

## ABERDEEN CITY COUNCIL

---

COMMITTEE	Communities, Housing & Infrastructure
DATE	20 January 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (New works)
REPORT NUMBER	CHI/15/328
CHECKLIST COMPLETED	Yes/No

---

### 1. PURPOSE OF REPORT

This report is to advise this 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 disabled parking bays which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

### 2. RECOMMENDATION(S)

This Committee: -

- i. Approve the proposals in principle;
- ii. 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;
- iii. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking bays and report back to a future meeting of this Committee.

### 3. FINANCIAL IMPLICATIONS

The table below sets out the financial implications and identifies budgets that will be used to implement the proposals set out in this report.

<b>Budget</b>	<b>Implementation costs (£)</b>	<b>Maintenance costs (£)</b>	<b>Comments</b>
<b>Cycle, Walking, Safer Streets (Scot Gov grant-funded)</b>	999	839	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
<b>Developer financed</b>	NIL	430	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Nestrans / Transport Scotland</b>	Nil	900	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Disabled Parking</b>	14000	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, if funding is insufficient, 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.

## 5. BACKGROUND/MAIN ISSUES

There are 10 traffic management proposals that are the result of routine examination of road safety and traffic flows, while there are also 4 proposals related to development, transport projects etc. It is also proposed to install 56 disabled bays at locations citywide. The rationale for all these proposals is set out below and where necessary detailed in a series of plans within the Appendix to this report.

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

#### 5.1 **Broaddykes Drive, Kingswells** - Proposed lengths of prohibition of waiting at any time

Concerns have been highlighted through Kingswells Community Council and Councillor Delaney with regard to vehicles being parked on Broaddykes Drive in the very near proximity of its eastern junction with Kingswood Drive. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation Costs - £90

Estimated maintenance costs - £90 every 5 years;

Ward – Kingswells / Sheddocksley / Sumerhill

Elected members – David Cameron / Steve Delaney / Len Ironside

#### 5.2 **Bellfield Road, Bridge of Don** – Proposed lengths of prohibition of waiting at any time

Concerns have been highlighted with regard to vehicles being parked on Bellfield Road in the very near proximity of its southern junction with Simpson Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation Costs - £120

Estimated maintenance costs - £120 every 5 years;

Ward – Bridge of Don

Elected members – Muriel Jaffrey (Comment on report received 22/12/15: “I am pleased to see Bellfield Road, Bridge of Don, being included.”) / John Reynolds / Sandy Stuart / Willie Young

5.3 **Greenbank Crescent** - Proposed lengths of prohibition of waiting at any time

Concerns have been highlighted with regard to vehicles being parked on Greenbank Crescent in the mouth of the access serving Conserve Oilfield Supply Services. Vehicles parked in such a manner cause difficulties for Heavy/Long Goods Vehicles attempting to enter/exit the access. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation Costs - £78

Estimated maintenance costs - £78 every 5 years;

Ward – Kincorth / Nigg / Cove

Elected members – Neil Cooney / Andrew Finlayson / Stephen Flynn

5.4 **Garthdee Road (Section serving Robert Gordon University)** – Proposed ‘Stopping up’

There is still a certain length of the access road that serves Robert Gordon University Campus/Garthdee Health Centre that is adopted as a public road and maintained by Aberdeen City Council. This access road forms a junction with Garthdee Road at the eastern end of the campus; this junction being under the control of traffic signals. For information, this particular length of access road is still named as Garthdee Road, but was previously referred to as Scott Cassie Circle.

Following discussion/correspondence between Council Roads Officers and Robert Gordon University (RGU) it is considered the majority of this access road could be returned to RGU thereby giving it the status of a private access road that would be maintained by RGU. The mouth of the junction, where the controlled crossing area/signals are in place, would still be adopted/maintained by the Council.

Given the above, it is proposed this length of Garthdee Road (Section serving Robert Gordon University) be ‘stopped up’.

Implementation Costs - £Nil

Estimated maintenance costs – N/A

Ward – Airyhall / Broomhill / Garthdee

Elected members – Angela Taylor / Gordon Townson / Ian Yuill

5.5 **Auchinyell Road, Garthdee** – Conversion of existing length of ‘45 minute max stay’ parking to ‘2 hour max stay’ parking

On Auchinyell Road there is currently a length of parking bay that provides for a maximum stay of 45 minutes, with no return within 15 minutes. This aforementioned bay was introduced some years ago and is within the Garthdee Controlled Parking Zone (CPZ). It provides a pocket/turnover of free

parking during the operational hours the CPZ which is Monday to Friday, between the hours of 10am and 4pm. The other alternative for visitors wishing to park is the purchase of a voucher for a maximum stay of two hours or six hours.

A local hairdressing business has enquired as to the possibility of these bays being extended to a maximum stay of two hours so as to better suit their clientele i.e. it is not uncommon for a customer appointment to last significantly longer than 45 minutes. It would also be in keeping with a similar restriction that was introduced as part of the new Garthdee/Kaimhill Garthdee Controlled Parking Zone YY where nearby businesses were an architect, Yoga provider and office furniture supplier, and thus appointments, classes etc. are often beyond 1 hour in duration.

It is therefore proposed the possibility of a two hour maximum stay be considered, with the statutory consultation process providing the opportunity for other interested parties to comment.

Implementation Costs - £60 to change road signs  
Estimated maintenance costs – The bay/signs will continue to be maintained as part of the Garthdee Controlled Parking Zone.

Ward – Airyhall / Broomhill / Garthdee  
Elected members – Angela Taylor / Gordon Townson / Ian Yuill

**5.6 Cairngorm Drive, Kincorth - Proposed length of prohibition of waiting at any time**

Vehicles are often being parked on the northern footway/pavement of Cairngorm Drive, between its junctions with Gardner Drive and Cairnvale Terrace, thereby obstructing pedestrian passage. Also, if a vehicle is partly parked on the northern footway, and there are vehicles parked on the south side of the road, there is potential to obstruct the bus service that utilises this route. In this respect, First Aberdeen, the bus operator, has indicated they would support the introduction of a proposal to prevent parking on the northern side of this section of Cairngorm Drive.

The parking on this length of footway/pavement occurs directly adjacent to residential properties, however it is parking for convenience and there is alternative on-street parking opportunities nearby.

Given the above, it is proposed a prohibition of waiting at any time should be introduced on this length (northern side) of Cairngorm Drive.

Implementation Costs - £240  
Estimated maintenance costs – £240 every 5 years

Ward – Kincorth / Nigg / Cove  
Elected members – Neil Cooney / Andrew Finlayson / Stephen Flynn

5.7 **Ashgrove Road** – Proposed revocation of existing length of prohibition of waiting at any time

There is a length of prohibition of waiting at any time on the south side of Ashgrove Road, to the west of its junction with Laurelwood Avenue. This restriction was introduced some years ago and would have eased possible congestion/obstruction when the road served as a bus route. With the bus service defunct/re-routed, and the majority of vehicles using the road being motor cars, it is now possible to remove a length of this restriction.

Implementation Costs - £100  
Estimated maintenance costs – N/A

Ward – Midstocket / Rosemount  
Elected members – Bill Cormie / Alex Nicoll / Jenny Laing

5.8 **Frederick Street Off-Street Car Park** – approx. 40% of car parking capacity to be changed from ‘short stay’ parking (max stay 4 hours) to ‘long stay’ parking (max stay 12 hours)

When the Frederick Street Off-Street Car Park came into operation in late 2012 it was defined as a ‘short stay’ car park with a maximum stay of 4 hours. The ‘short stay’ regime was in place to provide a frequent turnover of parking and thereby provide parking opportunities for visitors to the city centre and patients/visitors to the nearby NHS Grampian ‘Aberdeen Community Health and Care Village’. It has been noted, however, that during its initial period of operation, the car park still has significant capacity throughout its operational hours to accommodate further vehicles. As such, it is proposed to convert approximately 40% of ‘short stay’ parking bays to ‘long stay’ parking bays with a maximum stay of 12 hours. This variation will complement existing Council ‘long stay’ car parks at Chapel Street, Denburn and Virginia Street, and provide greater flexibility when parking at the eastern end of the City Centre.

Implementation Costs - £200  
Estimated maintenance costs – £200 every 10 years

Ward – George Street / Harbour  
Elected members – Michael Hutchison / Jean Morrison / Nathan Morrison

Councillor Michael Hutchison commented on 22/12/15: -

*“I note that in para 5.8 you mention that up to 40% of the bays in Frederick Street Car Park could be converted to ‘long-stay’ bays.*

*I know that the local residents in Park Place & Princes Street are having issues with joy riders (along with skateboarders, etc). If the report is agreed, would it be possible for the long-stay bays to be assigned in such a way that, if they were being used in the evenings and nights, it might make it harder for joy riders to drive at speed around the car park and particularly on the roof.*

*Is this something that could be considered when converting spaces from short-stay to long-stay?”*

With respect to the above comment, it is the intention that ‘long stay’ parking bays would be allocated to the upper floors, with ‘short stay’ parking remaining on the ground and lower floors. Albeit, when considering the operational hours of the car park, Mon-Sat 8am-8pm, Sun 1pm-5pm, it is possible the proposed change would provide little, if any, mitigation when considering potential occurrences of anti-social behaviour. Accordingly, any occurrences of anti-social behaviour will continue to be monitored and dealt with by Police Scotland and City Wardens.

