

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	31 October 23
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Traffic Management Measures at TECA site
REPORT NUMBER	RES/23/238
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Samuel Allan
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 To advise of the functionality and success of the measures installed within and around the TECA site.

2. RECOMMENDATIONS

That the Committee:

- 2.1 notes the actions taken to date; and
- 2.2 instructs the Chief Officer Operations and Protective Services to progress a permanent traffic regulation order for the area surrounding TECA based on the temporary traffic regulation order currently in place.

3. CURRENT SITUATION

- 3.1 TECA, consultants Mott McDonald, acting on behalf of the developer Henry Boot, prepared a Vehicular Access and Parking Management Plan which was put in place 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, ASM (formerly SMG) have taken place to confirm any supporting traffic management measures which may be required on the roads within the TECA site. This has included improved signage for the P & R sites within the internal layout of TECA.
- 3.2 In order to facilitate the access requirements, as intended by the developer, a Traffic Regulation Order (TRO) was required.
- A bus gate at the 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, (all vehicles can use the left turn to access the site);

- A bus gate at the 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;
 - At Any Time waiting restrictions;
 - A red route clearway around the site;
- 3.3 In order to implement these measures, prior to the opening of the site and to allow for the operation of the restrictions to be reviewed by the traffic management team, an Experimental Traffic Regulation Order (ETRO) was used. This type of traffic order allows the restriction to be introduced for eighteen months, following the statutory consultation during with a further consultation undertaken once the restrictions have effectively been trialed for 6 months.
- 3.4 As a result of the Coronavirus lockdown, and the subsequent cancellation of Operational Delivery Committee, the report detailing the review of the ETRO and the community engagement process for off-site measures was delayed. To maintain the current on-site Traffic Management arrangements a Temporary Traffic Regulation order TTRO for the off-site works was put in place and the ETRO has been consolidated within that TTRO, with an adjustment to include Private Hire Vehicles within the exemption for the bus gate / bus lane. Appendix 1 shows the current iteration of this TTRO.
- 3.5 The measures set out within the TTRO have been monitored during events post Covid. Minimal issues or problems in the internal site and out with on the road network have been observed during events.
- 3.6 It is now proposed to promote a TRO to make these measures permanent. This process allows for statutory consultees, including Community Councils, to engage and for the public to object. Any objections will be considered by officers and reported to this committee in due course through the Small Scale Traffic Management Measures Stage 3 report.
- Event Management/ Off-Site
- 3.7 Whilst the above represents the proposed permanent traffic management arrangements for the TECA internal site, additional TTRO can be utilised to manage specific events and event requirements on bespoke individual basis. This has been required to facilitate two Offshore Europe events to date, September 2019 and recently September 2023. For these, we have created a controlled parking zone (CPZ) in the surrounding residential streets with residents issued parking permits for the period of the event. This has been designed to minimise obstructive parking for residents who live close to TECA. Appendix 2 shows the temporary CPZ areas.
- 3.8 For the 2023 event, residents were issued with virtual permits, allowing a test of the upcoming system change for all residents within CPZ across the city. Whilst there were some issues to iron out early in the process, this trial was successful in managing the parking provisions around the site.

- 3.9 To date Officers have received very few complaints regarding parking issues and the impact on the surrounding road network following events at TECA. This shows that the current TTRO is working well.
- 3.10 Offshore Europe 2023 has concluded with minimal issues from a road safety and traffic standpoint, with around thirty thousand attendees visiting the site over the 4 days. Temporary adjustments to the internal site made for safe and smooth movement of vehicles through the site and onto the surrounding network. The addition of temporary parking restrictions on the surrounding residential network was successful in minimising parking issues for residents.
- 3.11 Through a review after the event, it has been decided by Roads officers that the temporary CPZ will be reduced for future Offshore Europe events as parking issues were low to zero on wider parts of the zone which included a school.

4. FINANCIAL IMPLICATIONS

- 4.1 There is a cost of £3,000 for the traffic regulation order consultation and reporting. This will be met by the TECA Capital Budget.
- 4.2 The temporary changes to the traffic management which is undertaken during large events such as Offshore Europe are addressed through scheme budgets, including operator contributions and Bus Lane Enforcement.

