

Aberdeen Western Peripheral Route / Balmedie-Tipperty

Design, Build, Finance and Operation Agreement
Schedule 6

709/ACP/600

This is Schedule 6 referred to in the foregoing Aberdeen Western Peripheral Route/Balmedie - Tippetty design, build, finance and operation agreement between Aberdeen City Council (acting in its capacity as agent for the Scottish Ministers) and Aberdeen Roads Limited.

**SCHEDULE 6
PAYMENT MECHANISM**

1. **Definitions**

1.1 In this Schedule:

Adjustment means an adjustment of the Unitary Charge made in accordance with paragraph 7 hereof;

Annual Availability Payment or **AAP** for the O&M Roads for a Payment Year means the sums determined in accordance with the following formula:

$$AAP_n = AAP_o \times (1 - IF) + ((AAP_o \times IF) \times \left[\left(1 + \frac{RPIX_n - RPIX_o}{RPIX_o} \right) \right])$$

where:

AAP_n is the Annual Availability Payment for that Payment Year;

AAP_o is the base date availability payment for a Payment Year set out in cell \$C\$19 of the input sheet of the Financial Model being £[REDACTED] as amended for any Unitary Charge Adjustment;

IF is the Indexation Factor being [REDACTED]%;

RPIX_n means the published RPIX figure for the month of February which most recently precedes the commencement of the relevant Payment Year (or, if such RPIX figure has not been published by the relevant calculation date, the RPIX figure last published prior to such calculation date); and

RPIX_o is 253.6 the published RPIX figure as at February 2014;

Annual Debt Service Cover Ratio is the Annual Debt Service Cover Ratio set out in the Financial Model and as calculated and defined in the Senior Financing Agreements;

Availability Criteria means the availability criteria specified in Table 4.1 in Appendix 4;

Availability Failure Deduction or **AFD** means an amount calculated in accordance with paragraph 4;

Availability Failure means a failure to meet the Availability Criteria, provided that the Company shall be deemed to have met the Availability Criteria if:

- a) such failure has been remedied by the expiry of the Remedial Period (if any); or
- b) such failure is the result of an Exception;

Availability Period means each or any of the two hour periods identified in the column headed 'Availability Period' of the table set out in Appendix 1;

Carriageway Section means each section of the O&M Roads as set out in Appendix 2;

CV is the sum of Capital Expenditure Factors relating to the Phase or Phases where the Permit to Use has been granted and multiplied by [REDACTED]% as defined in Table 2.1.2 of Appendix 10;

Capital Expenditure Factor means:

- a) Phase 1: [REDACTED]
- b) Phase 2: [REDACTED]
- c) Phase 2a: [REDACTED]
- d) Phase 3: [REDACTED];

Community Benefit Charges or **CBCs** means the charges set out in the table contained in Appendix 9;

Emergency means any unforeseen event affecting the Operations, whether directly or indirectly, which causes an immediate and imminent threat to the integrity of any part of the Operations or the Sites, which event was not caused or contributed to by the Company or any Company Related Party;

Emergency Lane Occupation means any Lane Occupation which the Contracting Authority agrees in accordance with paragraph 6.1.8 was necessary solely for undertaking activities in connection with an Emergency and was not used for any other purpose, provided always that the Company has taken all reasonable steps to mitigate the impact of such activities;

Exception means:

- a) any suspension or restriction of the Access Rights by the Contracting Authority;
- b) police actions or instructions which the Company can demonstrate to the Contracting Authority's reasonable satisfaction has not resulted from a breach, act or omission by the Company or any person acting on behalf of the Company or any of the Company's sub-contractors of any tier, provided that this Exception shall cease to apply thirty (30) minutes after the police advise the Company that the road can be re-opened to vehicular traffic;
- c) maintenance work carried out by Local Authorities, Traffic Scotland, Network Rail and/or an Operating Company, provided that the Company has taken all reasonable steps to mitigate the effects of such maintenance works;
- d) maintenance work carried out by BP (in respect of the pipeline from the St. Fergus terminal to the Cruden Bay terminal) and/or Shell UK Exploration and Production (in respect of the natural gas liquids pipeline from the St. Fergus terminal to the Mossmorran terminal), provided that the Company has taken all reasonable steps to mitigate the effects of such maintenance works;
- e) work carried out by Statutory Undertakers in terms of Parts 3 or 4 of the 1991 Act, subject always to the Company having complied and continuing to comply with its obligations under Clause 21;
- f) vehicle breakdown or illegal parking in either case on the hard shoulder of slip roads, provided that the Company has used its reasonable endeavours to rectify the matter to the reasonable satisfaction of the Contracting Authority including, where applicable, by contacting the police or an appropriate roadside assistance provider;
- g) implementation (within the timescale agreed or determined in accordance with Clauses 34 or 37 or Schedule 4 (O&M Works Requirements) as appropriate) of any works or other matters relating to an Contracting Authority Change, a Qualifying Change in Law or Routine Maintenance; and/or
- h) installation and/or commissioning of Traffic Scotland equipment subsequent to issuance of a Permit to Use (where Clause 25.3 applies) or the Final Completion Acceptance Notice (where Clause 26.5 applies);
- i) vehicle breakdown or illegal parking in either case on a Running Lane, provided that the Company has used all reasonable endeavours to rectify the matter within the

relevant Remedial Period to the reasonable satisfaction of the Contracting Authority including, where applicable, by contacting the police or an appropriate roadside assistance provider; and/or

- j) an Emergency;

Excess LOCs means the amount, if any, by which the accrued total Lane Occupation Charges exceed the total value of Permitted Lane Occupations;

Exempt Lane Occupation means any Lane Occupation which:

- a) is an Emergency Lane Occupation;
- b) arises as a consequence of police actions or instructions which the Company can demonstrate to the Contracting Authority's reasonable satisfaction has not resulted from a breach, act or omission by the Company or any person acting on behalf of the Company or any of the Company's sub-contractors of any tier, provided that this exemption shall cease to apply 30 minutes after the police advise the Company that the road can be re-opened to vehicular traffic;
- c) the Contracting Authority agrees is mitigated by the provision of a permanent or temporary diversion route or any means of traffic safety and management within the confines of the New Works Site which has been agreed with the Contracting Authority and Police Scotland and/or the relevant Local Authority (as may appropriate in the circumstances) and which provides road users of the relevant lane with a permanent or temporary running lane of an appropriate standard which meets the relevant Restricted Services Availability Criteria set out in Part 1 of Appendix 4; or
- d) the Contracting Authority agrees is a Plant Crossing which is used exclusively for that purpose;

Final Payment Month means the period commencing on the first day of the calendar month in which the earlier of the Termination Date or the Expiry Date occurs and ending on the earlier of the Termination Date or the Expiry Date;

Final Payment Year means the period commencing on 1 April preceding the earlier of the Termination Date or the Expiry Date and ending on the earlier of the Termination Date or the Expiry Date;

Key Ratios means the following ratios:

- a) the average and minimum Loan Life Cover Ratios (as defined in the Senior Financing Agreements) as calculated in the Base Case at cell references \$E\$83 and \$D\$83 of the ratio sheet respectively, being [REDACTED] and [REDACTED] respectively;
- b) the average and minimum Annual Debt Service Cover Ratios (as defined in the Senior Financing Agreements) as calculated in the Base Case at cell references \$E\$85 and \$D\$85 of the ratio sheet respectively, being [REDACTED] and [REDACTED] respectively;
- c) the Project IRR; and
- d) the Subordinated Debt Rate in cell \$D\$26 of the return sheet of the Financial Model;

Lane Occupation means the occupation of a Lane by the Company which results in the Lane either:

- a) becoming unavailable for use by all permitted classes of vehicles;
- b) becoming a Narrow Lane;
- c) being subject to a speed limit in accordance with Chapter 8 of the Traffic Signs Manual; or
- d) being subject to a closure;

and for the purposes of this Schedule 6 the measurement of any closure shall be from the point of commencement of the first taper encountered (or, in the case of a mobile closure, the first operational vehicle in the lane to be closed) to the sign indicating the end of the road works (or in the case of a mobile closure, to the point where the lane is fully open again) measuring in the direction of the traffic flow;

Lane Occupation Charge means the relevant charge specified in Appendix 7;

Lane Occupation Period means a two hour period falling within either the Day or Night periods specified in the tables forming Appendix 7, such two hour periods being measured in increments from the start of the Day or Night periods as appropriate;

Management Activities means all management activities, procedures and processes which require to be undertaken to satisfy the requirements of Schedule 4 (O&M Works Requirements);

Monthly Availability Payment or MAP means:

- a) for Payment Months after and excluding the Payment Month in which Final Completion is achieved, the Annual Availability Payment for that Payment Year divided by 12; and
- b) for Payment Months up to and including the Payment Month in which Final Completion is achieved, the Annual Availability Payment for that Payment Year divided by 12, and multiplied by the following factor:

$$\frac{(A_{P_1} \times B_{P_1}) + \dots + (A_{P_n} \times B_{P_n}) + D}{\text{No of days in Calendar Month}}$$

where:

P₁..P_n is the date of issue of the first Permit to Use through to the date of issue of the final Permit to Use;

A_{p1} A_{pn} is CV when the Permit to Use for P₁..P_n has been granted;

B_{p1} B_{pn} is the number of days remaining in the Payment Month after the grant of the Permit to Use for P₁..P_n but before the grant of the next Permit to Use or in the case of P_n before Final Completion;

D is the number of days remaining in the Payment Month after Final Completion;

Narrow Lane means (i) a Running Lane of width less than 3.3 metres which is for the use of all classes of vehicles, or (ii) a Running Lane of width less than 3.0 metres which is subject to vehicle width restrictions;

Operating Company means any organisation which is employed by the Scottish Ministers to manage and maintain the Trunk Roads from time to time;

Payment Month means each full calendar month falling within a Payment Year;

Payment Year or **n** means each period of twelve (12) months starting on 1 April and ending on 31 March;

Performance Standard means for any Service, the performance standard specified against that Service in the column headed 'Performance Standard' in the table forming Part 1 of Appendix 5;

Permitted Deviation means for any Service, the deviation permitted from the Performance Standard against that Service set out in the column headed 'Deviation' in the table forming Part 1 of Appendix 5;

Permitted Lane Occupations means the Lane Occupations listed in the tables forming Appendix 8;

Post-Adjustment Financial Model means the Financial Model in effect immediately following the making of the relevant Adjustments;

Pre-Adjustment Financial Model means the Financial Model in effect immediately prior to the making of the relevant Adjustments;