#### 5.9 **Bloomfield Road** – Proposed lengths of prohibition of waiting at any time

Concerns have been raised over vehicles being parked in the area of a junction that provides access to a car park serving property nos. 11 to 19 Bloomfield Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation Costs - £60

Estimated maintenance costs – £60 every 5 years

Ward – Torry/Ferryhill

Elected members – Yvonne Allan / Graham Dickson / Alan Donnelly / James Kiddie

#### 5.10 **James Street** – Proposed length of prohibition of waiting at any time

There are business premises ‘Grampian House’ located at 46 Virginia Street where vehicular access is provided at two points, one located on Mearns Street, and the other on James Street. The access on to James Street is controlled by a sliding barrier, but over the course of the last few years the access has not been utilised, with all vehicles entering/exiting the car parking area by way of Mearns Street. As a consequence, vehicles are now regularly parked outside the access as drivers have become accustomed to the access being closed. It is the case, however, the business now wishes to use the access and it is therefore proposed a short section of prohibition of waiting at any time be introduced adjacent to the access to prevent obstructive parking.

Implementation Costs - £51

Estimated maintenance costs – £51 every 10 years

Ward – George Street / Harbour

Elected members – Michael Hutchison / Jean Morrison / Nathan Morrison

**The following proposal will be funded by NESTRANS / Transport Scotland**

**5.11 Kingswells Park & Ride – Prohibition of driving except for buses**

A project to create a new access road/link between the western side of the Kingswells Park & Ride site and Kingswells Causeway (main access road serving Prime Four Business Park), which will be for the exclusive use of buses, is currently in progress with a view to having this facility installed during the current financial year. The facility will improve access/egress to the 'park and ride' site for buses, while also providing future possibilities with respect to providing public transport facilities as the Prime Four Business Park expands.

Given the above, it is necessary to promote a Traffic Regulation Order to determine the new access/link road as being for the exclusive use by buses.

Implementation Costs - £Nil

Estimated maintenance costs – £400 every 5 years

Ward – Kingswells / Sheddocksley / Summerhill

Elected members – David Cameron / Steve Delaney / Len Ironside

**5.12 New car park serving core paths in the Kincorth Hill/Loirston Country Park/Cove area – On any day, with the exception of any Saturday or Sunday, between the hours of 8.00am and 4.00pm, there will be a maximum stay of three hours, with no return within two hours.**

A new car park is to be constructed off Altens Farm Road that will provide easy to access for those visiting in the core paths in the Kincorth Hill / Loirston Country Park / Cove area. There is concern, however, that during the working week the car park would be utilised for 'long stay' park by commuters from the nearby Altens Industrial Estate. To prevent/lessen this possibility it proposed that on any day, except on any Saturday or Sunday, between the hours of 8.00am and 4.00pm, there will be a maximum stay of three hours, with no return within two hours.

Implementation Costs - £Nil

Estimated maintenance costs – £500 every 5 years

Ward – Kincorth / Nigg / Cove

Elected members – Neil Cooney / Andrew Finlayson / Stephen Flynn



## **The following proposal will be funded by developers**

### **5.13 Causewayend – Proposed redetermination of footway/pavement to cycle track**

It is considered infrastructure for cyclists on Causewayend can be improved in the near vicinity of property developments currently in progress; specifically, it is proposed to redetermine the length of northern footway between its junction with Fraser Place and Mounthooly to a cycle track (an unsegregated facility shared by cyclists and pedestrians). This modification would provide for a direct link to the National Cycle Network at Mounthooly, where it is also proposed to change a signal controlled pedestrian crossing to a 'Toucan' crossing (a facility shared by both cyclists and pedestrians).

Implementation Costs - £Nil

Estimated maintenance costs – £250 every 10 years on signs/lining

Ward – George Street / Harbour

Elected members – Michael Hutchison / Jean Morrison / Nathan Morrison

### **5.14 (Old) Lang Stracht, Kingswells – Proposed length of 20mph speed limit and certain lengths of prohibition of waiting at any time**

With respect to the new Stewart Milne Homes housing development at Huxtertone, Kingswells, it is considered necessary to introduce a certain length of 20 mph speed limit on the (Old) Lang Stracht. The length of the (Old) Lang Stracht concerned is currently subject to a 30 mph speed limit and the extent will run from its junction with Fairley Road to a point east of the new junction providing access to this housing development. Additionally, it is also considered necessary to introduce certain lengths of prohibition of waiting at any time to prevent parking in the immediate area of the aforementioned junction.

Implementation Costs - £Nil

Estimated maintenance costs - £180 every 5 years;

Ward – Kingswells / Sheddocksley / Sumerhill

Elected members – David Cameron / Steve Delaney / Len Ironside

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

- 5.15 **Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009** *\*(Plans are not included as under normal circumstances a parking bay will be located close to the property concerned)*

**On-street parking – 50 parking bays**

14 Lang Stracht	24 Deveron Road
44 Dulnain Road	60 Mastrick Drive
3 Claremont Place	68 Farquhar Road, Torry
22 Dalmaik Crescent	33 Tay Road
20 Overhills Walk	3 Louisville Avenue
19 Middlebrae	57 Hopetoun Avenue
53 Simpson Road	71A Girdleness Road
21 Overhill Gardens	84 Ruthrieston Circle
13A Balnagask Crescent	20 Sinclair Terrace
13 Balgownie Drive	37 Market Street
133 Caiesdykes Road	77 Abbey Square
71 Rosemount Place	30 Dalmaik Crescent
9 Ashwood Grange	5 Tanfield Avenue
15 Grandholm Court	7 Taransay Crescent
31 Portree Avenue	4 Middlebrae
55C Bloomfield Road	21 Walker Road
10 Deevale Crescent	113 Provost Rust Drive
38 Eday Drive	48 Slains Avenue
78 Cornhill Terrace	84 Denburn Court
116 Leslie Terrace	172D Clifton Road
832 Great Northern Road	73 Greenburn Road
75 Morrison Drive	4 Craig Place
124 Auchinyell Road	51 Gairsay Drive
32 Portree Avenue	114C Walker Road
25 Laws Road	28 Cloverfield Gardens

**Off-street parking – 6 parking bays**

49 Margaret Clyne Court	40 Margaret Clyne Court
19 Margaret Clyne Court	47 Margaret Clyne Court
50 Margaret Clyne Court	16 Seal Craig Gardens

## 6. IMPACT

**Improving Customer Experience** – The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport. As the recommendation is to approve the proposals, there will be a positive impact on current customer experience.

**Improving Staff Experience** – Not Applicable

**Improving our use of Resources** – Not Applicable

**Corporate** – The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”. With respect to the delivery of the Smarter Mobility aims of Aberdeen – *The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.” These proposals are also in line with the Council’s Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

**Public** – There is no Equality and Human Rights Impact Assessment required as this report only recommends these proposals progress to the Statutory Consultation process and subsequent public advertisement of the proposed schemes. Accordingly there will be no changes effected as a result of the recommendations being approved by this Committee.

This report will be of interest to the residents/proprietors/businesses within the proposal areas.

## 7. MANAGEMENT OF RISK

Having assessed the risks identified within 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. Where recommendations are not accepted with regard to a number of these proposals there is the risk road safety levels and traffic management could be compromised thereby resulting in on-going public concern, negative media reporting, and reputational damage. Conversely, proposals with regard to traffic management measures can often prove contentious and it is therefore possible some of these proposals could be subject to negative feedback/comments. In this respect, concerned parties would be provided with a thorough rationale as to the necessity for the traffic management proposal concerned.