5. LEGAL IMPLICATIONS

- 5.1 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, Traffic Authority, to introduce traffic orders on roads within its area, where it is practical to do so.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals within the report set out a traffic management arrangement which minimises the impact of vehicles on the network and allows for the promotion of active and public transport options for events of all size.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
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Strategic Risk	N/A			
Compliance	if this order is not progressed there may be security related concerns which could impact on the operation of the site.	A Temporary Traffic Regulation Order would be required to address safety concerns at specific large events.	M	Yes
Operational	If this order is not approved alternative arrangements would be required to prevent obstructive parking occurring during events	A Temporary Traffic Regulation Order would be required to address safety concerns at each event.	M	Yes
Financial	If this order is not approved alternative arrangements would be required to prevent obstructive parking occurring during events.	A Temporary Traffic Regulation Order would be required for each event at each event.	L	Yes
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	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections	M	Yes

	reputationally damaging to a high profile venue.			
Environment / Climate	N/A			

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
Prosperous Economy Stretch Outcomes	The Events Complex Aberdeen (TECA) development contributes significantly and directly to the achievement of the LOIP where we realise our full economic potential with employment opportunities for our people. 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.
Prosperous Place Stretch Outcomes	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.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Required
Other	Not Required

10. BACKGROUND PAPERS

10.1

<https://committees.aberdeencity.gov.uk/documents/s109156/6%20TECA.pdf>
<https://committees.aberdeencity.gov.uk/documents/s121035/ServiceUpdateTECAMa y2021.docx.pdf>
<https://committees.aberdeencity.gov.uk/documents/s115859/8%20TECA%20update %20Nov%202020.pdf>
<https://committees.aberdeencity.gov.uk/documents/s109156/6%20TECA.pdf>

11. APPENDICES

Appendix 1 - Traffic management on streets around TECA site

Appendix 2 - Traffic management on TECA site measures (ETRO)

Appendix 3 - Additional Traffic Management restrictions for residential streets for Offshore Europe events

Appendix 4 – Revised proposed Traffic Management restrictions for residential streets for future Offshore Europe events

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1 - Traffic management on streets around TECA site (TTRO)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (TECA TRAFFIC MANAGEMENT AREA, ABERDEEN) (TEMPORARY TRAFFIC MANAGEMENT) ORDER 2023

Aberdeen City Council, in exercise of the powers conferred upon it by the Road Traffic Regulation Act 1984, and all other enabling powers, hereby makes the following order.

Citation

1. This order may be cited as "The Aberdeen City Council (TECA Traffic Management Area, Aberdeen) (Temporary Traffic Management) Order 2023" and shall operate from 00:01 on the 15 June 2023 until 23:59 on the 14 December 2024.

Definitions

2. In this order, unless the context requires otherwise, the following interpretations shall apply: -

"bus" – shall have the same meaning as in Schedule 1 "Definitions" of The Traffic Signs and General Directions 2016.

"taxi" – meaning a hired car engaged by arrangements made in a public place between the person to be conveyed in it, or a person acting on his or her behalf, and its driver, for a journey beginning there and then, as defined in Section 23(1) of the Civic Government (Scotland) Act 1982, which is licensed by a local authority in accordance with sections 20, 21, 22 and 23 of that Act.

"private hire vehicle" – shall have the same meaning as in section 23(1) of the Civic Government (Scotland) Act 1982.