Remedial Period means each period permitted for remedying an Availability Failure as set out in the column headed 'Remedial Period' in the table set out in Appendix 4, each of which periods shall commence:

- a) in respect of a failure to meet the Availability Criteria as a result of an accident, from the time when the Company is notified by the police or other appropriate authority that the carriageway or carriageways which were closed as a result of the accident may be re-opened, provided that where the Company fails to record the time of such notification the Remedial Period shall be zero; and
- b) in respect of a failure to meet Availability Criteria otherwise than as a result of an accident, from the earlier of:
 - i) where the Company is required in terms of this Agreement to monitor such failures by way of any electronic or other system based reporting or data-capture or by way of self-monitoring, the time at which it became or should have become aware of the failure; and
 - ii) where there is no such monitoring requirement, the time at which the failure is otherwise reported to the Company by any person;

Restricted Services Availability Criteria means the Restricted Services availability criteria specified in Table 4.2 in Appendix 4;

Restricted Services Availability Failure means a failure to meet the Restricted Services Availability Criteria for a section of carriageway not subject to a Permitted Lane Occupation, provided that the Company shall be deemed to have met the Restricted Services Availability Criteria if:

- a) such failure has been remedied by the expiry of the Remedial Period (if any); or
- b) such failure is the result of an Exception;

Restricted Services Availability Failure Deduction or **RSAFD** means each of the charges detailed in paragraph 2.3;

Restricted Services Payment means the payments for the provision of the Restricted Services, calculated in accordance with paragraph 2.1;

Restricted Services Payment Period means the period from the Restricted Services Commencement Date to the Restricted Services Completion Date;

Restricted Services Performance Failure means any failure by the Company to perform the Restricted Services in accordance with Good Industry Practice;

Restricted Services Performance Failure Deduction or **RSPFD** means a deduction calculated in accordance with paragraph 2.2 and made in respect of a Restricted Services Performance Failure;

Restricted Services Sections means those sections of the Project Roads which are subject to Restricted Services, which sections are set out in Appendix 6 in the column headed 'Restricted Services Section';

Running Lane means a strip of carriageway intended to accommodate a line of moving vehicles, frequently defined by road markings;

Sectional Service Shortfall means a Service Shortfall in respect of a Service identified as 'Sectional' in the column headed 'Service Shortfall Points' in the tables set out in Parts 1 and 2 of Appendix 5;

Services means Services (General) and Services (Specific);

Services (General) means the types of O&M Works referred to by classification in Part 2 of Appendix 5;

Services (Specific) means each of those parts of the O&M Works specified in the first two columns headed 'Services' and 'Requirements' in the table set out in Part 1 of Appendix 5 and in each case as more particularly described in the relevant part of Schedule 4 (O&M Works Requirements);

Services Remedial Period means the period within which a failure to provide a Service (General) is to be remedied;

Service Shortfall means the continuation of a failure to provide a Service in accordance with the relevant Performance Standard after the expiry of the Service Remedial Period and shall include Sectional Service Shortfalls and Whole Road Service Shortfalls;

Service Shortfall Deduction or **SSD** means an SSD Section and/or an SSD Whole;

Service Shortfall Points or **SSP** means SSP Section and SSP Whole;

Service Shortfall Notice means a notice by the Contracting Authority served pursuant to paragraph 5.3.2;

SSD Section means a deduction calculated in accordance with paragraph 4.2.2 and made in respect of a Sectional Service Shortfall;

SSD Whole means a deduction calculated in accordance with paragraph 4.2.3 and made in respect of a Whole Road Service Shortfall;

SSP Section means the service shortfall points applicable to a Sectional Service Shortfall as identified in the columns headed 'Service Shortfall Points' of the tables set out in Parts 1 and 2 to Appendix 5;

SSP Whole means the service shortfall points applicable to a Whole Road Service Shortfall and identified in the columns headed 'Service Shortfall Points' of the tables set out in Parts 1 and 2 to Appendix 5;

Type C Works means works carried out using vehicle mounted traffic signs to effect a Lane closure involving either Mobile Lane Closure Techniques or Single Vehicle Works in each case as detailed in Section O8 and O10 to Chapter 8 Part 2 of the Traffic Signs Manual 2009;

Unitary Charge means the aggregate of the Monthly Unitary Charge for a Payment Year; and

Whole Road Service Shortfall means a Service Shortfall in respect of a Service identified as Whole Road in the columns headed 'Service Shortfall Points' of the tables set out in Parts 1 and 2 of Appendix 5.

2. Restricted Services Payments

2.1 Calculation of Restricted Services Payments

2.1.1 Restricted Services Payments shall be made during the Restricted Services Payment Period.

2.1.2 The Restricted Services Payment (**RSP**) for a Payment Month shall be calculated as follows:

$$\text{RSP} = \left[\frac{(\text{RSP1} \times \text{D1})}{\text{PM}} + \frac{(\text{RSP2} \times \text{D2})}{\text{PM}} + \frac{(\text{RSP3} \times \text{D3})}{\text{PM}} + \frac{(\text{RSP4} \times \text{D4})}{\text{PM}} \right] - \left[\text{RSPFD} + \text{RSAFD} + \text{Excess LOCs if any} \right]$$

Where:

RSP1, RSP2, RSP3 and **RSP4** are the monthly amounts payable in respect of the relevant Restricted Services Sections as set out in Appendix 6;

D is the number of days for which the Restricted Services are provided in the relevant Restricted Services Section during the Payment Month;

PM is the number of days in the Payment Month;

RSPFD is the Restricted Services Performance Failure Deduction, calculated in accordance with paragraph 2.2, for the previous Payment Month; and

RSAFD is the Restricted Services Availability Failure Deduction, calculated in accordance with paragraph 2.3, for the previous Payment Month.

2.1.3 The total aggregate RSPFD and RSAFD shall not exceed the total Restricted Services Payment actually paid to the Company during the Restricted Services Period.

2.1.4 Without prejudice to paragraph 2.1.3 above, if the total value of RSAFDs, RSPFDs and Excess LOCs in a particular Payment Month exceeds either the Restricted Services Payment or the Monthly Unitary Charge (as the case may be) for that Payment Month, the excess shall be deducted from either the Restricted Services Payment or the Monthly Unitary Charge, as the case may be, for the following and/or any subsequent Payment Months until fully recovered.

2.2 Restricted Services Performance Failure Deduction

2.2.1 The RSPFD shall be:

- (a) £[REDACTED] for each Restricted Service Performance Failure in respect of Winter Service, Category 1 Defects (both as defined in Part 1 of Schedule 4 (O&M Works)) or activities in connection with Emergencies;
- (b) £[REDACTED] for each Restricted Service Performance Failure in respect of any other Restricted Service listed in Appendix A to Part 11 of Schedule 4 (O&M Works); or
- (c) £[REDACTED] for Each Restricted Service Performance Failure in respect of failure to meet the Service Level Standards for the Temporary Automatic Speed Camera System for the Enforcement of Mandatory Speed Limits at Roadworks as specified in paragraph 9.2 of Appendix 1/26 of Part 4 of Schedule 2.

2.2.2 Other than in respect of a Restricted Services Performance Failure, the Contracting Authority shall be entitled to withhold payment of any Restricted Services Payment where the Company has completely failed to provide the Restricted Services in that Payment Month.

2.2.3 Without prejudice to paragraph 2.1.3 above, if any Restricted Services Performance Failure Deduction remains outstanding after the end of the Restricted Services Payment Period the Contracting Authority shall be entitled to deduct said Restricted Services Performance Failure Deduction from the next available or any subsequent Monthly Unitary Charge.

2.3 Restricted Services Availability Failure Deductions

2.3.1 The RSAFD shall be £[REDACTED] where the Restricted Services Availability Failure occurs between the hours of 0600 and 2000 on weekdays.

2.3.2 The RSAFD shall be £[REDACTED] where the Restricted Services Availability Failure occurs between the hours of 2000 and 0600.

2.3.3 The RSAFD shall be £[REDACTED] where the Restricted Services Availability Failure occurs between the hours of 0600 and 2000 on a weekend.

2.3.4 RSAFDs shall apply:

- (a) for each lane on which a Restricted Services Availability Failure occurs; and
- (b) for every thirty (30) minute period from the commencement of the Restricted Services Availability Failure until remediation of the Restricted Services Availability Failure irrespective of the actual duration of the Restricted Services Availability Failure.

2.3.5 The Contracting Authority shall calculate the total value of the RSAFDs in each Payment Month and shall deduct any such payments due from either:

- (a) the Restricted Services Payment for the relevant Payment Month, calculated under paragraph 2.1.2, or
- (b) at the sole discretion of the Contracting Authority, the Monthly Unitary Charge for the relevant Month calculated under paragraph 3.1.1,

in each case notwithstanding whether such deduction is provided for in the calculations in paragraph 3.1.1 or 2.1.2.

2.3.6 Without prejudice to paragraph 2.1.3 above, if any RSAFD remains outstanding at the end of the Restricted Services Payment Period the Contracting Authority shall be entitled to deduct said RSAFD from the next available or any subsequent Monthly Unitary Charge.

3. Calculation of Unitary Charge

3.1 Monthly Unitary Charge

3.1.1 The Monthly Unitary Charge (**MUC**) for a Payment Month shall be calculated as follows:

$$\text{MUC} = [\text{MAP} - \text{Deductions}] + \text{PTIC}$$

where:

MAP is the Monthly Availability Payment; and

Deductions means AFD + SSD + CBCs + (Excess LOCs + + excess RSPFDs + excess RSAFDs) (in each case if any);

and where:

AFD is the aggregate of all Availability Failure Deductions for the previous Payment Month;

SSD is the aggregate of all Service Shortfall Deductions for the previous Payment Month; and

PTIC means any pass through insurance costs due pursuant to Clause 53.1 for which supporting uncontested invoices from the Company's insurers are available.

3.1.2 In the Final Payment Month:

(a) Availability Failure Deductions and Service Shortfall Deductions applicable to the Final Payment Month, and

(b) any remaining Excess LOCs and CBCs,

shall also be deducted from the MAP.

3.1.3 If the Deductions for any Payment Month exceed the MAP for that Payment Month, then the Deductions shall be limited to the MAP for that Payment Month.

3.1.4 Excess LOCs which are not deducted during the Restricted Services Payment Period may be deducted from the MAP in any future Payment Month, provided always that any AFD and/or SSD will be deducted first with Excess LOCs applied against any residual MAP or carried over to the next Payment Month.

3.1.5 CBCs which are not deducted from the first MUC may be deducted from the MUC in any future Payment Month, provided always that any AFD, SSD and/or Excess LOCs will be deducted first with CBCs applied against any residual MAP or carried over to the next Payment Month.