## 8. BACKGROUND PAPERS

N/A

9. REPORT AUTHOR DETAILS

Graeme McKenzie

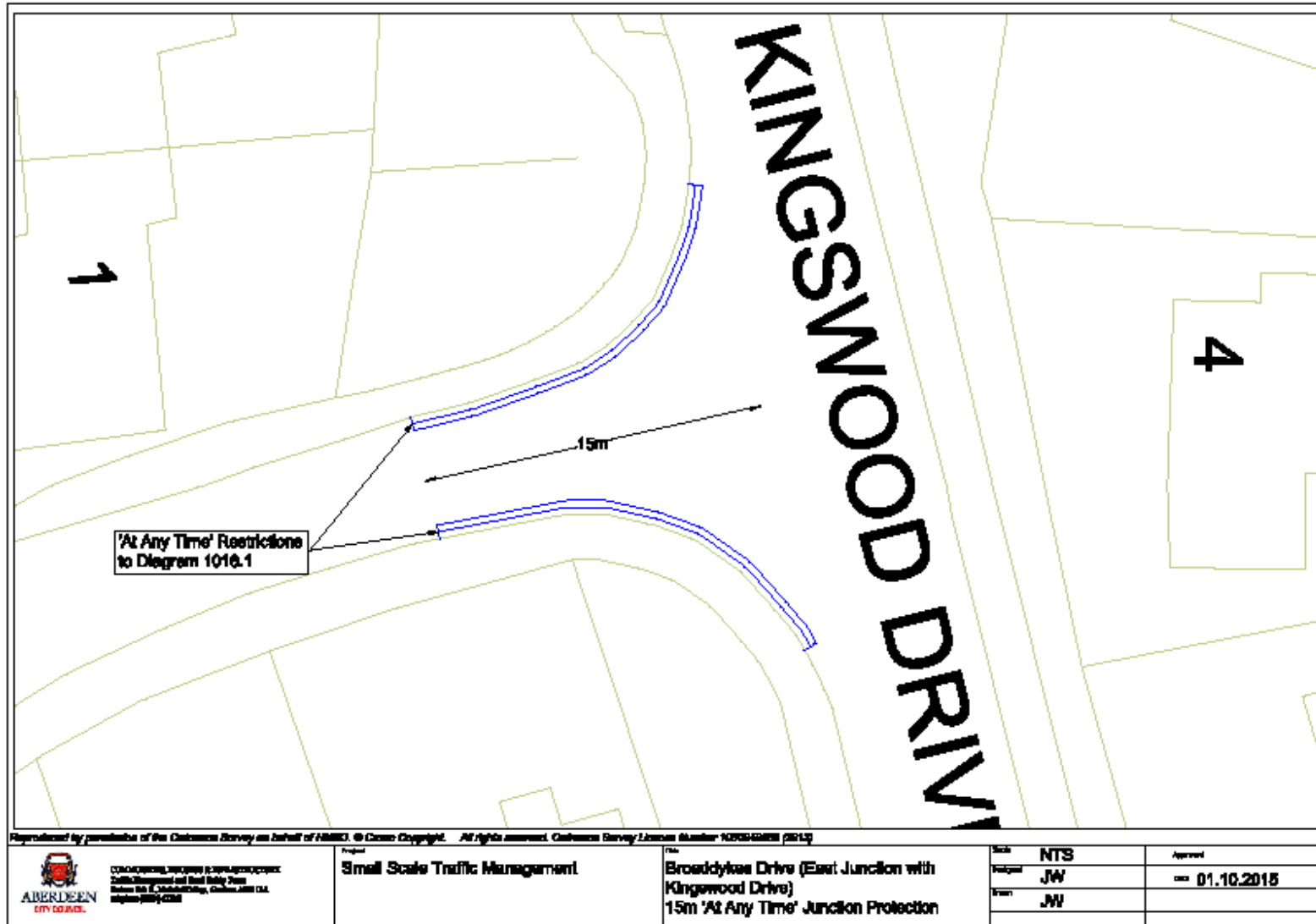
Technical Officer

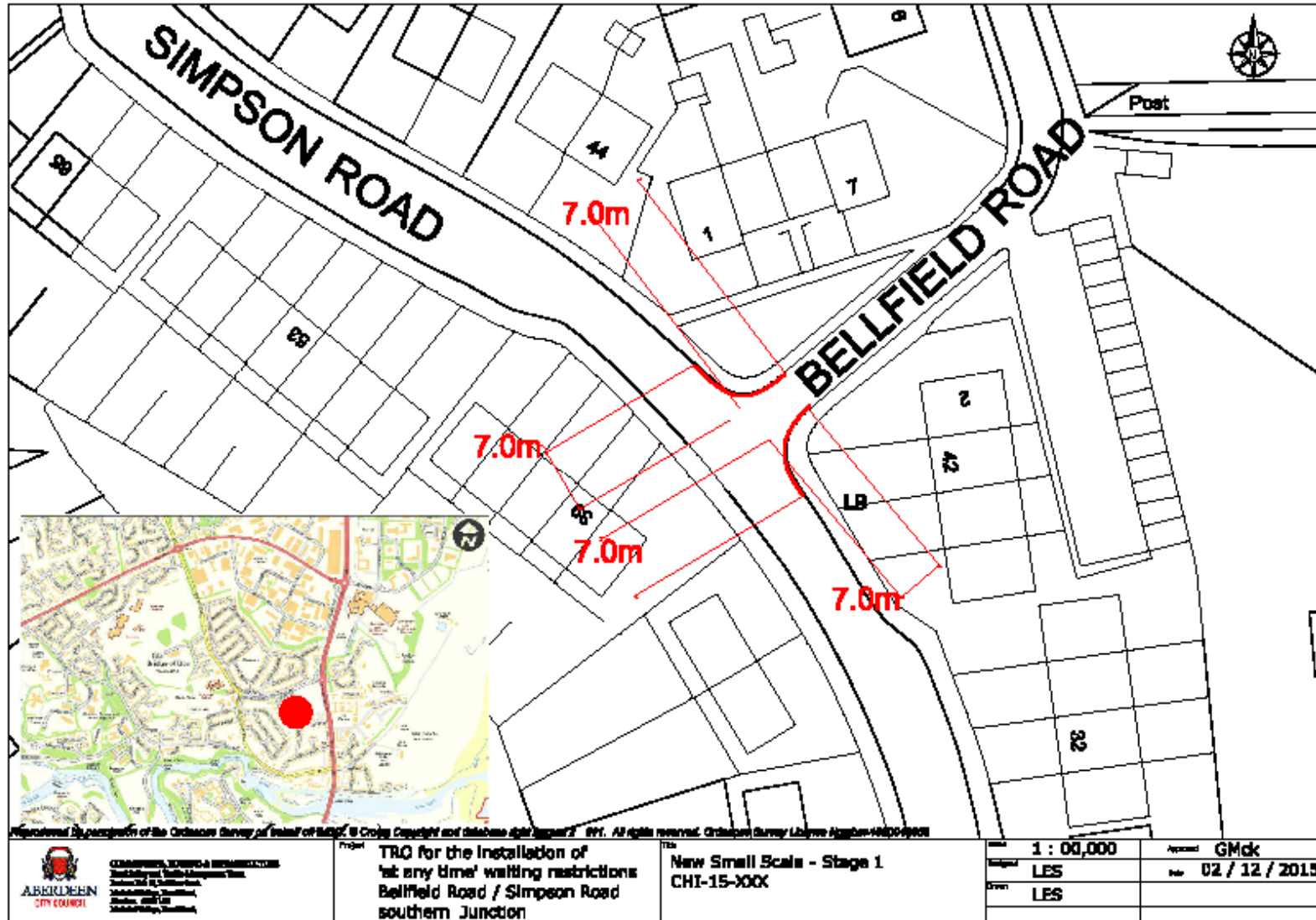
Email: [gmckenzie@aberdeencity.gov.uk](mailto:gmckenzie@aberdeencity.gov.uk)