Prohibition of Waiting

3. Save as provided in Articles 4, 5 and 6 of this order, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait at any time on any day on the lengths of road in Aberdeen specified in the first schedule hereto.
4. Nothing in Articles 3 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road referred to in that article for so long as may be necessary:
 - (a) to enable a person to board or alight from the vehicle or to load thereon or unload therefrom goods or personal luggage;
 - (b) when the person in control of the vehicle is:
 - (i) required by law to stop; or
 - (ii) obliged to stop in order to avoid an accident; or

- (iii) prevented from proceeding by any circumstances beyond their control, where the said circumstances relate directly to the movement or otherwise of traffic on the road;
 - (c) if the vehicle is in material use in connection with a funeral undertaking;
 - (d) If the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
 - (i) are being unloaded from the vehicle; or
 - (ii) having been unloaded from the vehicle, are being delivered; or
 - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been collected from such premises, are being loaded onto the vehicle.
5. Nothing in Article 3 of this order shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road referred to in that article for so long as may be necessary:
- (a) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in or adjacent to that road in connection with any:
 - (i) building operation;
 - (ii) demolition;
 - (iii) laying, erection, alteration, or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water, or electricity, or of any electronic communications apparatus; or
 - (iv) excavation;provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.
 - (b) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in connection with the:
 - (i) cleansing or lighting of any road;
 - (ii) removal of any obstruction to traffic on any road;
 - (iii) maintenance or improvement or reconstruction of any road; or
 - (iv) placing, maintenance or removal of any traffic sign or parking meter on any road.
 - (c) if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider, and is in actual use while postal packets:
 - (i) addressed to premises adjacent to that road are being unloaded from the vehicle;
 - (ii) addressed to premises adjacent to that road and having been unloaded from the vehicle, are being delivered;
 - (iii) are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been so collected, are then being loaded onto the vehicle.

6. Nothing in Article 3 this order shall apply to any invalid carriage or disabled person's vehicle which is not causing an obstruction and which displays in the relevant position a valid disabled person's badge issued by a local authority.

Red Route Clearway

7. Save as provided in articles 8 and 9 of this order, no person, except upon the direction of a police constable in uniform, shall cause or permit any vehicle to stop or wait for any purpose at any time on any day on the lengths of road in Aberdeen specified the second schedule hereto.
8. Nothing in Article 7 shall apply to a licensed taxi, or a vehicle displaying a valid disabled persons' Blue Badge, that is stopping to wait to allow a passenger to board or alight from a vehicle.
9. Nothing in Article 7 shall apply to a bus stopping at a designated stop.

Route for use by Buses, Pedal Cycles, Taxis and Private Hire Vehicles only

10. Save as provided in Article 11 of this order, no person shall drive, or cause or permit to be driven, any vehicle on the lengths of road specified in the third schedule hereto.
11. Nothing in Article 10 of this order shall apply: -
 - (a) to a bus; or
 - (b) to a pedal cycle; or
 - (c) to a taxi; or
 - (d) to a private hire vehicle; or
 - (e) to a vehicle being used for police, ambulance, or fire and rescue authority purposes; or
 - (f) to anything done with the permission, or with the direction, of a police constable in uniform; or
 - (g) to any vehicle being used for winter maintenance purposes; or
 - (h) to a vehicle being used in connection with the removal of any obstruction, or in connection with authorised roadworks.

Given by Aberdeen City Council on this Fourteenth Day of June, in the year Two Thousand and Twenty-three.

.....
Roads Infrastructure Manager

.....
Witness

First Schedule

(Prohibition of waiting at any time)

Auchriny Circle

West side, from its junction with Market Street, northwards then following the outline of the turning area for a distance of 80 metres.

Bankhead Road

West side, from its junction with Greenburn Drive, southwards for a distance of 37 metres.

East side, from its junction with Stonewood Road, southwards for a distance of 33 metres.

North side, from its junction with Millhill Brae, westwards for a distance of 10 metres.

North side, from its junction with Millhill Brae, eastwards for a distance of 44 metres.

North side, from its junction with Crossgates westwards for a distance of 33 metres.

North side, from its junction with Crossgates eastwards for a distance of 25 metres.

South side, from a point 38 metres east of its junction with Millhill Brae, westwards for a distance of 50 metres.

South side, from a point 30 metres east of its junction with Crossgates, westwards for a distance of 80 metres.

Brimmond View

Both sides, from its junction with Ruthriehill Road, westwards for a distance of 10 metres.