3.2 **Payment Calculation Schedule**

3.2.1 The Company shall prepare a schedule of calculations for each Payment Month using the Payment Calculation Schedules set out in Appendix 10, which schedule shall set out a calculation (or a value of **nil** or a blank, if applicable) for each of the factors set out therein.

4. Deductions

4.1 Availability Failure Deductions

4.1.1 Availability Failure Deductions shall only apply to the O&M Roads.

4.1.2 In any Payment Month prior to Final Completion being achieved an Availability Failure Deduction shall apply for each Availability Failure within any Availability Period for a Carriageway Section, calculated as follows:

$$AFD = CV \times AAP \times \frac{SWs}{TSWsCP} \times \frac{TWt}{37,126} \times AFF$$

4.1.3 When Final Completion has been achieved the Availability Failure Deductions shall be:

$$AFD = \frac{AAP \times SWs \times TWt \times AFF}{37,126}$$

in each case, where:

SWs means the section weighting applicable to the relevant Carriageway Section identified in the column headed **SWs** in the tables forming Appendix 2;

TSWsCP means the total SWs applicable to the relevant Phase or Phases where the Permit to Use has been granted;

TWt means the time weighting applicable to the relevant Availability Period identified in the columns sub-headed '**TWt**' of the table forming Appendix 1; and

37126 represents the total of weighted time periods for the Payment Year; and

AFF means the Availability Failure Factor for the relevant type of carriageway as identified in the tables forming Appendix 3.

4.1.4 In any Payment Month, where multiple Availability Failure Deductions arise on one Carriageway Section, the total Availability Failure Deduction for that Carriageway Section for that Payment Month will not exceed:

MAP x SWs;

where:

SWs means the section weighting for the relevant Carriageway Section identified in the column headed **SWs** in the tables forming Appendix 2.

4.1.5 Where an Availability Failure is caused as a result of Type C Works being carried out on the O&M Roads, then, for the purposes of calculating the Availability Failure Deductions, the value of SWs will be the average of the section weightings of all the relevant Carriageway Sections through which the Type C Works have been carried out identified in the column headed **SWs** in the tables forming Appendix 2. The time weighting to be applied will be the actual duration of the Type C Works.

4.2 **Service Shortfall Deductions**

4.2.1 Service Shortfall Deductions shall only apply to the O&M Roads.

4.2.2 **Service Shortfall Deductions (Section)**

In any Payment Month, a SSD Section shall apply for a Carriageway Section for any day or part thereof during which SSP Section are incurred for that Carriageway Section, calculated as follows:

(a) prior to Final Completion being achieved the SSD Section shall be:

$$\text{SSD Section} = \frac{\text{MAP}}{\text{No of days in calendar month}} \times \frac{\text{SWs}}{\text{TSWsCP}} \times \frac{\text{A}}{100}$$

(b) when Final Completion has been achieved the SSD Section shall be:

$$\text{SSD Section} = \frac{\text{MAP}}{\text{No of days in calendar month}} \times \text{SWs} \times \frac{\text{A}}{100}$$

where:

SWs is the section weighting for the relevant Carriageway Section as identified in the column headed **SWs** in the tables forming Appendix 2; and

A is the number of SSP Section, relating to any Sectional Service Shortfalls.

4.2.3 **Service Shortfall Deductions (Whole)**

In any Payment Month, an SSD Whole shall apply for any day or part thereof, during which SSP Whole are incurred, calculated as follows:

$$\text{SSD Whole} = \frac{\text{MAP}}{\text{No of days in calendar month}} \times \frac{\text{A}}{100}$$

where:

A is the number of SSP Whole relating to any Whole Road Service Shortfalls.

4.3 Availability Failure Deductions and Service Shortfall Deductions

Notwithstanding that Availability Failure Deductions are applied to a Carriageway Section, such Carriageway Sections may also be subject to Service Shortfall Deductions for the same day.

4.4 Monitoring

4.4.1 Monitoring shall be undertaken by the Company in accordance with the procedures set out in Part 7 of Schedule 4 (O&M Works Requirements).

4.4.2 If the Contracting Authority becomes aware that the Company has failed to log any Availability Failure, then the Carriageway Section in which the Availability Failure occurred shall be deemed to have been unavailable for the whole day on which the Availability Failure occurred and Availability Failure Deductions will be calculated accordingly. If the Contracting Authority becomes aware of any failure to log an Availability Failure after the calculation of the relevant Monthly Availability Payment, then the Contracting Authority may deduct the applicable Availability Failure Deduction for the Payment Month in which the Contracting Authority became so aware.

4.5 Frequency of Inspections

4.5.1 Where the O&M Works Requirements specify that an inspection or other service shall be carried out at a certain frequency, then the period of time indicated in that frequency shall be the maximum period (subject to any Permitted Deviation) permitted between the completion of the first inspection or said other service and the completion of the next inspection or said other service and so on.

4.5.2 Where any particular type of inspection or other service (the **secondary inspection or service**) is to be carried out mid-way between another type of inspection or other service (the **primary inspection or service**), then if the primary inspection or service is delayed or advanced then the secondary inspection or service shall also be delayed or advanced so as to ensure that the said secondary inspection or

service continues to be carried out mid-way between the primary inspection or service.

4.6 **Resolution of failures**

Resolution of failures in respect of Availability Criteria shall be considered to have been achieved when the failure to comply with the relevant Availability Criteria has been remedied or rectified.

5. Services and Management Activities

5.1 Calculation of Service Shortfall Points

5.1.1 Service Shortfall Points shall be applied on a daily basis unless otherwise provided in Part 1 of Appendix 5 in which case the Service Shortfall Points shall be applied in accordance with the time periods which are set out in Appendix 5;

5.1.2 For the purpose of calculating the period of time for which Service Shortfall Points shall be applied, hours shall be measured as period of sixty (60) minutes from the actual time the Service Shortfall first occurred until the Service Shortfall is resolved.

5.1.3 Where a Sectional Service Shortfall or Whole Road Service Shortfall occurs as a result of an Exception, such Sectional Service Shortfall or Whole Road Service Shortfall shall be deemed not to have occurred.

5.2 Service Shortfall Deduction Repetitions

5.2.1 If in any two consecutive Payment Months Service Shortfall Points are incurred in respect of the same Service, the number of Service Shortfall Points incurred in respect of that Service in the second Payment Month shall be multiplied by 1.25.

5.2.2 If in any three consecutive Payment Months Service Shortfall Points are incurred in respect of the same Service, the number of Service Shortfall Points incurred in respect of that Service in the third Payment Month shall be multiplied by 1.5.

5.2.3 If in any four or more consecutive Payment Months Service Shortfall Points are incurred in respect of the same Service, the number of Service Shortfall Points incurred in respect of that Service in the fourth and any subsequent Payment Month shall be multiplied by two (2).

5.3 Shortfalls in Services (General)

5.3.1 If the Company fails to meet any of the Services (General) the Company shall notify the Contracting Authority.

5.3.2 The Contracting Authority may serve a Service Shortfall Notice on the Company:

- (a) on receipt of the notice referred to in paragraph 5.3.1, or
- (b) on becoming aware of a failure by the Company to meet any of the Services (General),

and the Service Shortfall Notice shall set out the Service Remedial Period and the classification of the type of Service (General).

- 5.3.3 The Service Remedial Period and the classification shall be such period and such classification as shall be reasonable in all the circumstances. If the Company disputes the Service Remedial Period or the classification the Parties shall meet to discuss and use reasonable endeavours to agree the Service Remedial Period and/or the classification. If Parties cannot agree the Service Remedial Period or the classification within ten (10) Business Days the matter may be referred to the Dispute Resolution Procedure.
- 5.3.4 If the Company does not dispute the Service Remedial Period or the classification within ten (10) Business Days of the Service Shortfall Notice, then the Service Remedial Period and classification specified in that Service Shortfall Notice shall be deemed to have been agreed by both Parties and may not thereafter be challenged.
- 5.3.5 Examples of the classification of the Service Shortfalls applicable to Services (General) are given in Part 2 to Appendix 5 which examples shall be used as a guide by the Company and the Contracting Authority in allocating a classification.
- 5.3.6 If the Company fails to remedy the Service Shortfall then Service Shortfall Points shall be applied on a daily basis from the expiry of the relevant Service Remedial Period until the Service Shortfall has been remedied.

5.4 **O&M Works Management Activities**

- 5.4.1 Corrective Action Request
- (a) If the Company fails to comply with a Corrective Action Request generated as a result of an audit carried out by the Company or the Contracting Authority in terms of Schedule 5 identifying a failure to comply with the Quality Plans within the period specified in that Corrective Action Request such failure shall be a Service Shortfall.
- (b) Service Shortfall Points specified against the Service 'Provide O&M Works Management Activities' shall be applied in respect of such Service Shortfall on a daily basis from the expiry of the period specified in the relevant Corrective Action Request until the Service Shortfall has been resolved.

5.4.2 Repetition of Corrective Action Requests

- (a) If a Corrective Action Request, or its equivalent, is generated in respect of the same failure to comply with the Quality Plan in the course of three consecutive audits (whether Company audits or the Contracting Authority audits) then, notwithstanding the period specified in the Corrective Action Request for compliance, such failure shall be a Service Shortfall immediately on the issue of the third or subsequent Corrective Action Request.
- (b) Service Shortfall Points specified against the Service 'Provide O&M Works Management Activities' shall be applied in respect of such Service Shortfall on a daily basis from the date of issue of such third or subsequent Corrective Action Request until the Service Shortfall has been resolved.
- (c) For the purposes of this paragraph an audit shall be a consecutive audit if it is the next audit which audits the Management Activity which has been the subject of the Corrective Action Request, notwithstanding that audits in respect of other Management Activities may have been conducted in the intervening period.

5.5 Resolution of failures

5.5.1 Services

Resolution of failures in respect of Services shall be considered to have been achieved when the failure to comply with the relevant O&M Works Requirements has been remedied or rectified.

5.5.2 Management Activities

Resolution of failures in respect of Management Activities shall be considered to have been achieved when the Company has complied with all the terms of the Corrective Action Request.

5.5.3 Temporary Measures

In the event that the Company has used temporary measures or repairs in order to meet the relevant Availability Criteria or achieve the relevant Performance Standard for a Service, the Company shall replace such temporary measures or repairs with permanent ones within the period specified in Schedule 4 in respect of that

particular Service or, where no such period is specified, within 28 days. Failure to effect such replacement within the requisite time period shall trigger the application of the relevant provisions of this Schedule 6 in respect of the relevant Service or Availability Failure. The Company shall, upon being requested to do so by the Contracting Authority, demonstrate to the Contracting Authority what steps it has taken to achieve such permanent measures (including replacement if required) or repairs.