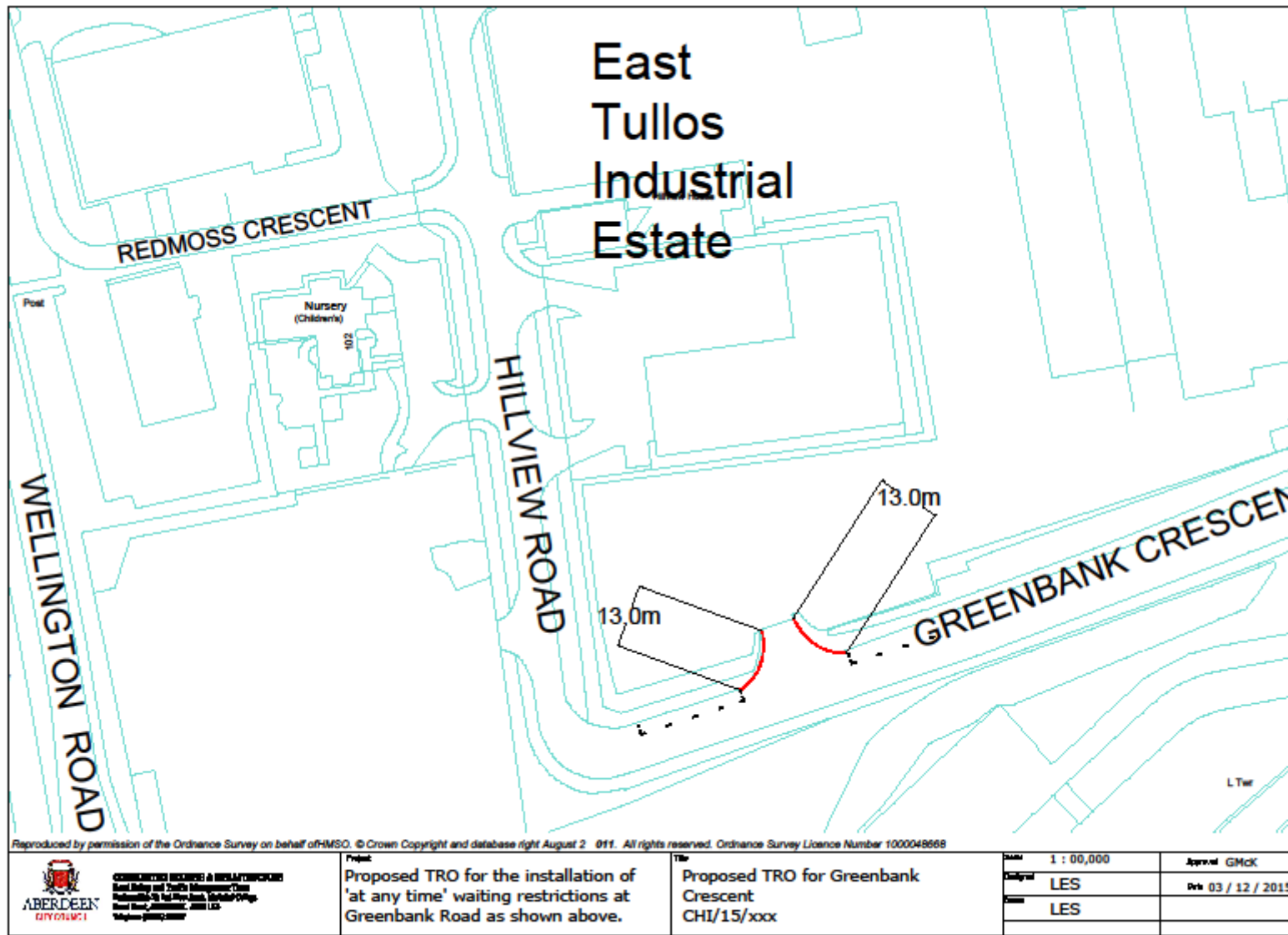
Tel. 01224 (52)2308

**Appendix: Plans for various small scale traffic management and development associated proposals (New works)**

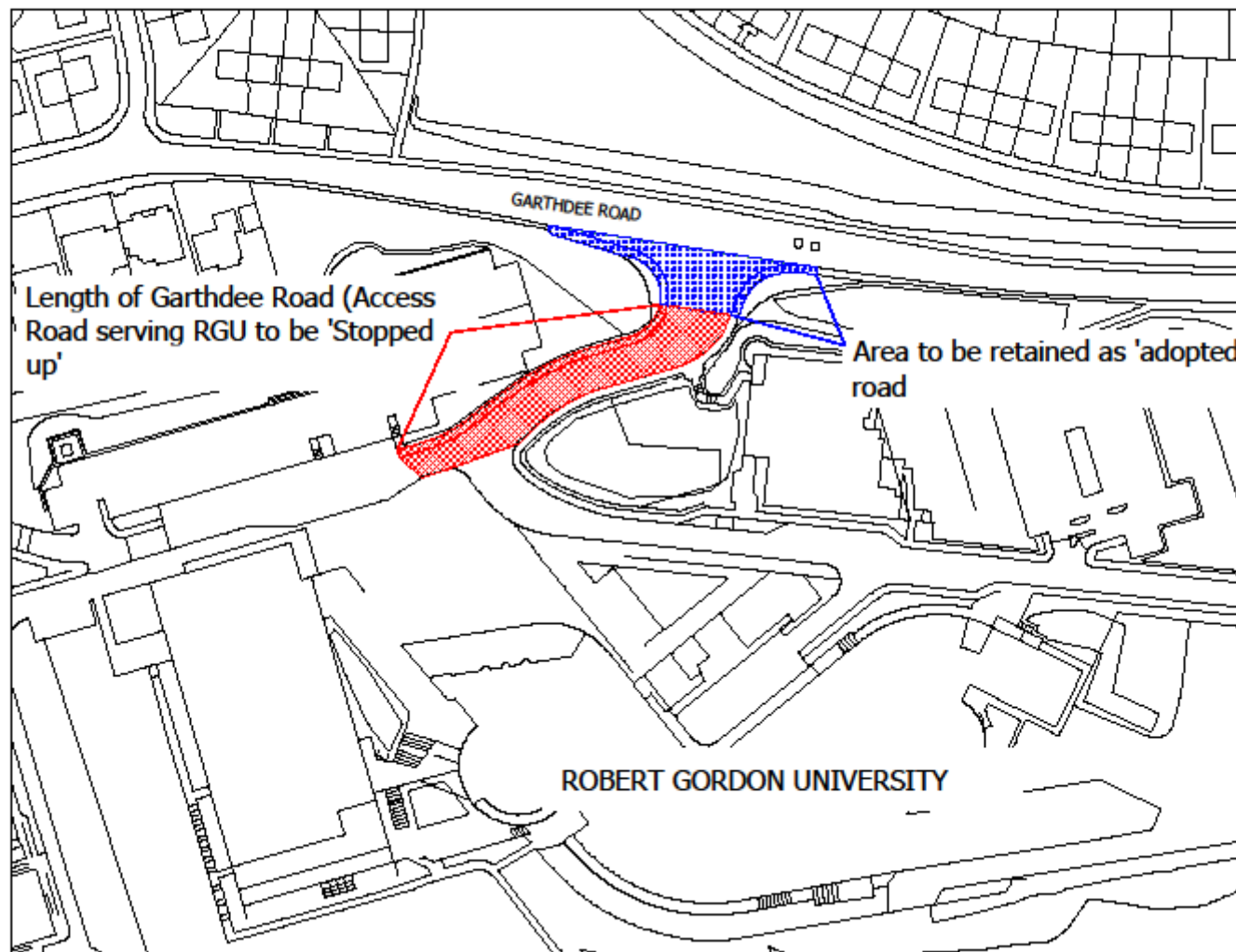
Plan - Report Ref 5.1



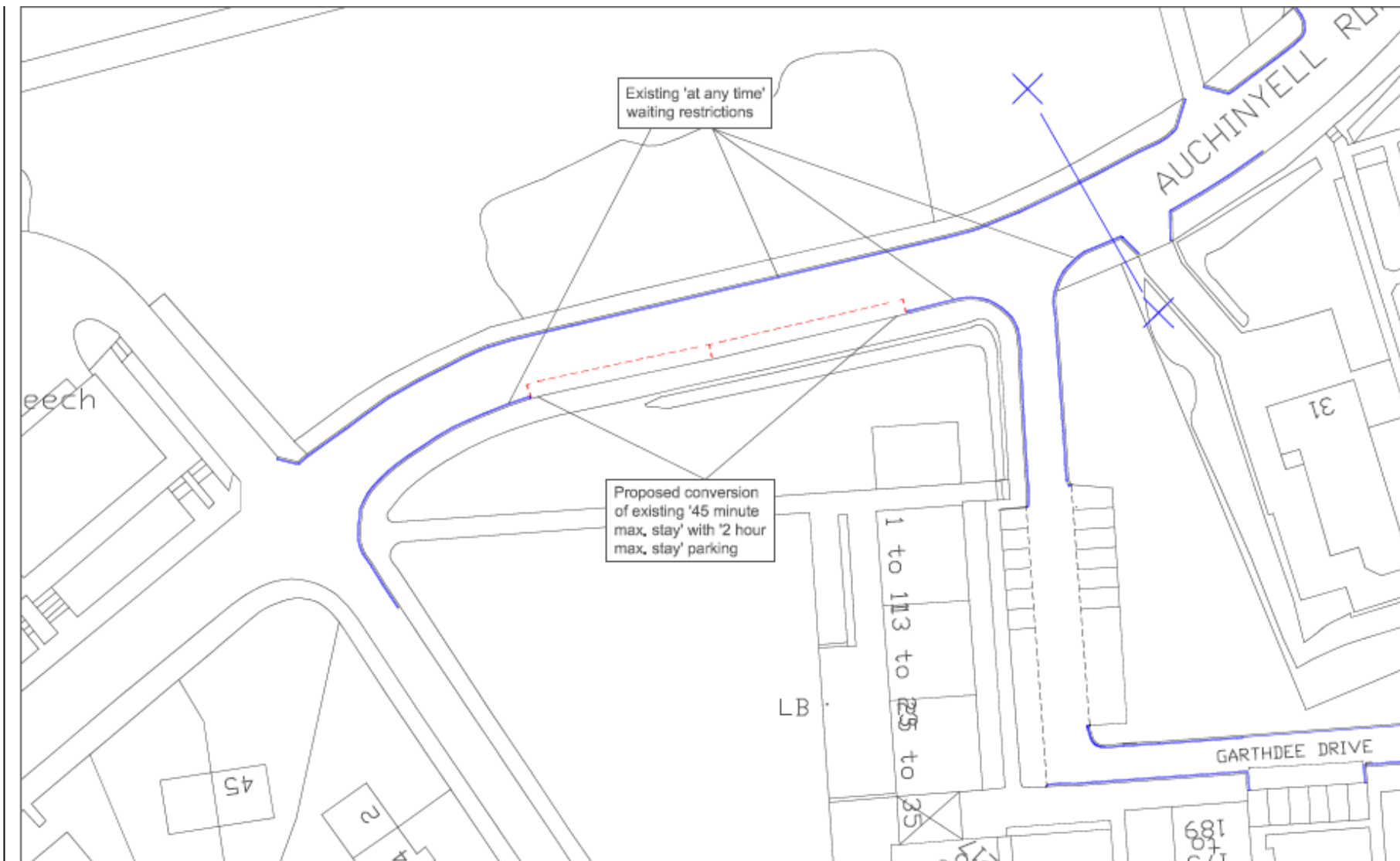