Burndale Road

South side, from its junction with Station Road, westwards for a distance of 10 metres.

Both sides, from its junction with Millhill Brae, westwards for a distance of 10 metres.

Craibstone Avenue

Both sides, from its junction with Ruthriehill Road, westwards for a distance of 10 metres.

Crossgates

Both sides, from its junction with Bankhead Road, northwards for a distance of 10 metres.

Ellerslie Road

South side, from its junction with Station Road, eastwards for a distance of 10 metres.

Forrit Brae

North side, from its northern most junction with Hope Farm Road, westwards for a distance of 15 metres.

South side, from its northern most junction with Hope Farm Road, westwards for a distance of 15 metres.

North side, from its southern most junction with Hope Farm Road, westwards for a distance of 10 metres.

South side, from its southern most junction with Hope Farm Road, westwards for a distance of 10 metres.

South side, from a point 103 metres west of its northern most junction with Hope Farm Road, westwards, then southwards, then eastwards, for an overall distance of 92 metres.

Greenburn Drive

West side, from a point 95 metres north of its junction with Bankhead Avenue, northwards for a distance of 258 metres.

East side, from a point 77 metres north of its junction with Bankhead Avenue, northwards for a distance of 228 metres.

East side, from its junction with Greenburn Park, northwards for a distance of 35 metres.

East side, from its junction with Greenburn Road, northwards for a distance of 116 metres.

West side, from its junction with Greenburn Road, northwards for a distance of 136 metres.

East side, from its junction with Bankhead Road, westwards for a distance of 10 metres.

Greenburn Drive (Inset Road Serving properties 2-42 Greenburn Drive)

Both sides, from its junction with Greenburn Drive westwards for a distance of 28 metres.

Greenburn Park

South side, from its junction with Greenburn Drive eastwards for a distance of 10 metres.

North side, from its junction with Greenburn Drive eastwards for a distance of 46 metres.

South side, from a point 30 metres east of its junction with Greenburn Drive, southwards, eastwards then northwards for a combined distance of 23 metres.

Greenburn Road

South side, from its western most junction with Greenburn Drive, westwards for a distance of 93 metres, southwards for a distance of 10 metres, westwards for a distance of 5 metres, northwards for a distance of 10 metres, eastwards for a distance of 15 metres and then northwards for a distance of 5 metres.

North side, from its western most junction with Greenburn Drive, westwards for a distance of 25 metres.

Both sides, from its eastern most junction with Greenburn Drive, eastwards for a distance of 10 metres.

Hope Farm Road

Both sides, between its junction with the A96 and a point 119 metres or thereby south-west of its junction with Rowett South Drive.

Hopecroft Avenue

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

Both sides, from its junction with Hopecroft Drive, southwards for a distance of 10 metres.

Hopecroft Drive

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

East side, from a point 97 metres north of its junction with Hopetoun Grange, north-westwards for a distance of 205 metres, then south-eastwards for a distance of 25 metres.

South side, from its junction with Hopecroft Avenue, westwards for a distance of 10 metres.

South side, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

Hopecroft Gardens

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 10 metres.

Hopecroft Terrace

Both sides, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

Both sides, from its junction with Hopecroft Drive westwards for a distance of 10 metres.

South side, from a point 62 metres west of its junction with Auchriny Circle, eastwards until its junction with Ruthriehill Road.

South side, from its junction with A947 (Stoneywood Road), westwards for a distance of 76 metres.

Millhill Brae

Both sides, from its junction with Bankhead Road, northwards for a distance of 10 metres.

West side, from its junction with Burndale Road, southwards for 10 metres.

West side, from its junction with Burndale Road, northwards for 10 metres.

Phoenix Place

East side, from its junction with Market Street, northwards for a distance of 10 metres.

West side, from its junction with Market Street, northwards for a distance of 49 metres.

Ruthriehill Road

West side, from its junction with Craibstone Avenue, northwards for a distance of 10 metres.

West side, from its junction with Craibstone Avenue, southwards for a distance of 10 metres.

West side, from its junction with Brimmond View, northwards for a distance of 15 metres.