6. Lane Occupation Charges

6.1 Lane Occupation Charges

6.1.1 Lane Occupation Charges shall apply in respect of each Lane Occupation that occurs on any of the roads named in the tables in Appendix 7 from the Effective Date until:

- (a) where the road will on issuance of the Permit to Use for the Phase which applies to the relevant road become an O&M Road, the granting of the relevant Permit to Use; or
- (b) where the road will on issuance of the Third Party Roads Completion Certificate for the relevant road become a Third Party Road, the date of the relevant Third Party Roads Completion Certificate;

as the case may be.

6.1.2 The Contracting Authority shall deduct any Excess LOCs from either the Restricted Services Payment or the Monthly Availability Payment (as the case may be for any Payment Month) in the relevant Payment Month.

6.1.3 The full Lane Occupation Charge shall apply irrespective of the actual duration of the relevant Lane Occupation within the Lane Occupation Period.

6.1.4 Only one Lane Occupation Charge per Lane Occupation Period shall be payable for Type C Works provided the operation is carried out continuously within the Lane Occupation Period.

6.1.5 Where a closure (as contemplated in limb (d) of the definition of Lane Occupation) would result in Lane Occupation Charges being levied pursuant to more than one of the tables contained in Appendix 7, a Lane Occupation shall be recorded in respect of each such Lane Occupation Charge.

6.1.6 Where the Contracting Authority has determined that the continuance of any Lane Occupation is undesirable and/or impracticable because of adverse weather conditions or other physical conditions and in the opinion of the Contracting Authority the Company has taken all reasonable steps to mitigate the effects of such conditions and to remove all restrictions to traffic on those Lanes not subject to Lane Occupations, the Contracting Authority may at its discretion require the Company to cease the Lane Occupation and may, in such circumstances, either disregard the

occurrence for the purposes of calculating the accrued total Lane Occupations or waive any relevant Excess LOCs.

- 6.1.7 Where under this Agreement the Company is required to undertake activities in connection with Emergencies that require a Lane Occupation, the Company shall identify in the Monthly Report the number and time period of these Lane Occupations.
- 6.1.8 Where the Contracting Authority agrees that a Lane Occupation was necessary solely for undertaking activities in connection with an Emergency and that it was not used for any other purpose then it shall be deemed to be an Emergency Lane Occupation. Failing agreement between the Contracting Authority and the Company, the Contracting Authority's decision shall be final.
- 6.1.9 Exempt Lane Occupations shall be disregarded for the purposes of calculating the accrued total Lane Occupation Charges.
- 6.1.10 If at the end of the Restricted Services Period, and after the settlement of any disputes relating to Lane Occupations, the accrued total Lane Occupation Charges are less than the total value of Permitted Lane Occupations then no payment shall be due by the Contracting Authority to the Company.

7. Community Benefits

- 7.1 Community Benefit Charges shall apply in respect of failure by the Company to meet either the minimum performance levels set out within Schedule 21 or such higher performance levels as may be set out in the Company's Responsible Procurement Plan.
- 7.2 The Community Benefit Charges are set out in Appendix 9 to this Schedule 6.
- 7.3 Community Benefit Charges shall apply in respect of both the New Works and the O&M Works.
- 7.4 The Contracting Authority shall calculate the total value of the Community Benefit Charges arising in respect of:
- 7.4.1 the New Works and shall deduct such charges from the first and any subsequent Monthly Unitary Charge, and
 - 7.4.2 the O&M Works in each Payment Month and shall deduct such charges from the Monthly Unitary Charge for the relevant Payment Month,
- in each case notwithstanding whether such deduction is provided for in the calculation in paragraph 3.1.1.
- 7.5 Where the total value of Community Benefit Charges arising under paragraph 7.4 exceeds the Monthly Unitary Charge for any Payment Month, the excess shall be deducted from the Monthly Unitary Charge for the following and/or any subsequent Payment Months until fully recovered.

8. Adjustments to the Unitary Charge

- 8.1 Whenever reference is made in this Agreement to the application of the Unitary Charge Adjustment Procedure the provisions of this paragraph 8 shall apply.
- 8.2 Where this paragraph 8 applies, the Unitary Charge shall be adjusted to the extent necessary to ensure that the Company is left in the same financial position as it would have been under this Agreement had the relevant Contracting Authority Change, Company Change, Qualifying Change in Law, or Compensation Event (any one an **Adjustment Event**) not occurred. Such adjusted Unitary Charge shall be determined in accordance with the following procedures and requirements.
- 8.3 The Financial Model shall be updated to incorporate the provisions of the agreed Estimate (in the case of a Contracting Authority Change) or as agreed pursuant to Clause 33 (in the case of a Compensation Event), Clause 35 (in the case of a Company Change) or Clause 37 (in the case of a Qualifying Change in Law) or which will require:
- 8.3.1 where applicable incorporating changes to proposed funding; and
 - 8.3.2 incorporating changes to amounts and/or timing of projected expenditures from the date of the applicable Adjustment Event to the Expiry Date.
- 8.4 The Unitary Charge shall be adjusted from the date of the Adjustment Event to the Expiry Date so that:
- 8.4.1 following the making of the Adjustments, the ability of the Company to comply with this Agreement is not adversely affected or improved as a consequence of the Adjustment Event; and
 - 8.4.2 the Company is left in a position in relation to the Key Ratios which is no better and no worse in the Post-Adjustment Financial Model than it is in the Pre-Adjustment Financial Model.
- 8.5 The Financial Model as so revised and approved by the Contracting Authority shall be the Financial Model for all purposes of this Agreement and the revised Unitary Charge shall be applied in place of the Unitary Charge as it stood immediately prior to the Adjustment Event from the date of the Adjustment Event.
- 8.6 On revision of the Financial Model, the Company shall forward to the Contracting Authority an updated signed Financial Model audit letter from the Company's auditors and a copy of the
-

updated Financial Model at the cost of the Company but the price of which is to be allowed for in the pricing of the Adjustment Event.

- 8.7 The Parties acknowledge and agree that the Financial Model and the figures referred to in paragraphs 8.3.1 and 8.3.2 will require amendment to reflect the terms of any Refinancing.

**APPENDIX 1
TIME WEIGHTING BY AVAILABILITY PERIOD**

Availability Period	Monday – Friday	Saturday – Sunday
T	TW _t	TW _t
00:00 – 01:59		
02:00 – 03:59		
04:00 – 05:59		
06:00 – 07:59		
08:00 – 09:59		
10:00 – 11:59		
12:00 – 13:59		
14:00 – 15:59		
16:00 – 17:59		
18:00 – 19:59		
20:00 – 21:59		
22:00 – 23:59		

[REDACTED]

**APPENDIX 2
SECTION WEIGHTING BY CARRIAGEWAY SECTION**

Ref	Carriageway Section	Components	Reference Point (s)	SWs	Phase
1	Stonehaven Junction	B979 northbound	B01 – B02		3
		B979 southbound	B02 – B01		
		Stonehaven Roundabout	B02 – B02		
2	Fastlink Northbound	Fastlink northbound	A01 – A02		3
3	Fastlink Southbound	Fastlink southbound	A02 - A01		3
4	Charleston Junction	Existing A90 northbound between Findon and Charleston	B27 - B31	[REDACTED]	3
		Charleston Junction Northbound Diverge Slip Road	B22 - B25		
		A956 eastbound at Charleston Junction between slip roads	B03 - B04		
		A956 westbound at Charleston Junction between slip roads	B04 - B03		
		Charleston Junction Southbound Merge Slip Road	B26 - B23		
		Existing A90 southbound between Charleston and Findon	B32 - B28		
5	Cleanhill to Charleston	Southern Leg eastbound between Cleanhill and Charleston	A25 - A26		3
6	Charleston to Cleanhill	Southern Leg westbound between Cleanhill and Charleston	A26 - A25		3
7	Cleanhill Roundabout	Cleanhill Roundabout	A02 - A02		3
8	Cleanhill to Milltimber	Southern Leg northbound between Cleanhill and Milltimber	A03 - A05		3
9	Milltimber to Cleanhill	Southern Leg southbound between Milltimber and Cleanhill	A04 - A03		3

Ref	Carriageway Section	Components	Reference Point (s)	SWs	Phase		
10	Milltimber Junction Northbound	Milltimber Junction Northbound Diverge Slip Road	A27 - A28	[REDACTED]	3		
		Southern Leg northbound between Milltimber Junction Slip Roads	A05 - A07				
		Milltimber Junction Northbound Merge Slip Road	A31 - A32				
11	Milltimber Junction Southbound	Milltimber Junction Southbound Diverge Slip Road	A33 - A34				
		Southern Leg southbound between Milltimber Junction Slip Roads	A06 - A04		3		
		Milltimber Junction Southbound Merge Slip Road	A29 - A30				
12	Milltimber to South Kingswells	Southern Leg northbound between Milltimber and South Kingswells	A07 - A08		3		
13	South Kingswells to Milltimber	Southern Leg southbound between South Kingswells and Milltimber	A09 - A06		3		
14	South Kingswells Junction Northbound	South Kingswells Junction Northbound Diverge Slip Road	A35 - A36		[REDACTED]	3	
		Southern Leg northbound between South Kingswells Junction Slip Roads	A08 - A11				
		South Kingswells Junction Northbound Merge Slip Road	A39 - A40				
15	South Kingswells Junction Southbound	South Kingswells Junction Southbound Diverge Slip Road	A41 - A42	[REDACTED]		3	
		Southern Leg southbound between South Kingswells Junction Slip Roads	A10 - A09				
		South Kingswells Junction Southbound Merge Slip Road	A37 - A38				
16	South Kingswells to Craibstone	Southern Leg/Northern Leg northbound between South Kingswells and North Kingswells	A11 - A13			[REDACTED]	3
		North Kingswells Junction Northbound Merge Slip Road	A43 - A44				
		Northern Leg northbound between North Kingswells and Craibstone	A13 - A17				

Ref	Carriageway Section	Components	Reference Point (s)	SWs	Phase
17	Craibstone to South Kingswells	Northern Leg southbound between Craibstone and North Kingswells	A16 - A12	[REDACTED]	3
		North Kingswells Junction Southbound Diverge Slip Road	A45 - A46		
		Northern Leg/Southern Leg Southbound between North Kingswells and South Kingswells	A12 - A10		
18	Craibstone Junction Northbound	Craibstone Junction Northbound Diverge Slip Road	A48 - A51	[REDACTED]	3
		Northern Leg northbound between Craibstone Junction Slip Roads	A17 - A18		
		Craibstone Junction Northbound Merge Slip Road	A53 - A54		
		Craibstone Link Road eastbound	B08 - B07		
19	Craibstone Junction Southbound	Craibstone Junction Southbound Diverge Slip Road	A55 - A56	[REDACTED]	3
		Northern Leg southbound between Craibstone Junction Slip Roads	A19 - A16		
		Craibstone Junction Southbound Merge Slip Road	A52 - A49		
		Craibstone Link Road westbound	B07 - B08		
20	A96 Junction	A96 Roundabout	B06 - B06	[REDACTED]	1
21	Craibstone to Goval	Northern Leg northbound between Craibstone and Goval	A18 - A20	[REDACTED]	3
22	Goval to Craibstone	Northern Leg southbound between Goval and Craibstone	A21 - A19	[REDACTED]	3
23	Goval Junction Northbound	Goval Junction Northbound Diverge Slip Road	A57 - A58	[REDACTED]	2a
		Northern Leg northbound between Goval Junction Slip Roads	A20 - A22		
		Goval Junction Northbound Merge Slip Road	A61 - A62		
24	Goval Junction Southbound	Goval Junction Southbound Diverge Slip Road	A63 - A64	[REDACTED]	2a
		Northern Leg southbound between	A23 - A21		

¹ In the period from PtU 2a to PtU 3, this section weighting will be [REDACTED]. Thereafter the section weighting will be [REDACTED].