### Garthdee Road (Access Road serving Robert Gordon University) - Proposed 'Stopping up'

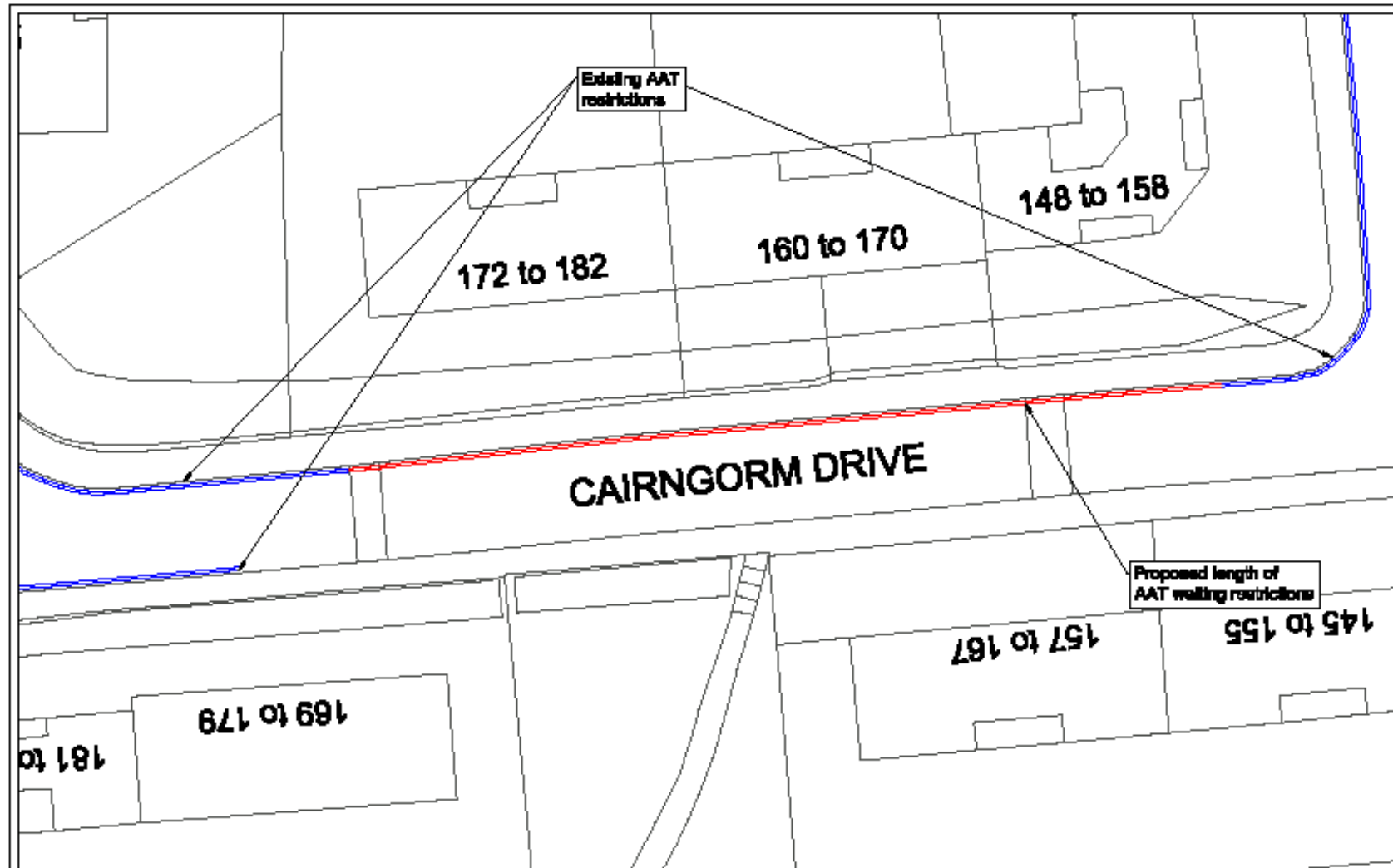







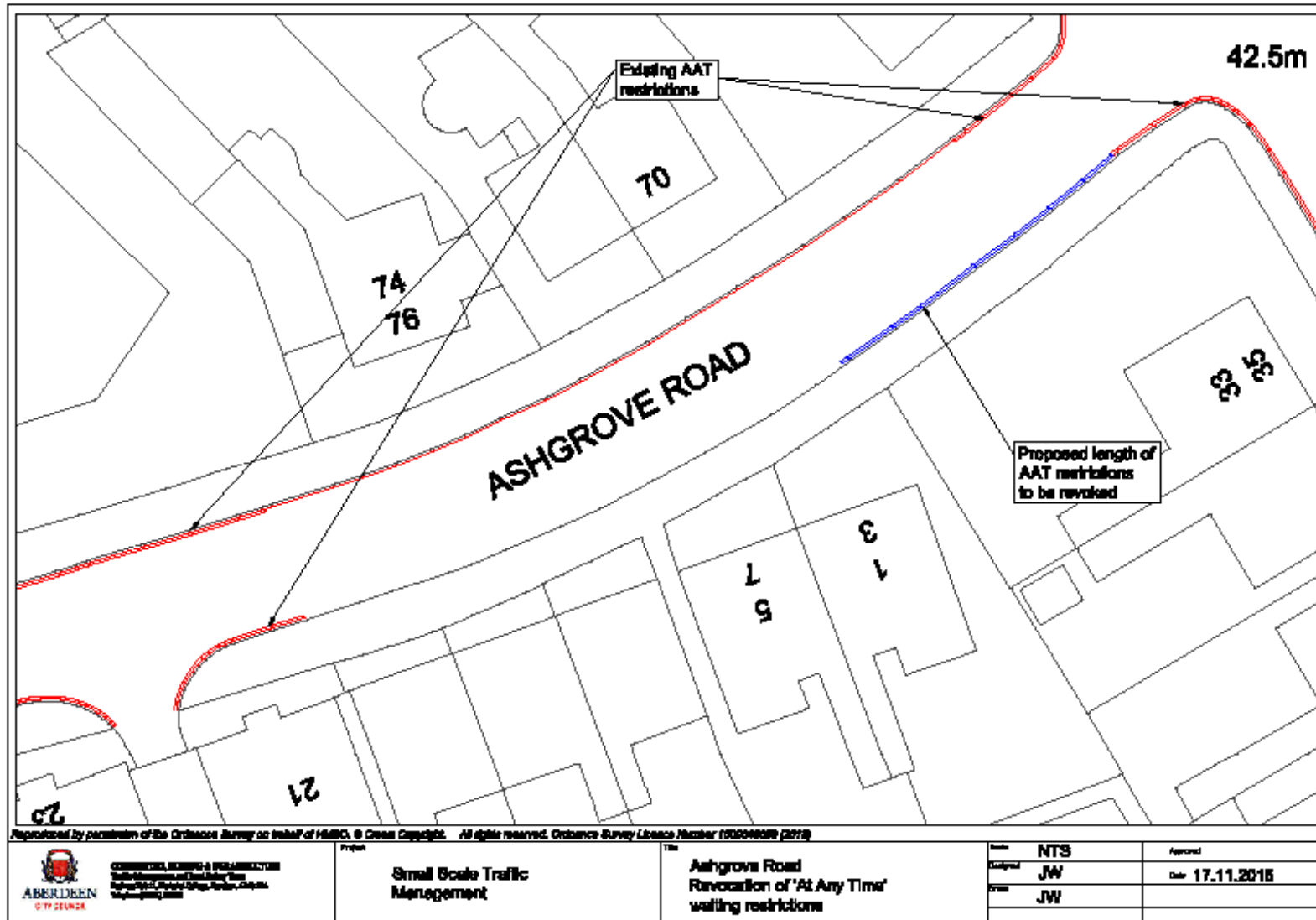
Reproduced by permission of the Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Ordnance Survey Licence Number 1000048668 (2013)