West side, from its junction with Brimmond View, southwards for a distance of 20 metres.

East side, from its junction with Brimmond view, southwards for a distance of 20 metres.

Station Road

Both sides, from its junction with Burndale Road, southwards for a distance of 10 metres.

Stoneywood Road

Both sides, from a point 230 metres south of its junction with Millgrove Road, southwards for a distance of 25 metres.

North side, from its junction with Waterton Road, eastwards for a distance of 15 metres.

North side, from its junction with A947 (Stoneywood Road), westwards for a distance of 68 metres.

South side, from its junction with Bankhead Road, eastwards until its junction with A947 (Stoneywood Road)

Waterton Road

West side, from its junction with Greenburn Drive, northwards for a distance of 192 metres.

East side, from its junction with Greenburn Drive, northwards for a distance of 180 metres.

East side, from its junction with Lade Crescent northwards for a distance of 10 metres.

East side, from its junction with Lade Crescent southwards for a distance of 10 metres.

East side, from a point 53 metres north of its junction with Lade Crescent, northwards, then following the layout of the turning head, then northwards, then westwards, then southwards for a total of 83 metres.

Wellheads Drive

East side, from a point 30 metres south of its junction with Wellheads Terrace, northwards for 30 metres.

West side, from a point 30 metres south of its junction with Wellheads Terrace, northwards for 876 metres

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Roads Infrastructure Manager

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Witness

Second Schedule
(Red Route Clearway)

A96 (Inverurie Road)

From its junction with Sc lattie Roundabout to its junction with Craibstone Roundabout.

Dyce Drive

From its junction with A96 (Inverurie Road) its junction with Airport Road/ Argyll Road.

Wellheads Drive

From its junction with Dyce Drive to a point 30 metres south of its junction with Wellheads Terrace.

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Roads Infrastructure Manager

.....
Witness

Third Schedule

(Route for use by buses, pedal cycles, taxis, and private hire vehicles only)

A96 (Inverurie Road)

Right-turn filter lane located on offside of the northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby.

Forrit Burn Road

Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.

.....
Roads Infrastructure Manager

.....
Witness

Hopecroft Road

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 25 metres.

Hopetoun Court

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 10 metres.

Hopetoun Grange

South side, from its junction with Hopetoun Terrace, westwards for a distance of 30 metres.

South side, from its junction with Hopetoun Terrace, eastwards to its junction with Hopetoun Road.

South side, from its junction with Hopetoun Road, eastwards for a distance of 10 metres.

South side, from its junction with Hopetoun Green, westwards for a distance of 10 metres.

South side, from its junction with Hopetoun Green, eastwards for a distance of 10 metres.

South side, from its junction with Hopetoun Court, eastwards for a distance of 15 metres.

South side, from its junction with Hopetoun Court, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Road, westwards for a distance of 55 metres.

North side, from its junction with Hopecroft Road, eastwards for a distance of 10 metres.

North side, from its junction with Hopetoun Grange (Inset Road) westwards for a distance of 10 metres.

North side, from its junction with Hopetoun Grange (Inset Road) eastwards for a distance of 10 metres.

North side, from its junction with Hopecroft Avenue, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Avenue, eastwards for a distance of 10 metres.

North side, from its junction with Hopecroft Drive, westwards for a distance of 10 metres.

North side, from its junction with Hopecroft Drive, eastwards for a distance of 10 metres.

North side, from its junction with Hopcroft Gardens, westwards for a distance of 10 metres.

North side, from its junction with Hopcroft Gardens, eastwards for a distance of 10 metres.

Hopetoun Grange (Inset Road)

Both sides, from its junction with Hopetoun Grange, northwards for a distance of 5 metres.

Hopetoun Green

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 10 metres.

Hopetoun Road

Both sides, from its junction with Hopetoun Grange, southwards for a distance of 13 metres.

Hopetoun Terrace

East side, from its junction with Hopetoun Grange, southwards for a distance of 17 metres.

West side, from its junction with Hopetoun Grange, southwards for a distance of 25 metres.

