of traffic signals at the North Esplanade West/ Raik Road junction.
- 5.6.3 Raik Road and Stell Road between Poynerook Road and North Esplanade West will operate on a two way basis. The arrangement for Raik Road is proposed in cognisance of the signalisation of the North Esplanade West/ Raik Road junction in association with “The Grande” development.
- 5.6.4 Poynerook Road would retain a one way westbound operation and Palmerston Road would retain a one way eastbound operation from Palmerston Place to Stell Road, Stell Road will continue to operate southbound and Raik Road northbound between Poynerook Road and Palmerston Road.
- 5.6.5 It is proposed to introduce raised junctions at the Poynerook Road/ Stell Road and Poynerook Road/ Raik Road crossroad junctions. These traffic calming features would emphasise the junction, reduce speed at the principal vehicular conflict points and will provide for pedestrian movements. The raised junction at Poynerook Road / Raik Road will be provided through phase 1 of “The Grande” development.

As “The Grande works will introduce an increase in vehicular movements to and from the development and as the surrounding roads are predominately one-way it is proposed to amend the southern section of Stell Road to two way operation. A similar raised junction feature with zebra crossings at the Poynerook Road / Stell Road junction will be conditioned as part of phase 2 of the development. This will improve the connectivity of the pedestrian route and provide a safer means of crossing the junction. It will also add a further exit onto North Esplanade West, albeit a left only manoeuvre.

5.6.6 Carriageways will be narrowed where appropriate to allow for parking and to dissuade vehicles from travelling against one way restrictions. This will also provide space to enhance pedestrian facilities.

5.6.7 A revised speed limit of 20mph is proposed to be implemented in the area.

5.7 Committed Infrastructure Development and that under the Control of Others – Traffic Management Proposals and changes to parking layout - (Stage 1)

5.7.1 There are a number of current planning applications submitted and approved within the Palmerston area with the central area progressing at present. The site, which is commonly known as “The Grande” (see appendix 1) will see the introduction of a multi-storey building along with on-site parking in the form of underground parking within the building footprint. This plot will also introduce a number of on-street parking bays along the eastern edge of the site on Stell Road and bays on the northern edge of the site on Palmerston Road; a drop-off area and a loading bay on the western edge on Raik Road and a taxi rank and pedestrian crossing on Palmerston Road to provide a link to Union Square to the north. The proposed development will also introduce increased width footways on all four sides of the development to improve pedestrian linkage and also create a safer and more appealing environment for users. Along with the local works to the Grande area a new signalised junction will be formed at the junction of Raik Road and North Esplanade West. This will be in the form of a signalised junction with controlled pedestrian crossing facilities allowing traffic to exit east and west from Raik Road and the surrounding area. The introduction of an exit to the west will assist easing the flow of traffic onto Market Street and surrounding roads as vehicles will be able to exit to the west.

5.7.2 A raised table junction at the junction of Raik Road and Poynerook Road is also proposed. This will act as a traffic calming feature to reduce traffic speeds and will incorporate zebra crossings in the north-south approaches to the junction to aid the safe movement of pedestrians along the desire line from North Esplanade West to Union Square. Stage 1 will also see the introduction of formalised

parking bays along the western side of Palmerston Road between Palmerston Place and the northwest corner of Palmerston Road.

- 5.7.3 The above proposals, to be fully funded by the developer, will form the basis of stage 1 of the area traffic management implementation. These proposals have already been included within our Small scale Traffic Management report to this committee EPI/14/052 to request permission to commence the legal process for the required Traffic Regulation orders.

5.8 Stage 2 – Short Term -Traffic Management Proposals

- 5.8.1 To address the parking provision on both Raik Road, Stell Road and the eastern sections of Palmerston Road and Poynerook Road it is proposed to introduce a series of parallel parking bays along the roads while maintaining the current access points to buildings and car parking areas. (see Appendix 2)
- 5.8.2 It's also proposed to amend both northern sections of Raik Road and Stell Road to provide a minimum of 6m wide running carriageway with the introduction of footway build-outs.
- 5.8.3 As noted above, the existing junction of Palmerston Road and Market Street has capacity issues and it's proposed to amend the direction of travel at this junction to only allow vehicles to enter Palmerston Road from Market Street (North bound only). Changing Palmerston Road to an entry only arm will serve to reduce the number of phases and conflicting movements at the junction, as traffic will only be entering the junction from the northbound and southbound lanes of Market Street. This proposed amendment should ease the congestion and capacity issues that the junction currently experiences
- 5.8.4 As indicated previously a similar raised junction feature with zebra crossings at the Poynerook Road / Stell Road junction will be conditioned through phase 2 of "The Grande" development. This will improve the connectivity of the pedestrian route and provide a safer means of crossing the junction. This element requires to be completed in conjunction with the stage 2 traffic management proposals.