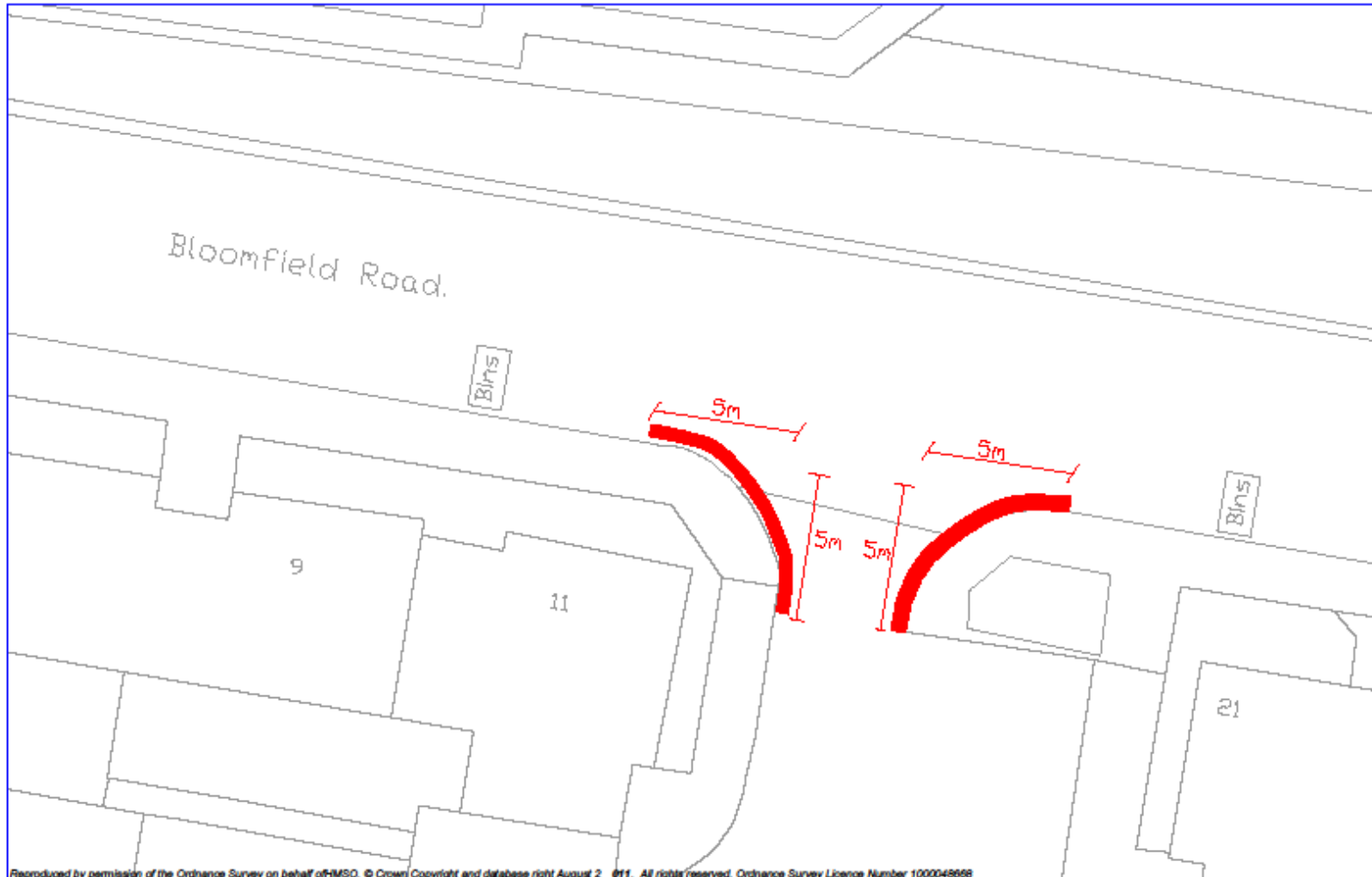
 <p>COMMUNITIES, HOUSING &amp; INFRASTRUCTURE Traffic Management and Road Safety Team Buteon Walk 11, Marischal College, Aberdeen, AB10 1BA Telephone 01224 158053</p>	<p><b>Project</b></p> <p>CHI/15/328 - Various Small Scale Traffic Management and Development Associated Proposals(Stage 1 - New Works)</p>	<p><b>Title</b></p> <p>Auchinyell Road, Garthdee - Proposed Conversion of existing '45 minute max stay' parking to '2 hour max stay' parking</p>	<p><b>Drawn (int./date)</b></p> <p>MC 04/12/15</p> <p><b>Checked (int./date)</b></p>	<p><b>Drawn (int./date)</b></p> <p></p> <p><b>Checked (int./date)</b></p> <p></p> <p><b>Scale &amp; sheet size</b></p>
---	--	--	--	--




Reproduced by permission of the Ordnance Survey on behalf of HMRC. © Crown Copyright. All rights reserved. Ordnance Survey Licence Number: 100049888 (2015)

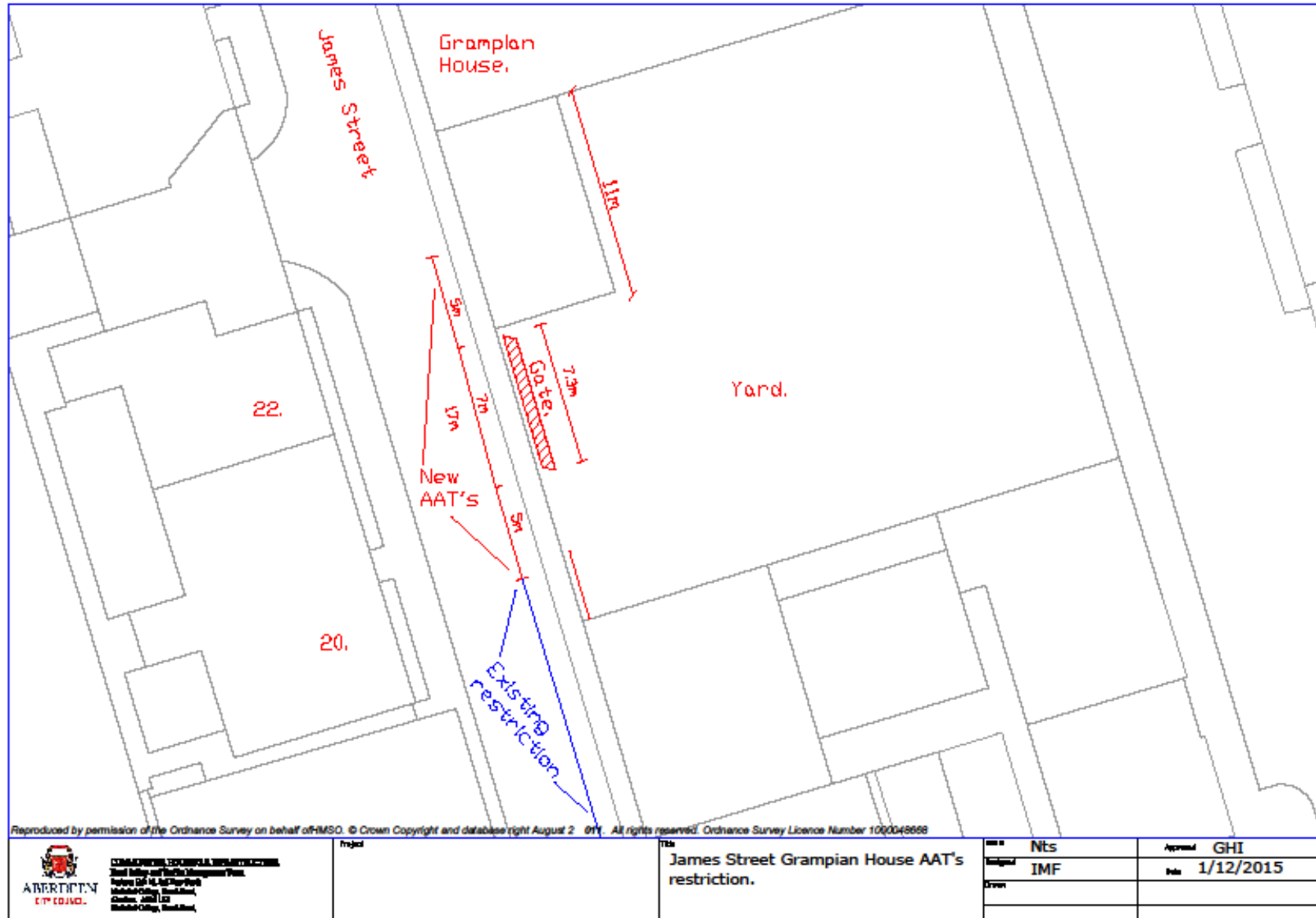
 <p><b>ABERDEEN</b> CITY COUNCIL</p> <p><small>COMMUNITY SERVICES &amp; REGISTRATION Public Engagement, Road Safety, Trees Sustainability, Localities, Culture, Heritage, Equality Telephone: 01224 222000</small></p>	<p>Project</p> <p><b>Small Scale Traffic Management</b></p>	<p>Title</p> <p><b>Cairngorm Drive 'At Any Time' walking restrictions</b></p>	<p>Scale</p> <p><b>NTS</b></p>	<p>Prepared</p> <p><b>JW</b></p>
	<p>Author</p> <p><b>JW</b></p>	<p>Date</p> <p><b>16.11.2015</b></p>	<p>Checked</p> <p><b>JW</b></p>	