² In the period from PtU 2a to PtU 3, this section weighting will be [REDACTED]. Thereafter the section weighting will be [REDACTED].

Ref	Carriageway Section	Components	Reference Point (s)	SWs	Phase
		Goval Junction Slip Roads			
		Goval Junction Southbound Merge Slip Road	A59 - A60		
25	Goval to Blackdog	Northern Leg northbound between Goval and Blackdog	A22 - A24		2a
26	Blackdog to Goval	Northern Leg southbound between Blackdog and Goval	A24 - A23		2a
27	Blackdog Junction	Blackdog Roundabout	B17 - B17	[REDACTED]	2a
		Blackdog Junction Northbound Merge Slip Road	B17 - B18		
		Blackdog Junction Southbound Diverge Slip Road	B19 - B20		
28	Blackdog to Balmedie	A90 northbound between Blackdog and Balmedie	B33 - B36		2
29	Balmedie to Blackdog	A90 southbound between Balmedie and Blackdog	B35 - B34		2
30	Balmedie Junction Northbound	Balmedie Junction Northbound Diverge Slip Road	B43 - B44	[REDACTED]	2
		A90 northbound between Balmedie Junction Slip Roads	B35 - B38		
		Balmedie Junction Northbound Merge Slip Road	B45 - B46		
31	Balmedie Junction Southbound	Balmedie Junction Southbound Diverge Slip Road	B55 - B56	[REDACTED]	2
		A90 southbound between Balmedie Junction Slip Roads	B37 - B35		
		Balmedie Junction Southbound Merge Slip Road	B57 - B58		
32	Balmedie to Newburgh Road	A90 northbound between Balmedie and Newburgh Road	B46 - B39		2
33	Newburgh Road to Balmedie	A90 southbound between Newburgh Road and Balmedie	B54 - B37		2
34	Newburgh Road to Tipperty	Newburgh Road Northbound Diverge Slip Road	B47 - B48	[REDACTED]	2
		A90 northbound between Newburgh Road and Tipperty	B39 - B41		
		Tipperty Northbound Merge Slip Road	B49 - B50		

Ref	Carriageway Section	Components	Reference Point (s)	SWs	Phase
35	Tipperty to Newburgh Road	Tipperty Southbound Diverge Slip Road	B51 – B52	[REDACTED]	2
		A90 southbound between Tipperty and Newburgh Road	B41 – B40		
		Newburgh Road Southbound Merge Slip Road	B53 – B54		
36	Tipperty to Ellon Roundabout	A90 northbound between Tipperty and Ellon Roundabout	B42 – B59		2
37	Ellon Roundabout to Tipperty	A90 southbound between Ellon Roundabout and Tipperty	B59 – B41		2

**APPENDIX 3
AVAILABILITY FAILURE FACTORS**

1. Where a section of dual carriageway consists of a differing number of lanes, the relevant factor to be applied to the section of carriageway subject to the availability failure shall be representative of the reduced number of lanes in each direction of travel.
2. Where the number of lanes provided in a carriageway changes within the length of a Carriageway Section (as listed in the table set out in Appendix 2), and the length of lane being subject to an availability failure extends through a change in number of lanes on the carriageway, the availability failure factor to be applied shall be that taken from tables 3.1 to 3.3 to achieve the highest Availability Failure Factor for the lane subject to Availability Failure.
3. Table 3.4 (slip roads) assumes that the hard shoulder, where present, meets the Availability Criteria. Where the hard shoulder is subject to an Availability Failure, an Availability Failure Factor of +0.1 shall be applied to the relevant carriageway. For the avoidance of doubt, where a hard shoulder is used as a Running Lane the hard shoulder is deemed to be subject to an availability failure as a hard shoulder.
4. Where traffic flow is operated in contraflow on a carriageway an adjustment factor shall be applied to the carriageway upon which the contraflow is operating and added to the relevant Availability Failure Factor for that carriageway. The contraflow adjustment factor shall be +0.2.
5. Where traffic flow is operated in shuttle working on a carriageway an adjustment factor shall be applied to the carriageway upon which the shuttle working is operating and added to the relevant Availability Failure Factor for that carriageway. The shuttle working adjustment factor shall be +0.5.

Table 3.1: Dual Carriageway Links

Class of Dual Carriageway (Number of lanes in each direction of travel)	No of Running Lanes Subject to Availability Failure			
	0	1	2	3
3 Lane Dual Carriageway	[REDACTED]			
2 Lane Dual Carriageway				

Table 3.2: Single Carriageway Links

Class of Single Carriageway (Number of lanes in each direction of travel)	No of Running Lanes Subject to Availability Failure		
	0	1	2
2 Lane Single Carriageway	[REDACTED]		
1 Lane Single Carriageway			

Table 3.3: Roundabouts

Class of Roundabout (Number of Circulating Lanes)	No of Circulating Lanes Subject to Availability Failure				
	0	1	2	3	4
4 Lane Circulating Carriageway	[REDACTED]				
3 Lane Circulating Carriageway					
2 Lane Circulating Carriageway					

Table 3.4: Slip Roads

Absence or Presence and Use of Hard Shoulder	No of Lanes Subject to Availability Failure				
	Two Lane Slip Roads			One Lane Slip Road	
	0	1	2	0	1
Value of Availability Failure Factor when hard shoulder not available	[REDACTED]				
Value of Availability Failure Factor when hard shoulder available as hard shoulder					
Value of Availability Failure Factor when hard shoulder used as running lane					

APPENDIX 4
AVAILABILITY CRITERIA AND RESTRICTED SERVICES AVAILABILITY CRITERIA

Table 4.1: Availability Criteria

Availability Criteria	Requirements	Remedial Period (none, unless otherwise stated)
<p>1. Free from obstructions etc</p>	<p>There is no obstruction, closure, blockage or interference of the relevant Lane arising from:</p> <ul style="list-style-type: none"> i. works (including Type C Works) or inspections, investigations or surveys whether carried out by the Company, Undertakers, or any other party; ii. accidents; iii. vehicle breakdowns or illegal parking in a Running Lane; iv. Emergencies; v. reasons of health and safety; vi. protestor action; vii. build-up of snow or ice on the carriageway surface; viii. flooding; or ix. any other action or omission by the Company or any person authorised by the Company. 	<ul style="list-style-type: none"> (ii) 2 hours; (iii) 30 minutes from the time the Company is notified of the breakdown or illegal parking (iv) 30 minutes from the time the police advise the Company that the road can be re-opened to vehicular traffic (provided always that there shall be no double counting with limb (b) of Exception)
<p>2. Meets minimum performance criteria</p>	<p>The minimum performance criteria as more particularly specified in Tables 4/1 and 4/2 of Part 2 of Schedule 4, are met which criteria may, without prejudice to the foregoing provisions, be summarised as:</p> <ul style="list-style-type: none"> i. Skidding Resistance: Not less than the Investigatory Levels in Table 4.1 of HD 28/04; ii. Ride Quality: Category 3, Table 2.1 of HD 29/08; iii. Rutting: Not more than 10% with 10mm or more; <p>Structural Performance:</p> <ul style="list-style-type: none"> iv. Cracking/Spalling: WC<10%; v. Residual life of flexible pavement: >0 	

Availability Criteria	Requirements	Remedial Period (none, unless otherwise stated)
3. Current minimum performance criteria reports submitted to the Contracting Authority	The Company shall be responsible for complying with the requirements of Section 15.8 of Part 1 of Schedule 4.	
4. Narrow Lanes	Observe Good Industry Practice on minimum lane widths and comply with the provisions of Appendix 1/17 of Part 5 of Schedule 4.	

Table 4.2: Restricted Services Availability Criteria

Availability Criteria	Requirements	Remedial Period (none, unless otherwise stated)
1. Free from obstructions etc	<p>There is no obstruction, closure, blockage or interference of the relevant Lane arising from:</p> <ul style="list-style-type: none"> i. works (including Type C Works) or inspections, investigations or surveys whether carried out by the Company, Undertakers, or any other party; ii. accidents; iii. vehicle breakdowns or illegal parking in a Running Lane; iv. Emergencies; v. reasons of health and safety; vi. protestor action; vii. build-up of snow or ice on the carriageway surface; viii. flooding; or ix. any other action or omission by the Company or any person authorised by the Company. 	<p>(ii) 30 minutes where traffic management is in place on the relevant Lane; 2 hours in all other circumstances.</p> <p>(iii) 30 minutes from the time the Company is notified of the breakdown or illegal parking.</p> <p>(iv) 30 minutes from the time the police advise the Company that the road can be re-opened to vehicular traffic (provided always that there shall be no double counting with limb (b) of Exception).</p>
2. Narrow Lanes	<p>Observe Good Industry Practice on minimum lane widths and comply with the provisions of Appendix 1/17 of Part 4 of Schedule 2.</p>	