Lade Crescent

North side, from its junction with Waterton Road, eastwards for a distance of 25 metres.

South side, from its junction with Waterton Road, eastwards for a distance of 45 metres.

Market Street

North side, from its junction with Phoenix Place, westwards for a distance of 10 metres.

North side, from a point 71 metres west of its junction with Phoenix Place, westwards for a distance of 25 metres.

North side, from a point 209 metres west of its junction with Phoenix Place, westwards for a distance of 15 metres.

North side, from a point 320 metres west of its junction with Phoenix place, westwards for a distance of 15 metres.

North side, from a point 43 metres west of its junction with Auchriny Circle, westwards for a distance of 20 metres.

Second Schedule

(Red Route Clearway – No stopping)

A96 (Inverurie Road)

Between its junctions with Sclattie Roundabout and Craibstone Roundabout.

Dyce Drive

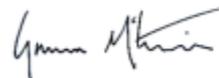
Between its junctions with the A96 Inverurie Road and Airport Road/Argyll Road.

Wellheads Drive

From its junction with Dyce Drive to a point 30 metres or thereby south of its junction with Wellheads Terrace.



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Roads Infrastructure Manager



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Witness

Third Schedule

(Route for use by buses, pedal cycles, taxis, and private hire vehicles only)

A96 Inverurie Road

Right-turn filter lane located on offside of northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby.

Forrit Burn Road

Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.