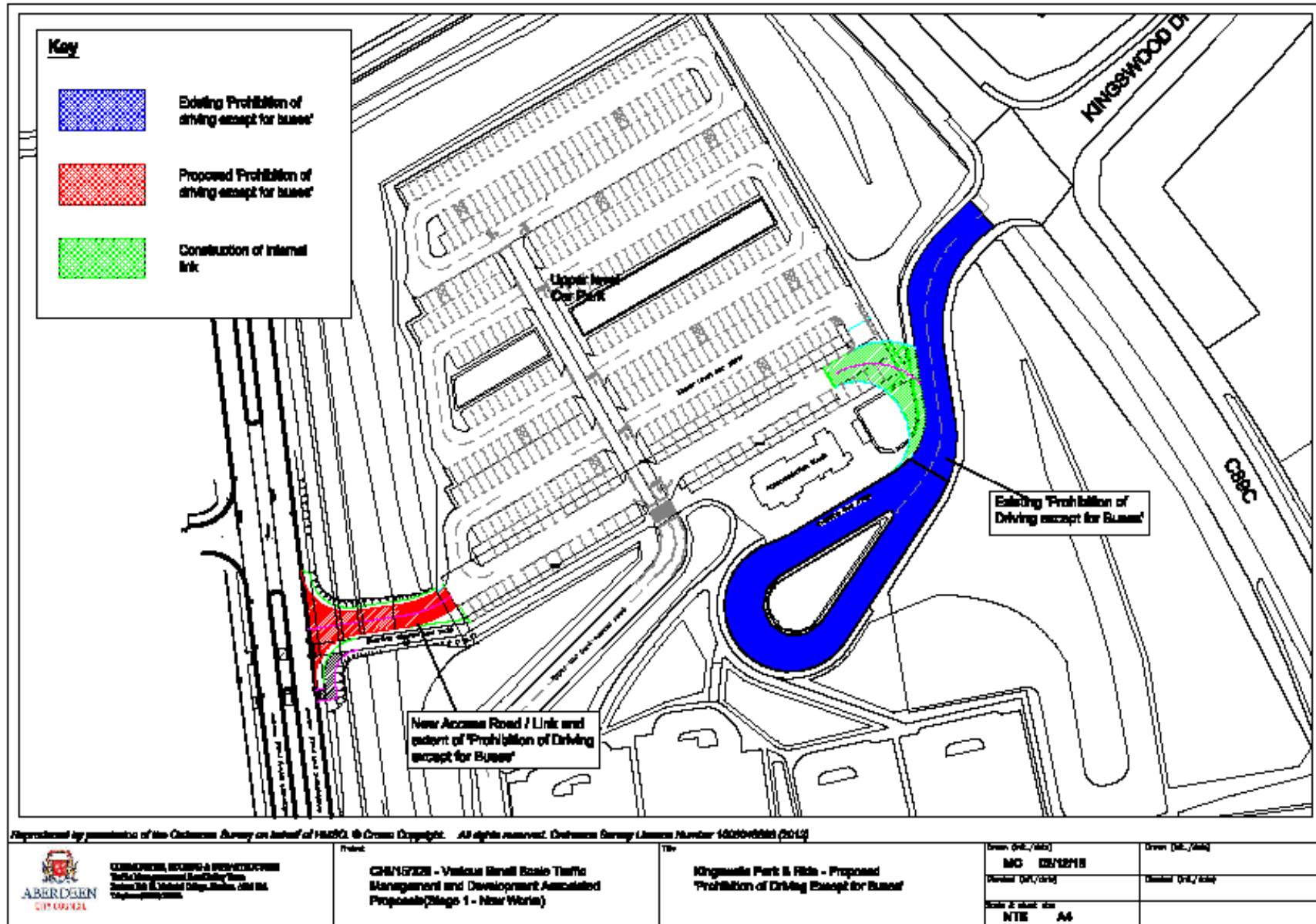


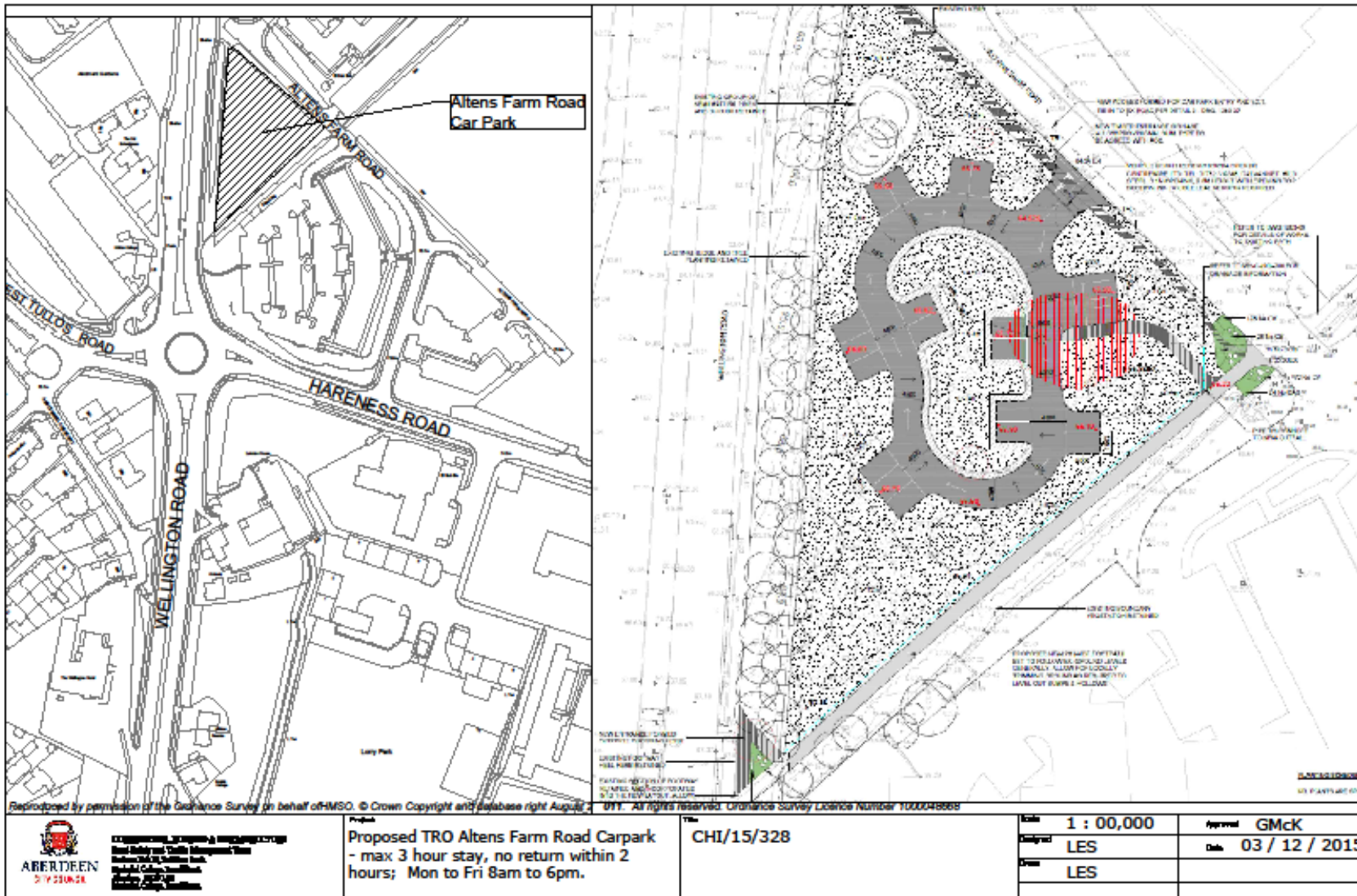


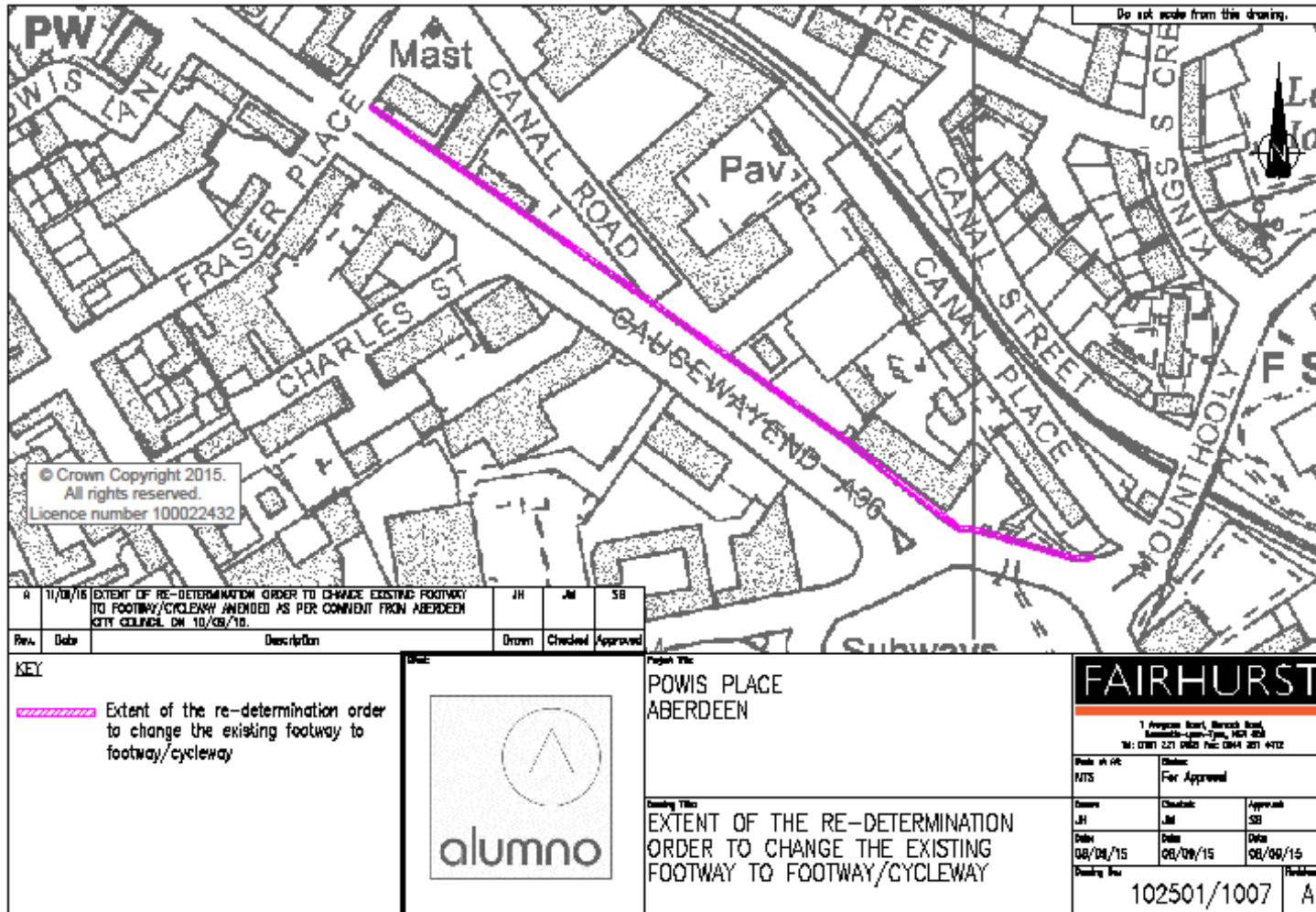
Reproduced by permission of the Ordnance Survey on behalf of HMSO. © Crown Copyright and database right August 2011. All rights reserved. Ordnance Survey Licence Number 1000048668

 <p><b>ABERDEEN</b> CITY COUNCIL</p> <p>COMMUNITY DEVELOPMENT SERVICES Social Inclusion and Public Engagement Team Address: 101 St. Andrew Street Aberdeen, AB9 8QJ Tel: 01224 202000 www.aberdeen.gov.uk</p>	Project	Title	Drawn	Approved
		Bloomfield Road AAT's @ entrance to car park at 9-19 Bloomfield Road.	DEF	GHI
				Date 1/12/2015

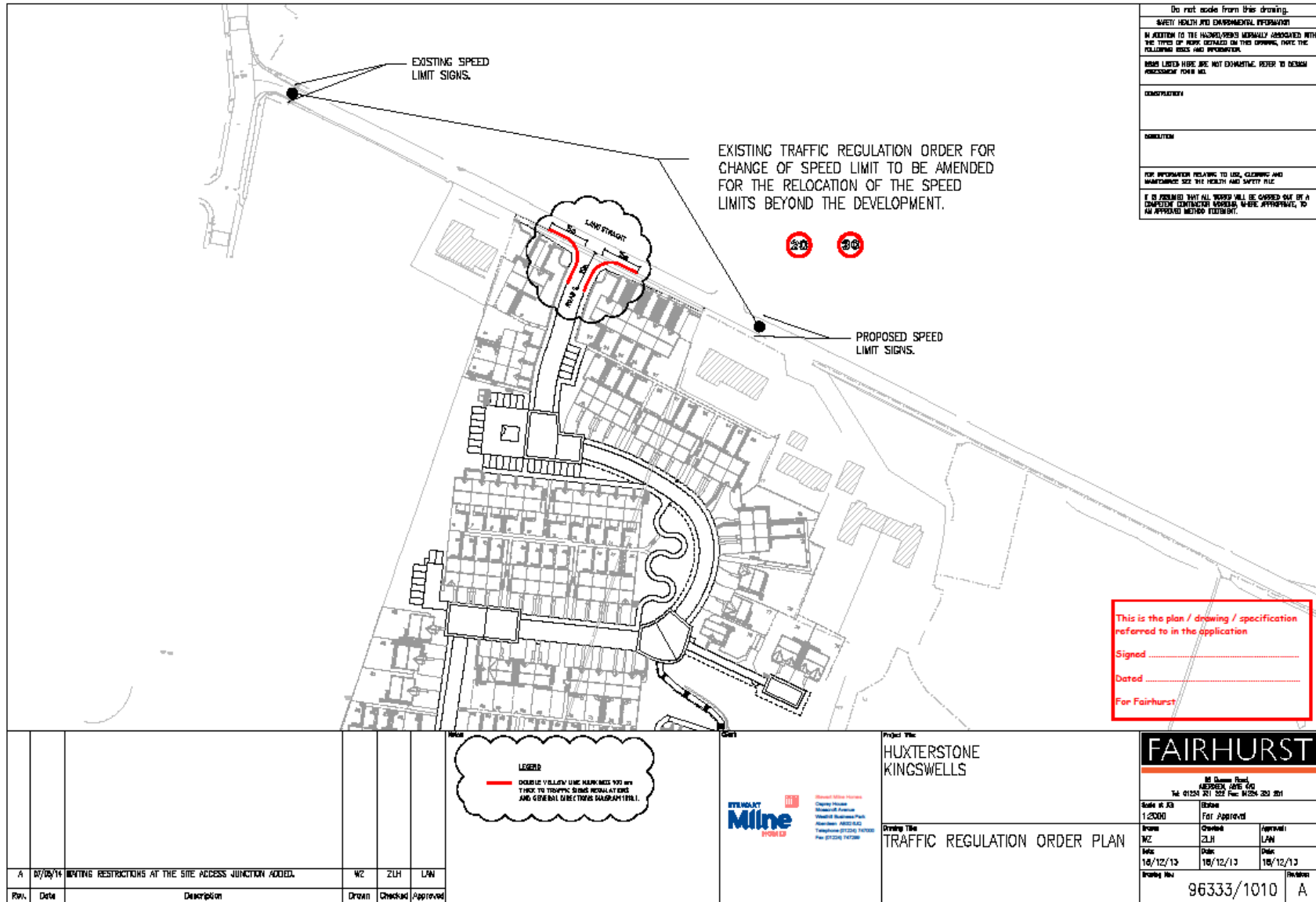












Do not scale from this drawing.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS INFORMATION ASSOCIATED WITH THE TYPES OF WORK, DEFINED ON THIS DRAWING, HAVE THE FOLLOWING RISKS AND INFORMATION.

THESE LISTED RISKS ARE NOT EXHAUSTIVE. REFER TO DESIGN PROCEDURES FOR MORE INFO.

**CONSTRUCTION**

**OPERATION**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORK WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WHOSE WORK IS APPROPRIATE TO AN APPROVED METHOD STATEMENT.

This is the plan / drawing / specification referred to in the application

Signed: \_\_\_\_\_

Dated: \_\_\_\_\_

For Fairhurst

**LEGEND**

DOUBLE YELLOW LINE MARKINGS TO BE TAKEN TO TRAFFIC SIGNS REGULATORY AND GENERAL DIRECTIVES DIAGRAM 1911.

**Milne** PROJECT

CHIEF ENGINEER  
 CHIEF DESIGNER  
 CHIEF ESTIMATOR  
 CHIEF PROJECT MANAGER  
 CHIEF QUALITY MANAGER  
 CHIEF SITE MANAGER  
 CHIEF TRAFFIC MANAGER

Project Title  
**HUXTERSTONE KINGSWELLS**

Drawing Title  
**TRAFFIC REGULATION ORDER PLAN**

<b>FAIRHURST</b>		
18 Green Road WEXFORD, WEX 800 Tel: 01274 201 222 Fax: 01274 201 201		
Scale: A3 1:2000	Issue Fair Approved	
Drawn WZ	Checked ZLH	Approved LAW
Date 18/12/13	Date 18/12/13	Date 18/12/13
Drawing No 96333/1010		Revision A

Rev.	Date	Description	Drawn	Checked	Approved
A	07/09/14	MINORITY RESTRICTIONS AT THE SITE ACCESS JUNCTION ADDED.	WZ	ZLH	LAW