5.9 Stage 3 - Long Term – Traffic Management Proposals

- 5.9.1 The aspiration for the Stage 3 works are based on the future development plots adopting a similar design approach to that of "The Grande" development. The introduction of wider footways and provision of parallel parking bays are one of the key elements of Stage 3 to develop an aesthetically pleasing environment for all users. (Appendix 3 & 4) details the proposed indicative layout which will be developed through each separate planning application amending access points

and parking spaces to suit each individual plot. The principal of widened footpaths and provision of parking bays should be adopted for all development plots

- 5.9.2 At present Russell Road is a wide two-way road with parking on either side of the road. It is proposed to amend the width of the road to 7.3m with the provision of a widened footway on the eastern side of the road. Parking bays will be formed along the eastern side of the road in the form of parallel bays.
- 5.9.3 Following a visual inspection of the existing footway and carriageway a number of areas requiring upgrading and remedial works were noted. While there is an on-going planned maintenance regime for the roads and footways, works will be required during the re-development works to improve the carriageway to provide the desired quality for the overall local area to attract new potential investments in the area. (see Appendix 5) details the results of the visual inspection and it would be the recommendation of this report to upgrade the roads as shown as the individual plots are developed by incorporating the works into the planning application/ road construction consent approvals. It is anticipated that these new developments will contribute towards the carriageway and footway improvement works.

5.10 **Implementation of a Proposed Controlled Parking Zone**

- 5.10.1 The aspiration for the area is to introduce a Controlled Parking Zone (CPZ) in a similar manner to the existing city centre zones with the inclusion of “Pay & Display” parking bays to the benefit of businesses, visitors and employees. Given the level of residential occupation of the area it’s not proposed to secure areas for the exclusive use of residents. This will regulate parking by providing designated bays and reduce indiscriminate parking. The scheme will include the provision of modern payment machines and the use of mobile phone payment technology.
- 5.10.2 On street pay and display parking regime would be implemented throughout the North Dee area to allow visitors to park. In addition to this it is proposed to integrate the public road within the Devanah Mews development on South College Street into the existing Ferryhill CPZ. The small car park outside the Arches business units accessed from Riverside Drive would be incorporated into the proposed new North Dee CPZ. A charging regime in this location will assist in achieving vehicular turnover which is important in bringing customers into the businesses located here. South College Street between the South College Street/ Palmerston Place junction and the South College Street/ North Esplanade West/ Riverside Drive/ Queen Elizabeth II Bridge is proposed to be incorporated into the North Dee CPZ.

- 5.10.3 The CPZ will be operational in line with current city centre zones, between the hours of 08:00 – 20:00 Monday to Saturday and 13:00 – 17:00 on Sunday. Each household within the zone will be entitled to one parking permit allocated to a particular vehicle. Businesses within the CPZ will be entitled to one permit. The operators of garages within the area will be entitled to four parking permits.
- 5.10.4 The Pay & Display will be 3 hours Max stay. Consideration will also be given to create areas of limited loading / unloading in front of local shops and businesses with “No Waiting” restrictions being implemented where vehicles are not permitted to park.
- 5.10.5 Although officers consider that the introduction of a controlled parking zone should be carried out in 1 phase, this is not practical given the changing nature of the area and the uncertainty of when these other developments will come forward in the future through the planning process.
- 5.10.6 The introduction of controlled parking is considered appropriate on the completion of stage 2 of the Traffic Management proposals and would include Raik Road and all roads to the east, up to and including Market Street. Phase 2 of the CPZ would be all roads to the west of Raik Road which would be installed to coincide with the overall completion of the Traffic management proposals.

5.11 Displacement of Parking

- 5.11.1 The potential does exist for the displacement of parking from North Dee following the implementation of the CPZ as drivers look elsewhere to find a location for all day free parking. Torry is considered to be the closest and most attractive however numbers are difficult to predict and a number of factors will influence the decision of drivers should they choose to seek an alternative parking space.
- 5.11.2 Some of these factors include the additional distance that would be required to walk to the city centre from Torry and the environment within which they would be parking. The River Dee also acts as a barrier, partly psychological, with drivers being less willing to park on the opposite side to their place of work.
- 5.11.3 The previous parking surveys have revealed that there is already extensive parking on street in Torry during weekdays with different parking patterns observed on different streets. Although at no point was the area at capacity and a number of streets had the availability for additional parking to be accommodated.

5.12 Phased Introduction of Proposals

- 5.12.1 The introduction of revised traffic management and a CPZ within North Dee have both been identified as being required in order to manage the prevalent issues. Ideally both the implementation of the full CPZ and all traffic management proposals would be implemented concurrently. However it is recognised that financial implications mean that this would be unlikely to happen and that therefore a phased introduction will be required.
- 5.12.2 The revisions to the one way system will require to be implemented simultaneously throughout the area and have been detailed above. It is considered that in order to allow for the necessary traffic movements in the area the traffic signalisation of the North Esplanade West/ Raik Road junction must be completed prior to the reversal of the one way on Palmerston Road between Market Street and the Union Square access. The implementation of the revised traffic management operations in North Dee would naturally concur with the completion of the signalisation of this junction, likely to be completed in Autumn 2014.
- 5.12.3 Given the funding issues of a revised traffic management regime it may be necessary to implement the changes to waiting and loading restrictions throughout the area without introducing the wider traffic management changes. However alterations would be required throughout North Dee as the traffic management proposals were introduced and the regeneration of the area continues.
- 5.12.4 Obviously, timescales for completion of the overall traffic management proposals and CPZ are currently difficult to predict due to the ongoing developments that are outwith our control; however I have added our current estimates for each of the stages within the various cost elements below.