**APPENDIX 5
SERVICES (SPECIFIC)**

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
Correction of Errors or omissions in RMMF	Paragraph 1.2.6 of Part 2 of Schedule 4	Within 4 Working Days of discovery	Nil	
Repair CAT 1 defects (Temp)	Paragraph 1.2.6 (i) (e) of Part 2 of Schedule 4	On carriageways – no later than 06.00 following identification. All others within 24 hours	NIL	
Repair CAT 1 defects (Permanent)	Paragraph 1.2.6 (i) (f) of Part 2 of Schedule 4	Within 28 days	NIL	
Repair of CAT 2 defects (Permanent)	Paragraph 1.2.7 of Part 2 of Schedule 4	CAT 2.1 CAT 2.2 CAT 2.3 CAT 2.4 are covered by other items in this Part 1 of Appendix 6	NIL NIL NIL	
Safety Patrols	Paragraph 1.3 of Part 2 of Schedule 4 Appendix A of Part 2 of Schedule 4	Every 7 days midway between Safety Inspections – paragraph 1.3.4 of Part 2 of Schedule 4	NIL	
Safety Inspection	Paragraph 1.4 of Part 2 of Schedule 4 Appendix A of Part 2 of Schedule 4	Once per 7 day cycle paragraph 1.3.4 of Part 2 of Schedule 4	NIL	
Carry out Safety Inspection of Cycle tracks or footway on foot	Paragraph - 1.4.2 of Part 2 of Schedule 4	6 month cycle	NIL	
Entering Data in RMMS	Paragraph 1.4.6 and Paragraph 1.7.2. Paragraph 1.8.6 Paragraph 1.6.2 of	Safety Inspections - Next working day within 24 hours Detailed inspections-within 4 days	Nil Nil Nil	

[REDACTED]

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
	Part 2 of Schedule 4	Night Time Safety Patrols - within 24 hours		
Detailed Inspection of any element	Paragraph 1.8 of Part 2 of Schedule 4 Appendix A of Part 2 of Schedule 4	As paragraph 1.8 of Part 2 of Schedule 4	14 days	
Night Inspections	Paragraph 1.6 of Part 2 of Schedule 4 Paragraph 2.22 of Part 2 of Schedule 4	14 day cycle (October – March) 28 day cycle (April – September) 6 months (studs and signs)	14 days 2 days	
Response to Hazard or Observation Resulting from Inspection (ORI) Notice	Paragraph 1.9.3 (ii) of Part 2 of Schedule 4	Within 7 days unless specified otherwise in the notice	NIL	
Covers, Gratings, Frames and Boxes - (General) - temporary repair	Paragraph 2.3.1 (iii) of Part 2 of Schedule 4	As per Requirements	NIL	
Covers, Gratings, Frames and Boxes - (Maintenance Requirements)	Paragraph 2.3.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Kerbs, Edgings and Pre-formed Channels – (Maintenance Requirements)	Paragraph 2.4.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Road Drainage – (General) –	Paragraph 2.5.1 (iv) of Part 2 of Schedule 4	Identify and take remedial action	NIL	
Piped Drainage Systems – (Maintenance Requirements) – Cleaning of kerb block drains and slot drains	Paragraph 2.6.3 (ii) of Part 2 of Schedule 4	Cleaning of kerb block drains and slot drains	NIL	

[REDACTED]

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
Gulley, Manholes, Catchpit, and Interceptors – (Maintenance Requirements)	Paragraph 2.7.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Piped Grips – (Maintenance Requirements)	Paragraph 2.8.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Ditches – (Maintenance Requirements)	Paragraph 2.9.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Filter Drains and Soakaways – (Maintenance Requirements)	Paragraph 2.10.3 of Part 2 of Schedule 4	As per Requirements	NIL	[REDACTED]
Culverts and Small Span Bridges – (Maintenance Requirements)	Paragraph 2.11.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Flooding – (Inspection Requirements)	Paragraph 2.14.2 of Part 2 of Schedule 4	Report Findings of Inspections	NIL	
Flooding Maintenance Requirements	Paragraph 2.14.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Embankments and Cuttings – (Maintenance Requirements)	Paragraph 2.16.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Sweeping and Cleansing of the Road – Maintenance Requirements	Paragraph 2.18.4 of Part 2 of Schedule 4	As per Requirements	NIL	
Fences, Screens, Walls and Noise Barriers – (Inspection Requirements)	Paragraph 2.21.2 (iv) and (v) of Part 2 of Schedule 4	(iv) notify owner (v) obtain Contracting Authority consent	NIL	
Road Traffic Signs – (General) –	Paragraph 2.24.1 (iii) of Part 2 of Schedule 4	Maintain record drawings	NIL	
Road Traffic Signs – (Inspection Requirements)	Paragraph 2.24.2 of Part 2 of Schedule 4	Safety testing	NIL	

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
Road Lighting – (Inspection Requirements)	Paragraph 2.26.2 (ii) of Part 2 of Schedule 4	Maintain record drawings	NIL	[REDACTED]
Road Lighting – (Maintenance Requirements)	Paragraph 2.26.3 (ii) of Part 2 of Schedule 4	Cleaning of lanterns	NIL	
Road Lighting – (Maintenance Requirements)	Paragraph 2.26.3 (iii) of Part 2 of Schedule 4	Bulk Lamp Changes	NIL	
Lighting Repair (Cat 2 as per TD23)	Paragraph 2.26.4 of Part 2 of Schedule 4	24 hour or 5 day response	NIL	
Ice Sensors – (Maintenance Requirements)	Paragraph 2.27.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Removal of Graffiti – (Maintenance Requirements)	Paragraph 2.28.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Obtain written consent for Winter Service Plan	Paragraph 3.2.1 (xi) of Part 2 of Schedule 4	Before 31 st July of each year	NIL	
Submit Winter Service Report	Paragraph 3.2.4 of Part 2 of Schedule 4	Prior to 31 st May	NIL	
Precautionary Treatment	Paragraph 3.15 of Part 2 of Schedule 4 other than (vii) and (viii)	As specified in paragraph 3.15	NIL	
Spreading of salt – prior to forecast ice	Paragraph 3.15 (vii) and (viii) of Part 2 of Schedule 4	As specified in paragraph 3.15 (vii) and (viii)	NIL	
Comply with Winter Service Response Times	Paragraph 3.16 of Part 2 of Schedule 4	As specified in paragraph 3.16 of Part 2 of Schedule 4 (other than time for completion in paragraph 3.16.3)	NIL	
Spreading of salt – Time for Completion of Precautionary Treatment	Paragraph 3.16.3 of Part 2 of Schedule 4	Complete precautionary treatment routes within 2 hours from commencement.	NIL	

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
Comply with the approved Winter Service Plan in respect of Snow Clearance of Carriageways and Hard shoulders	Paragraph 3.17 of Part 2 of Schedule 4	As specified in paragraph 3.17	NIL	[REDACTED]
General – (Road Safety)	Paragraph 8.1.3 of Part 2 of Schedule 4	As per Requirements	NIL	
General – (Nuisance)	Paragraph 8.1.4 of Part 2 of Schedule 4	As per Requirements	NIL	
General – (Invasive Species)	Paragraph 8.1.6 of Part 2 of Schedule 4	As per Requirements	NIL	
General – (Special Ecological Measures)	Paragraph 8.1.7 of Part 2 of Schedule 4	As per Requirements	NIL	
Verges and Grassed Areas – (Maintenance Requirements)	Paragraph 8.2.4 of Part 2 of Schedule 4	As per Requirements	NIL	
Trees, Hedges and other Planted Areas – (Inspection Requirements)	Paragraph 8.4.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Trees, Hedges and other Planted Areas – (Reporting Requirements)	Paragraph 8.4.2 of Part 2 of Schedule 4	Prepare a landscape maintenance action plan.	NIL	
Trees, Hedges and other Planted Areas – (Maintenance Requirements)	Paragraph 8.4.3 of Part 2 of Schedule 4	As per Requirements	NIL	
Comply with Emergency response times	Appendix 0/1 of Part 5 of Schedule 4 CI 3201 AR of Appendix 32/1 of Part 5 of Schedule 4	Respond 06.00 to 20.00 within 1 hour 20.00 to 06.00 within 1½ hours	NIL	

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
Erection or removal of any traffic management installations, temporary diversion or Stage 3 Safety Audit	Paragraphs 1.11 and 1.12 of Appendix 1/17 Part 5 of Schedule 4	Not permitted Monday to Saturday – 06:00 to 09:30 hours inclusive and 16.00 (15.30 on Fridays) to 20:00 hours inclusive unless agreed in writing by the Contracting Authority or on specific instructions from the Police.	NIL	[REDACTED]
Erection or removal of any traffic management installations, temporary diversion or Stage 3 Safety Audit	Paragraphs 1.11 and 1.12 of Appendix 1/17 Part 5 of Schedule 4	Not permitted on any local or national public holiday unless agreed in writing by the Contracting Authority or on specific instructions from the Police.	NIL	
Provide two Lanes in each direction between the hours of 0600 and 2000	Paragraph 5.1 Appendix 1/17, Part 5 of Schedule 4	Two lanes in each direction except in exceptional circumstances where written approval has been obtained	NIL	
Provide O&M Works Management Activities	Schedule 5	Comply with Corrective Action Request	NIL	
Access Roads Records	Paragraph 1.4 of Part 10 of Schedule 4	As per Requirements	Nil	
Access Roads Winter Services	Paragraph 1.5.1 of Part 10 of Schedule 4	As per Requirements	Nil	
Access Roads Routine Maintenance	Paragraph 1.5.2 of Part 10 of Schedule 4	As per Requirements	Nil	
Access Roads Drainage	Paragraph 1.5.3 of Part 10 of Schedule 4	As per Requirements	Nil	
Access Roads Drainage	Paragraph 1.5.4. of	As per	Nil	

Services (Specific)	Requirements	Performance Standard	Deviation	Service Shortfall Points
	Part 10 of Schedule 4	Requirements		[REDACTED]
Access Roads Asset Condition	Paragraph 1.5.5 of Part 10 of Schedule 4	As per Requirements	Nil	
Access Roads Defects	Paragraph 1.6 of Part 10 of Schedule 4	As per Requirements	Nil	

PART 2
SERVICES (GENERAL)

Class of Services (General)	Performance Standard	Deviation	Service Shortfall Points
Class A	Comply with Service Shortfall Notice within remedial Period specified therein	NIL	[REDACTED]
Class B	Comply with Service Shortfall Notice within Remedial Period specified therein	NIL	
Class C	Comply with Service Shortfall Notice within Remedial Period specified therein	NIL	

Where:

Class A means a failure in the provision of any service set out in Schedule 4 (O&M Works Requirements) which results in a risk to the health and safety of Users and/or any person authorised to be on the O&M Works Site;

Class B means a failure in the provision of any service set out in Schedule 4 (O&M Works Requirements) which results in a material reduction in the level of the overall standard of service by the Company in the provision of the Operations or has a material adverse impact on the amenity of the O&M Works Site; and

Class C means a failure in the provision of any service set out in Schedule 4 (O&M Works Requirements) which has a non-material effect on the overall standard of service by the Company in the provision of the Operations or on the amenity of the O&M Works Site.

Examples of the Services (General) which would fall within each of the above Classes are:

Services by Classification	Requirements	Performance Standard	Deviation	Service Shortfall Points	
Class A					
Entering Data from Safety Patrols In RMMF	Paragraph 1.5.3 of Part 2 of Schedule 4	As required	Nil	[REDACTED]	
Class B					
General – (Chemical and Weed Control) –	Paragraph 8.1.5 (ii) of Part 2 of Schedule 4	Grass growth retarder not permitted	Nil		
Class C					
Non-motorised User Facilities - (Maintenance Requirements)	Paragraph 2.2.3 (i) of Part 2 of Schedule 4	Replacement of Slabs with superficial cracks	Nil		

**APPENDIX 6
RESTRICTED SERVICES**

Table 6.1: Schedule of Restricted Services Sections

Level	Restricted Services Section	Monthly Amount
RSP1	Existing northbound and southbound A90 between Reference Point B34 and Reference Point B59, from the Restricted Services Commencement Date until issue of Permit to Use for Phase 2.	£[REDACTED]
RSP 2	Existing northbound and southbound A90 between Reference Point C231 and Reference Point C229 and between Reference Point C214 and Reference Point C218, from issue of Permit to Use for Phase 2 until the Restricted Services Completion Date for Phase 2.	£[REDACTED]
RSP 3	Existing northbound and southbound A90 between Reference Point C179 and Reference Point C183, from the Restricted Services Commencement Date until issue of Permit to Use for Phase 3.	£[REDACTED]
RSP 4	Existing northbound and southbound A90 between Reference Point C179 and Reference Point C183 from the issue of Permit to Use for Phase 3 until the Restricted Services Completion Date for Phase 3.	£[REDACTED]

Reference Points noted in Table 1 above are shown on the Reference Drawings listed in Appendix 0/4 of Schedule 2 Part 4.

**APPENDIX 7
LANE OCCUPATION CHARGES**

1. In the following tables, the Lane Occupation Charges are stated in relation to the number of Running Lanes available for a Direction of Travel. The Direction of Travel on slip roads with 2 Running Lanes shall be interpreted as that for a dual carriageway road and on slip roads with 1 Running Lane as that for a single carriageway road.
2. The roads referred to in the tables below are as listed in Table 1 of Schedule 19. References to roads by route number are to those parts of the roads that are included in the Project Roads. Where Lane Occupations apply to sections of adjoining carriageway, the relevant start and finish location for the section is described by Reference Points noted in respect of the relevant Table below, which are as shown on the Reference Drawings listed in Appendix 0/4 of Schedule 2 Part 4.
3. The Weekday period begins at 06.00 am on Monday and ends at 08.00pm on Friday.
4. The Weekend period begins at 08.00 pm on Friday and ends at 06.00 am on Monday.
5. The Lane Occupation Charges apply to each individual Lane Occupation, irrespective of physical length.
6. The speed limit is that associated with the Lane Occupation. Where there is a single Running Lane width within a Lane Occupation but more than 1 speed limit the Lane Occupation Charge shall be that for the lowest speed limit applied. Where there is a single speed limit within a Lane Occupation but more than 1 Running Lane width applies the Lane Occupation Charge shall be that for the narrowest lane width applied. Where there are multiple speed limits and Running Lane widths within a Lane Occupation the Lane Occupation Charge shall be that for the speed limit and associated Lane width which result in the highest charge.
7. Where a Lane Occupation extends through more than one section of carriageway with differing number of running lanes available in the existing carriageways of the affected sections the Lane Occupation Charge shall be that which results in the highest charge.
8. Restricted Services Availability Failure Deductions, levied in accordance with paragraph 2 of this Schedule 6, shall apply where a Lane Occupation providing 1 Running Lane overruns into a Lane Occupation Period where 1 Running Lane is not permitted or where closure of a Direction of Travel on the A90 or A96 occurs as a result of a breach, act or omission by the Company or any person acting on behalf of the Company or any of the Company's sub-contractors of any tier.

9. A Lane Occupation on a dual carriageway road that results in a total closure of a Direction of Travel, or on a single carriageway side road or on a slip road that results in total closure of the road shall be charged at 2.5 times the maximum Lane Occupation Charge for each period for the relevant road for the duration that the total closure occurs.
10. Where existing carriageways or existing roads are replaced or realigned as part of the New Works, the Lane Occupation Charges and Restricted Services Availability Failure Deductions for those existing carriageways and existing roads shall apply until such time as the traffic is permanently transferred onto the new carriageways or new roads. Lane Occupation Charges and Restricted Services Availability Failure Deductions shall then apply to the relevant new carriageways and new roads equivalent to those relevant existing carriageways and existing roads so replaced or realigned until such time as the issue of the Permit to Use or the Third Party Roads Completion Certificate, as appropriate, by the Contracting Authority for the new carriageways or new roads.
11. On slip roads and side roads the Lane Occupation Charge shall be based on whether the available Running Lanes are capable of carrying all permitted classes of vehicle on the following basis:
- 11.1 A Running Lane on a dual carriageway side road shall be deemed to be capable of carrying all permitted classes of vehicle if the width of the Running Lane through TTMS is at least 3.3m;
- 11.2 A Running Lane on a single carriageway side road or on a slip road shall be deemed to be capable of carrying all permitted classes of vehicle if:
- 11.2.1 the combined width of the Running Lanes through TTMS with two-way working is at least 6.75m on a bus route and at least 6.5m on a road which is not a bus route; or
- 11.2.2 the width of the Running Lane through TTMS with one-way working is at least 3.25m.
- 11.3 For the avoidance of doubt:
- 11.3.1 a slip road or a side road which is subject to permanent closure shall be subject to Lane Occupation Charges until issue of the relevant Permit to Use or Third Party Roads Completion Certificate, subject to any Exemptions that may apply;
- 11.3.2 a single carriageway side road that is subject to shuttle working shall be charged at 0.5 times the Lane Occupation Charge for the lane on which the shuttle working is operating. This charge shall be in addition to the Lane Occupation Charge for the
-

lane subject to occupation; the phasing of the traffic control shall be ignored for the purpose of calculating the Lane Occupation Charge;

- 11.3.3 an approved Departure for TTMS shall not exempt the application of Lane Occupation Charges to the associated Lane Occupations; and
- 11.3.4 the use of a 'Give Way' in TTMS for slip roads merging with the A90 between Findon and Charleston Junctions shall be charged at 1.5 times the maximum Lane Occupation Charge for each period for the relevant road for the duration that the total closure occurs;
- 11.3.5 the use of temporary traffic lights shall be subject to the prior approval of the Contracting Authority. Where approval is given for purposes other than shuttle working as described in paragraph 11.3.2, additional Lane Occupation Charges shall apply. Where the road subject to temporary traffic light control is the main carriageway of a trunk road a charge of 1.0 times the Lane Occupation Charge shall apply for each period for the relevant road for the duration that temporary traffic light control is in operations. Where the road subject to temporary traffic light control is a slip road or a side road a charge of 0.5 times the Lane Occupation Charge shall apply for each period for the relevant road for the duration that temporary traffic light control is in operation. These charges are in addition to the Lane Occupation Charges which may apply in respect of other temporary traffic management arrangements affect the roads concerned; and
- 11.3.6 the use of a 'rolling road-block' form of temporary traffic management shall be subject to the prior approval of the Contracting Authority. Where approval is given additional Lane Occupation Charges shall apply. For any road subject to control by means of a 'rolling road-block' a charge of 1.0 times the Lane Occupation Charge shall apply for each period for the relevant road for the duration that the 'rolling road-block' is in operation. This charge is in addition to Lane Occupation Charges which may apply in respect of other temporary traffic management arrangements affecting the road concerned.

Table 1: Existing A90 at Stonehaven,
Charges per Lane Occupation Period per Direction of Travel

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	£1500	£250	£750
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	£1750	£375	£875
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£500	£50	£250
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£600	£50	£375
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 2: Existing A90 at Charleston,

Charges per Lane Occupation Period per Direction of Travel

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 3: Existing A96 at Craibstone and Dyce
Charges per Lane Occupation Period per Direction of Travel

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 4: Existing A90 at Blackdog

Charges per Lane Occupation Period per Direction of Travel

(Northbound from Reference Point C179 to C183, Southbound from Reference Point C183 to C179)

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 5: Existing A90 from Blackdog to Eigie Road Junction

Charges per Lane Occupation Period per Direction of Travel

(Northbound from Reference Point B34 to L1, Southbound from Reference Point L1 to B34)

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 6: Existing A90 from Eigie Road Junction to Blairton

Charges per Lane Occupation Period per Direction of Travel

(Northbound from Reference Point L1 to L2, Southbound from Reference Point L2 to L1)

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 7: Existing A90 from Tipperty to Ellon Roundabout

Charges per Lane Occupation Period per Direction of Travel

(Northbound from Reference Point L4 to B59, Southbound from Reference Point B59 to L4)

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 8: Existing A944 at South Kingswells

Charges per Lane Occupation Period per Direction of Travel

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 9: Existing A956 at Charleston

Charges per Lane Occupation Period per Direction of Travel

Day 06:00am to 08:00pm					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£500	Not Permitted	£250	£1500
	< 3.3 m and ≥ 3.0 m	£750	Not Permitted	£375	Not Permitted
	<3.0 m	£1000	Not Permitted	£500	Not Permitted
40mph	≥ 3.3 m	£750	Not Permitted	£375	£1750
	< 3.3 m and ≥ 3.0 m	£1000	Not Permitted	£500	Not Permitted
	<3.0 m	£1250	Not Permitted	£625	Not Permitted
30mph	Any	£1500	Not Permitted	£750	Not Permitted
Night 08:00pm to 06:00am					
Speed Limit	Running Lane Width (m)	Weekday		Weekend	
		2 Running Lanes	1 Running Lane	2 Running Lanes	1 Running Lane
50mph	≥ 3.3 m	£100	£1000	£50	£500
	< 3.3 m and ≥ 3.0 m	£200	Not Permitted	£50	Not Permitted
	<3.0 m	£300	Not Permitted	£50	Not Permitted
40mph	≥ 3.3 m	£200	£1250	£50	£750
	< 3.3 m and ≥ 3.0 m	£300	Not Permitted	£50	Not Permitted
	<3.0 m	£400	Not Permitted	£50	Not Permitted
30mph	Any	£500	Not Permitted	£50	Not Permitted