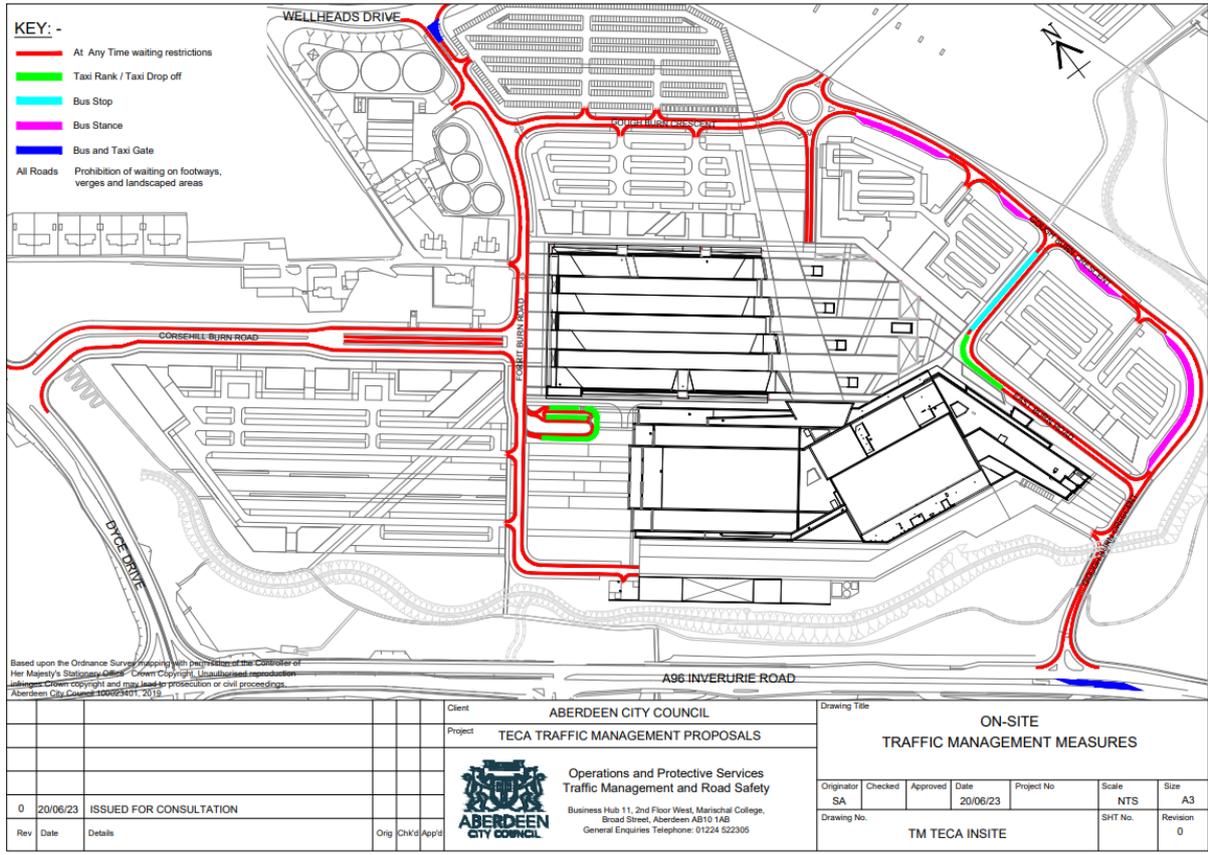


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Roads Infrastructure Manager

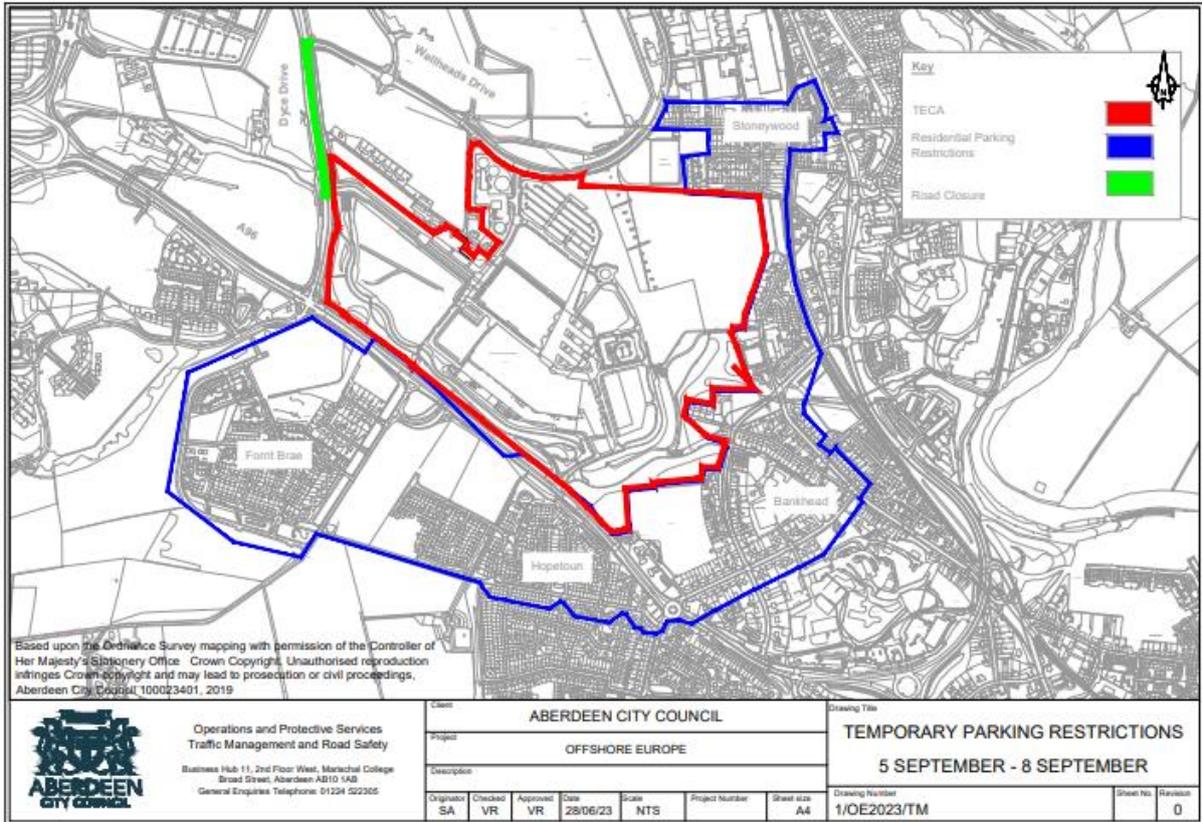


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Witness

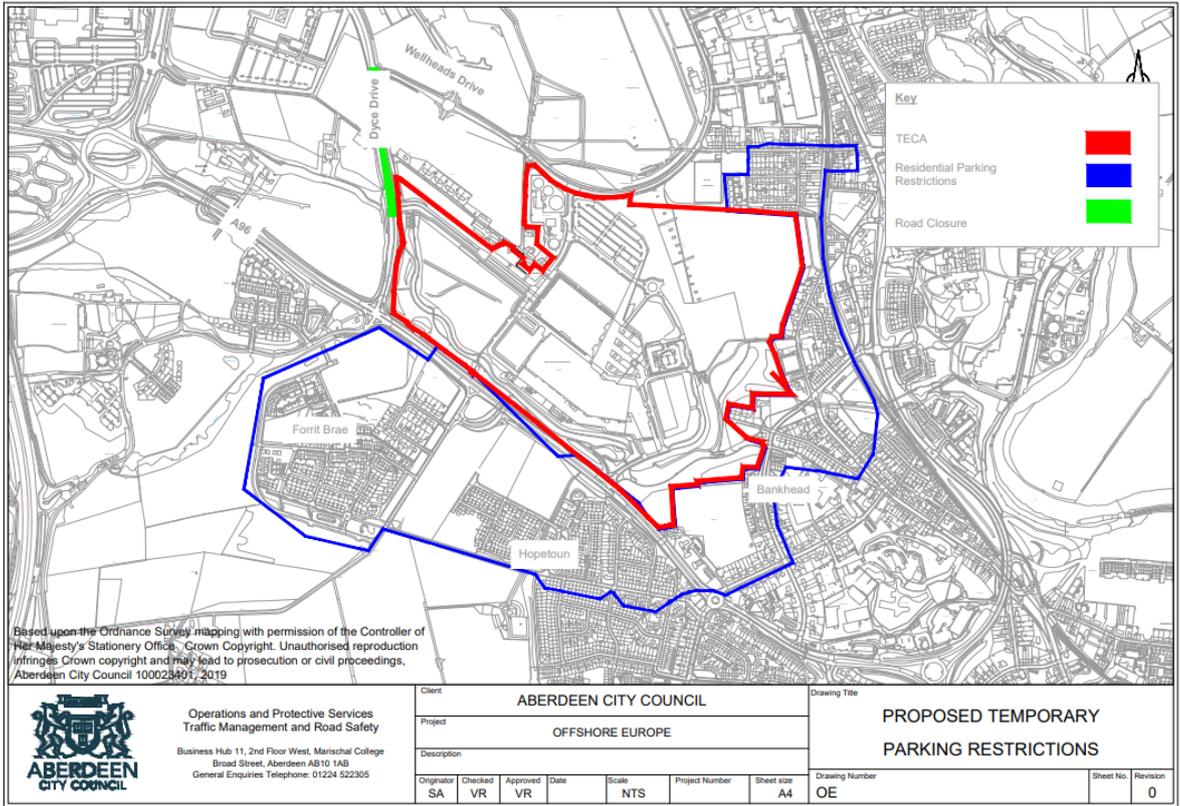
Appendix 2 - Traffic management on TECA site measures (ETRO)



Appendix 3 - Additional Traffic Management restrictions for residential streets for Offshore Europe events



Appendix 4 - Proposed Additional Traffic Management restrictions for residential streets for Offshore Europe events



Operations and Protective Services
 Traffic Management and Road Safety
 Business Hub 11, 2nd Floor West, Marischal College
 Broad Street, Aberdeen AB10 1AB
 General Enquiries Telephone: 01224 522305

Client		ABERDEEN CITY COUNCIL				Drawing Title	
Project		OFFSHORE EUROPE				PROPOSED TEMPORARY PARKING RESTRICTIONS	
Description							
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	
SA	VR	VR		NTS		A4	
Drawing Number						Sheet No.	Revision
OE							0