5.13 Costs

- 5.13.1 The various stages of the proposed works and implementation of the Controlled Parking Zone have been subject to review with indicative costs provided at each stage as detailed below. Given the proposed final environment within this area and the increase in footfall these costs have been based on a higher spec slab material being used throughout the area. A bitmac alternative has been considered and would reduce the footpath costs by 15%

5.13.2 **Traffic Management**

Stage 1 – These works will be virtually fully funded by the developer from “The Grande” development to formalise the parking layout, pavements etc. immediately around their development. Civils works costing £7.8K will be required to be funded by Aberdeen City Council from the CWSS budget for 2014 /15 to provide two build outs and lining and signing along Palmerston Road. (at its West end). Both these work elements are currently on schedule for completion in March 2015.

Stage 2 - £279K – This allows for the civils works required to modify the existing footway and carriageway to formalise the parking and create a series of parallel parking bays, to amend the north sections of Raik Road and Stell Road, and allow for the formation of the junction improvement works at Stell Road / Poynerook Road. The costs also include an allowance for the alterations to the Palmerston Road / Market Street junction and amend the direction of travel over the short section of Palmerson Road.

Ideally this stage should run in parallel with “The Grande development phase 2” which although has yet to receive planning permission, if approved is provisionally due for completion around December 2016. However it could be introduced earlier should the appropriate funding be made available. Funding for the majority of this stage will be required from future Council Non-Housing Capital budgets.

Stage 3 - £274K – This allows for the civils works required to modify the remainder of the existing footways and formalise the parking to the west of Raik Road. It is hoped that the majority of this phase would be fully funded through the development process as developer contributions as the regeneration of the area continues.

Through the review it has been noted that a number of existing roads within Phase 3 of the works will require to be re-build due to their current condition. Should this work not be delivered through the planning process for future developments then an additional £56K will have to be found from future ACC budgets.

5.13.3 **Controlled Parking Zone**

The aspiration for the area is to introduce a Controlled parking Zone (CPZ) in a similar phasing as the traffic management proposals with the implementation being carried out in two phases. The following costs are based on all costs

associated with the provision and implementation of the Pay & Display machines, required signage, lining and Traffic Regulation orders (TRO's)

Phase 1 to be implemented in conjunction with the stage 2 traffic management proposals above – £73K – The area bounded by and including Raik Road, Palmerston Road, Market St and North Esplanade West. Phase 1 will require to be funded from future Council Non-Housing capital budgets

Phase 2 to be implemented in conjunction with the stage 3 traffic management proposals above - £59K – The area to the west of Raik Road, including the small car park outside the Arches Business units and the public road within the Devanah Mews development on South College Street. It's anticipated that phase 2 will be funded from future developer contributions.

5.13.4 **Estimated CPZ Income (Phase 1 & 2) per Year**

On-Street Pay & Display + Pay by phone - £363K
Business Permits - £39K
Residents permits - £5K

6. IMPACT

The Aberdeen City Centre Development Framework and the Harbour Development Framework documents recognise the continuing development of this area from its previous predominant use of fish processing towards new office developments. Both development frameworks recognise that the development of this area offers the opportunity to develop enhanced pedestrian links to the harbour and the River Dee from the city centre and Union Square.

7. MANAGEMENT OF RISK

Having assessed the risks identified with 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. Although the proposals may have a limited effect on the businesses within the area, they should in fact improve parking for residents through their use of residential parking permits. The risks to businesses in the areas immediately adjacent to the proposed restrictions from parking may be increased but these shall be monitored and any additional further restrictions will be implemented, if and when required.

8. BACKGROUND PAPERS

Minutes of Enterprise Planning and Infrastructure Committee meeting 13 September 2011.

Minutes of Enterprise Planning and Infrastructure Committee meeting 11 September 2012

9. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett – *has been consulted 02/05/14*

Vice Convenor: Councillor Angela Taylor – *has been consulted 02/05/14*

Councillor Yvonne Allan – *has been consulted 02/05/14*

Councillor Graham Dickson – *has been consulted 02/05/14*

Councillor James Kiddie – *has been consulted 02/05/14*

Councillor Alan Donnelly– *has been consulted 02/05/14*

Councillor Willie Young - *has been consulted 02/05/14*

Council Officers

Steven Whyte, Head of Finance, Corporate Governance – *has been consulted and the comments received related to clarification of the costs. These have now been updated within the final report.*

Jane MacEachran, Head of Legal and Democratic Service – *has been*

consulted

Ciaran Monaghan, Head of Service, Office of Chief Executive – *has been consulted*

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure – *has been consulted*

Hugh Murdoch, Head of Asset Management and Operations, E,P and I – *has been consulted*

Margaret Bochel, Head of Planning & Sustainable Development – *has been consulted*

Mike Cheyne, General Manager, Operations – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer