

ABERDEEN CITY COUNCIL

| | |
|---------------------------|---|
| COMMITTEE | Operational Delivery Committee |
| DATE | 16 May 2019 |
| EXEMPT | No |
| CONFIDENTIAL | No |
| REPORT TITLE | Traffic Management Measures within TECA |
| REPORT NUMBER | OPE/19/247 |
| DIRECTOR | Rob Polkinghorne |
| CHIEF OFFICER | Mark Reilly |
| REPORT AUTHOR | Ross Stevenson |
| TERMS OF REFERENCE | 5 |

1. PURPOSE OF REPORT

This report considers the comments that have been received during the statutory consultation for the proposed Experimental Traffic Order at The Event Complex Aberdeen, TECA.

2. RECOMMENDATION(S)

That Committee:-

- 2.1 Acknowledge the comments received as part of the statutory consultation;
- 2.2 Instructs the Chief Officer for Operations and Protective Services to proceed with the experimental traffic order for a period of eighteen months; and
- 2.3 Instructs the Chief Officer for Operations and Protective Services to review the operation of the experimental order after 1 year and following the review bring forward a permanent traffic order either in the same terms as the experimental order, or with amended terms as suggested in the review, including consultation with statutory bodies and the public advertisement of proposals.

3. BACKGROUND

- 3.1 TECA, consultants Mott McDonald, acting on behalf of the developer Henry Boot, prepared a Vehicular Access and Parking Management Plan which was conditioned as part of their Planning approval. This document outlines the intended access routes into and out of TECA for each form of transport. Further discussions between Aberdeen City Council, and the operator of the site, SMG, have taken place to confirm any supporting traffic management measures which may be required on the roads within the TECA site.
- 3.2 In order to facilitate the access requirements, as intended by the developer, a traffic regulation order is required. Appendix 1 shows the intended restrictions which include;
- A bus gate at the new A96 Inverurie Road / Gough Burn Crescent junction; allowing buses, taxis and cyclists only to turn right into Gough Burn Crescent from the newly created right turn lane,
 - A bus gate at the new Wellheads Drive / Forrit Burn Road junction allowing buses, taxis and cyclists only to access the site from Wellheads Drive, whilst allowing all vehicles to exit,
 - Dedicated Taxi Rank and a taxi drop off area,
 - Bus Stops and bus stances,
 - At Any Time waiting restrictions, and
 - A prohibition of parking on verges throughout the site.
- 3.3 In order to implement these restrictions prior to the opening of the site, and to allow for the operation of the restrictions to be practically reviewed, an experimental traffic regulation order will be used. This type of traffic order allows the restriction to be introduced for eighteen months, following the statutory consultation with a further consultation undertaken once the restrictions have effectively been trialled for 1 year.
- 3.4 The statutory consultation period concluded on 3 May 2019. The feedback is summarised in the following table:-

| Consultee | Comments | Response |
|--|------------|----------|
| Police Scotland | No comment | |
| Freight Transport Association | - | |
| Scottish Fire and Rescue Service | - | |
| First Aberdeen Ltd | - | |
| Scottish Ambulance Service | - | |
| Public Transport Unit | - | |
| Stagecoach Bluebird Federation of Small Businesses | - | |
| Road Haulage Association Ltd | - | |
| Bon Accord Access Panel | - | |
| Cycle Forum | - | |
| Grampian Cyclists Touring Club | - | |

| | | |
|--|--|--|
| Grampian Cycle Partnership | - | |
| Disability Equity Partnership | - | |
| Taxi Representatives | - | |
| Bucksburn and Newhills Community Council | - | |
| NESTRANS | <p>NESTRANS response to the consultation is included within Appendix 2.</p> <p>In summary, NESTRANS do not object to the proposals however they have concerns regarding the proposal to allow taxis to utilise the bus gates, namely the potential for taxis to “rat run” through the site to avoid Dyce Drive / Inverurie Road traffic signals, and also whether the right turn stacking space has sufficient capacity to accommodate additional turning movements.</p> | <p>Officers have concerns regarding taxis dropping off passengers on the A96 during large events, as such it is proposed to permit taxis through the bus gate.</p> <p>It is acknowledged that there is the potential for taxis to utilise TECA roads for through trips, however any vehicle seeking to route through the site will require to re-join the public road network via a signal-controlled junction, during peak periods this is unlikely to result in notable time savings. Nevertheless, any inappropriate through routing by taxis can be monitored, and the continuing inclusion of taxis reconsidered as part of the permanent order.</p> <p>With regard to the capacity of the right turning stacking area, the junction has not been specifically designed to accommodate the inclusion of taxis, however the junction will be monitored and the signal timings altered to facilitate safe traffic movements. Additional signage is being introduced onto the A96 and the situation will be monitored before a permanent decision is made.</p> |

Event Management

- 3.5 Whilst the above represents the proposed permanent traffic management arrangements for the TECA site, additional temporary traffic regulation orders will be utilised to manage specific events and event requirements on a bespoke basis. This will include additions and alterations as required to facilitate larger events such as Offshore Europe.

Off-Site

- 3.6 Whilst not under consideration as part of this report, separate measures are being progressed for the off-site traffic management in the streets surrounding TECA. This includes temporary traffic orders intended to address any potential issues of obstructive or hazardous parking. Furthermore, following the opening of the TECA site, additional work will be undertaken with the Community to

determine the desire for, extent and nature of any additional parking controls which may be necessary to address residential parking amenity concerns.

4. FINANCIAL IMPLICATIONS

- 4.1 The implementation costs for these restrictions have been included in the overall cost for the construction of the development. The £2000 cost of the traffic order will be met by the development.

5. LEGAL IMPLICATIONS

- 5.1 Whilst the internal roads will not be adopted as part of the public road network, they will be maintained by a company on behalf of Aberdeen City Council as landlord. There will be a public right of passage over the roads, and therefore road traffic legislation still applies.
- 5.2 The Road Traffic Regulation Act 1984 allows Aberdeen City Councils, as Traffic Authority, to introduce traffic orders on roads within its area, where it is expedient to do so.

6. MANAGEMENT OF RISK

| | Risk | Low (L), Medium (M), High (H) | Mitigation |
|------------------|---|-------------------------------|---|
| Financial | If this order is not approved alternative arrangements would be required to prevent obstructive parking occurring during events. | L | A Temporary Traffic Regulation Order would be required to address safety concerns at each event. |
| Legal | If this order is not progressed there may be security related concerns which would impact on the operation of the site. | M | A Temporary Traffic Regulation Order would be required to address safety concerns at each event. |
| Employee | N/A | | |
| Customer | Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern. | M | Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections. |

| | | | |
|---------------------|---|---|---|
| | | | |
| Environment | N/A | | |
| Technology | N/A | | |
| Reputational | If this order is not approved there is a risk that traffic to / from and on the roads surrounding TECA will not function adequately during events. This would be reputationally damaging to a high profile venue. | M | Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections. |

7. OUTCOMES

| Local Outcome Improvement Plan Themes | |
|--|---|
| | Impact of Report |
| Prosperous Economy | <p>The Events Complex Aberdeen (TECA) development contributes significantly and directly to the achievement of the LOIP where we realise our full economic potential with more and better employment opportunities for our people.</p> <p>TECA development supports the priorities within the LOIP, in particular the potential to: anchor the oil and gas industry in Aberdeen; diversify Aberdeen's economy; ensure high quality business locations; and support the attraction and retention of skilled workers.</p> |
| Prosperous Place | TECA is a key element of the business infrastructure needed to promote Aberdeen as the Energy Capital of Europe. The provision to improve this asset is supported by the LOIP and Strategic Infrastructure Plan, which enables it to develop and perform better. |
| Enabling Technology | TECA development also supports the Smarter City Vision, Smarter Economy, Smarter Environment, Smarter Living and Smarter Mobility objectives. The development will provide a key infrastructure project that supports the Energetica Corridor and assists in diversifying Aberdeen's economy and promoting the renewable energy industry. |

8. IMPACT ASSESSMENTS

| Assessment | Outcome |
|--|----------------|
| Equality & Human Rights Impact Assessment | Not Required |
| Data Protection Impact Assessment | Required |
| Duty of Due Regard / Fairer Scotland Duty | Not applicable |

9. BACKGROUND PAPERS

Road Traffic Regulation Act 1984
 Vehicular Access and Parking Management Plan

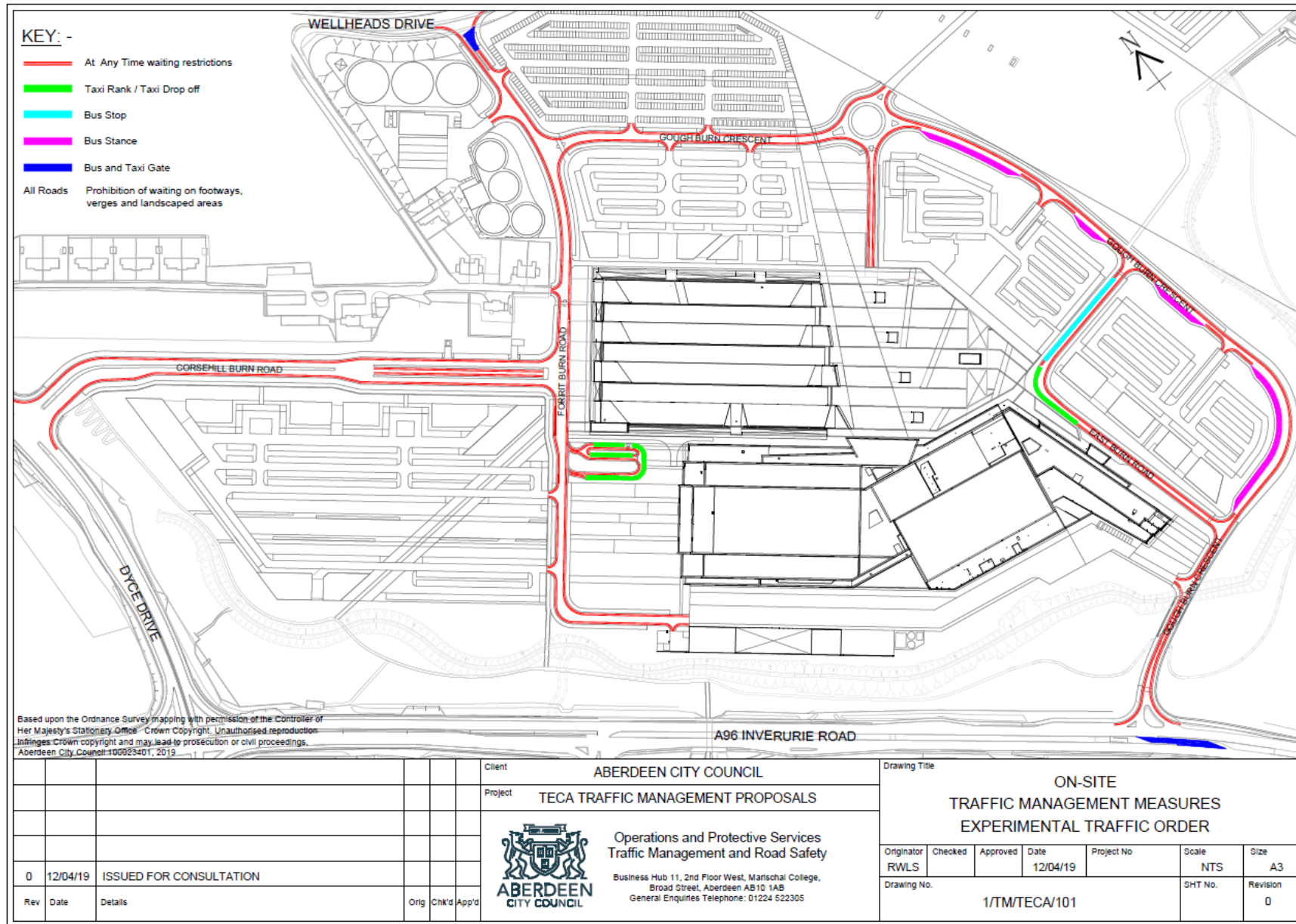
10. APPENDICES

Appendix 1 – On Site Traffic Management Measures
 Appendix 2 - Responses

11. REPORT AUTHOR CONTACT DETAILS

Ross Stevenson
 Engineer
Rstevenson@aberdeencity.gov.uk
 01224 522678

Appendix 1



Archibald Simpson House
27-29 King Street
Aberdeen AB24 5AA

t. [REDACTED]
www.nestrans.org.uk

nestrans

25 April 2019

Our Ref: JA/N1/1
Your Ref:

[REDACTED]
Engineer
Aberdeen City Council
Traffic Management and Road Safety Team
Operations and Protective Services
Marischal College
Broad Street
Aberdeen
AB10 1AB

Dear [REDACTED]

Statutory Consultation – The Event Complex Aberdeen, TECA, Traffic Management Proposals

I refer to your e-mail of 17 April 2019 advising that Aberdeen City Council proposes to introduce restrictions on the roads within TECA and on the A96 Inverurie Road and would like to thank you for the opportunity to comment on this proposal.

Nestrans has no objections as such to the proposals, but are surprised that the right turn from the A96 is both a bus and taxi gate rather than an access for buses only as had previously been indicated and would query whether this would lead to rat running through the site by taxis travelling to/from the airport and seeking to avoid the traffic signals at Dyce Drive/Inverurie Road. I would also ask therefore that the length of the right turn stacking lane for the combined bus and taxi gate on Inverurie Road be of sufficient length to accommodate the maximum numbers of vehicles of these types that may be expected to be accessing this facility to avoid any queuing tailing back onto the offside lane of the A96 dual carriageway and the safety and congestion issues this could cause.

I hope the above comments are of assistance and please do not hesitate to contact me should you wish to discuss them further.

Yours sincerely

[REDACTED]
[REDACTED]
Transport Executive (Programmes & Delivery)