Table 10: Existing Slip Roads and Side Roads (Fastlink)

Charges per Lane Occupation Period per Direction of Travel, where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Weekday		Weekend	
	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am
Existing Northbound Diverge from A90 to B979	£800	£200	£400	£100
Existing Northbound Merge from B979 to A90	£800	£200	£400	£100
B979 Netherley Road (south of Reference Point B02)	Not Permitted	Not Permitted	Not Permitted	£100
B979 Netherley Road (west of Reference Point B02)	Not Permitted	Not Permitted	Not Permitted	£100
U88K Fishermyre to Clayfolds Road	£200	£50	£75	£25
C12K Bridge of Muchalls to Netherly Road	£200	£50	£75	£25
C25K Muchalls to Burnhead Road	£200	£50	£75	£25
C24K Stakeraw to Cookney Road	£200	£50	£75	£25
C13K Lairhillock to Portlethen Road	£200	£50	£75	£25
C5K Lochton to Auchlunies to Nigg Road near Greens of Crynoch	£200	£50	£75	£25

Table 11: Existing Slip Roads and Side Roads (Southern Leg)

Charges per Lane Occupation Period per Direction of Travel, where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Weekday		Weekend	
	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am
Existing Northbound Merge at Findon Junction	£800	£200	£400	£100
Existing Southbound Diverge at Findon Junction	£800	£200	£400	£100
Existing Northbound Diverge at Charleston Junction	£800	£200	£400	£100
Existing Northbound Merge at Charleston Junction	£200	£50	£75	£25
Existing Southbound Diverge at Charleston Junction	£200	£50	£75	£25
Existing Southbound Merge at Charleston Junction	£800	£200	£400	£100
C5K Lochton to Auchlunies to Nigg Road near Charleston Junction	£200	£50	£75	£25
C30K Hillside to Batchart Road	£200	£50	£75	£25
C5K Lochton to Auchlunies to Nigg Road near Cleanhill	£200	£50	£75	£25
U63K Maryculter Road	£200	£50	£75	£25
B9077 South Deeside Road	£350	£175	£100	£50
Milltimber Brae	£200	£50	£75	£25
A93	£800	£200	£400	£100
Contlaw Road	£200	£50	£75	£25
C127C Wester Ord to Blacktop Road	£200	£50	£75	£25

Table 12: Existing Side Roads (Northern Leg)

Charges per Lane Occupation Period per Direction of Travel, where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Weekday		Weekend	
	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am
C89C Chapel of Stoneywood to Fairley Road	£200	£50	£75	£25
U90C Tulloch Road	£200	£50	£75	£25
Dyce Drive	£800	£200	£400	£100
C55C Pittmedden Road	£200	£50	£75	£25
B977Echt to Balmedie Road	£200	£50	£75	£25
A947 Aberdeen to Old Meldrum to Turriff Road	£800	£200	£400	£100
U19C Leuchlands to Cranbog to Sheilhill Road	£200	£50	£75	£25
B999 Aberdeen to Tarves Road	£200	£50	£75	£25
Hareburn Terrace	£200	£50	£75	£25
C1C Belhelvie to Wateridgemuir	£350	£175	£100	£50

Table 13: Existing Single Carriageway A90 and Side Roads (Balmedie-Tipperty),

Charges per Lane Occupation Period per Direction of Travel, where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Weekday		Weekend	
	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am	Day 06:00am to 08:00pm	Night 08:00pm to 06:00am
Existing A90 from Blairton to A975 Junction (Northbound from Reference Point L2 to L3, Southbound from Reference Point L3 to L2)	Not Permitted	£200	£400	£100
Existing A90 from A975 Junction to Tipperty (Northbound from Reference Point L3 to L4, Southbound from Reference Point L4 to L3)	Not Permitted	£200	Not Permitted	£100
Eigie Road, Balmedie	£350	£175	£100	£50
Old Road, Balmedie	£350	£175	£100	£50
B977 Belhelvie Road	£800	£200	£400	£100
Orrock Road	£200	£50	£75	£25
Westfield Road	£200	£50	£75	£25
Kirkhill Road	£200	£50	£75	£25
A975 Newburgh Road	£800	£200	£400	£100
Mill Road, Foveran	£200	£50	£75	£25
Pitmillian Road	£200	£50	£75	£25
B9000 East	£350	£175	£100	£50
B9000 West	£800	£200	£400	£100

**APPENDIX 8
PERMITTED LANE OCCUPATIONS**

Table 1A:
Existing A90 at Stonehaven, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 1A):

Weekday, Day **Number: [REDACTED]** **Value: £[REDACTED]**
Carried forward to Table 14 Summary

Table 1B:
Existing A90 at Stonehaven, Weekday, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 1B):

Weekday, Night **Number: [REDACTED]** **Value: [REDACTED]**
Carried forward to Table 14 Summary

Table 1C:
Existing A90 at Stonehaven, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 1C):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 1D:
Existing A90 at Stonehaven, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 1D):

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 2A:
Existing A90 at Charleston, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 2A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 2B:
Existing A90 at Charleston, Weekday, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 2B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 2C:
Existing A90 at Charleston, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 2C):

Weekend, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 2D:
Existing A90 at Charleston, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 2D):

Weekend, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 3A:
Existing A96 at Craibstone and Dyce, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 3A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 3B:
Existing A96 at Craibstone and Dyce, Weekday, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 3B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 3C:
Existing A96 at Craibstone and Dyce, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 3C):

Weekend, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 3D:
Existing A96 at Craibstone and Dyce, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 3D):

Weekend, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 4A:
Existing A90 at Blackdog, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 4A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 4B:
Existing A90 at Blackdog, Weekday, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 4B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 4C
Existing A90 at Blackdog, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 4C):

Weekend, Day

Number: [REDACTED]

Value: [REDACTED]

Carried forward to Table 14 Summary

Table 4D:
Existing A90 at Blackdog, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 4D):

Weekend, Night

Number: [REDACTED]

Value: [REDACTED]

Carried forward to Table 14 Summary

Table 5A:
Existing A90 from Blackdog to Eigie Road Junction, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 5A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 5B:
Existing A90 from Blackdog to Eigie Road Junction, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 5B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 5C:
Existing A90 from Blackdog to Eigie Road Junction, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 5C):

Weekend, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 5D:
Existing A90 from Blackdog to Eigie Road Junction, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 5D):

Weekend, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 6A:
Existing A90 from Eigie Road Junction to Blairton, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 6A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 6B:
Existing A90 from Eigie Road Junction to Blairton, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3 m and ≥ 3.0 m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 6B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 6C:
Existing A90 from Eigie Road Junction to Blairton, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 6C):

Weekend, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 6D:
Existing A90 from Eigie Road Junction to Blairton, Weekend, Night – 0800pm to 0600am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 6D):

Weekend, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 7A:
Existing A90 from Tipperty to Ellon Roundabout, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 7A):

Weekday, Day **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 7B:
Existing A90 from Tipperty to Ellon Roundabout, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 7B):

Weekday, Night **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 7C:
Existing A90 from Tipperty to Ellon Roundabout, Weekend, Day – 0600am to 800pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 7C):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 7D:
Existing A90 from Tipperty to Ellon Roundabout, Weekend, Night – 0800pm to 0600am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 7D):

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 8A:
Existing A944 at South Kingswells, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 8A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 8B:
Existing A944 at South Kingswells, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 8B):

Weekday, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 8C:
Existing A944 at South Kingswells, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 8C):

Weekend, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 8D:
Existing A944 at South Kingswells, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3 m						
	< 3.3m and ≥ 3.0m						
	<3.0 m						
40mph	≥ 3.3 m						
	< 3.3m and ≥ 3.0m						
	<3.0 m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 8D):

Weekend, Night

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 9A:
Existing A956 at Charleston, Weekday, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table 9A):

Weekday, Day

Number: [REDACTED]

Value: £[REDACTED]

Carried forward to Table 14 Summary

Table 9B:
Existing A956 at Charleston, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

Sub-total of Permitted Lane Occupations (Table

9B): Weekday, Night

Number:

Value: £[REDACTED]

[REDACTED]

Carried forward to Table 14 Summary

Table 9C:
Existing A956 at Charleston, Weekend, Day – 06:00am to 08:00pm
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 9C):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

Table 9D:
Existing A956 at Charleston, Weekend, Night – 08:00pm to 06:00am
Permitted Lane Occupations (PLOs)

Speed Limit (mph)	Running Lane Width (m)	2 Running Lanes			1 Running Lane		
		Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
50mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
40mph	≥ 3.3m						
	< 3.3m and ≥ 3.0m						
	<3.0m						
30mph	Any						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 9D):

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]
Carried forward to Table 14 Summary

**Table 10A:
Existing Slip Roads and Side Roads (Fastlink), Weekday**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing Northbound Diverge from A90 to B979						
Existing Northbound Merge from B979 to A90						
B979 Netherley Road (south of Reference Point B02)						
B979 Netherley Road (west of Reference Point B02)						
U88K Fishermyre to Clayfolds Road	[REDACTED]					
C12K Bridge of Muchalls to Netherly Road						
C25K Muchalls to Burnhead Road						
C24K Stakeraw to Cookney Road						
C13K Lairhillock to Portlethen Road						
C5K Lochton to Auchlunies to Nigg Road near Greens of Crynoch						

Sub-total of Permitted Lane Occupations (Table 10A):

Weekday, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekday, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

**Table 10B:
Existing Slip Roads and Side Roads (Fastlink), Weekend**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing Northbound Diverge from A90 to B979						
Existing Northbound Merge from B979 to A90						
B979 Netherley Road (south of Reference Point B02)						
B979 Netherley Road (west of Reference Point B02)						
U88K Fishermyre to Clayfolds Road						
C12K Bridge of Muchalls to Netherly Road						
C25K Muchalls to Burnhead Road						
C24K Stakeraw to Cookney Road						
C13K Lairhillock to Portlethen Road						
C5K Lochton to Auchlunies to Nigg Road near Greens of Crynoch						

Sub-total of Permitted Lane Occupations (Table 10B):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

**Table 11A:
Existing Slip Roads and Side Roads (Southern Leg), Weekday**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing Northbound Merge at Findon Junction						
Existing Southbound Diverge at Findon Junction						
Existing Northbound Diverge at Charleston Junction						
Existing Northbound Merge at Charleston Junction						
Existing Southbound Diverge at Charleston Junction						
Existing Southbound Merge at Charleston Junction						
C5K Lochton to Auchlunies to Nigg Road near Charleston Junction						
C30K Hillside to Batchart Road						
C5K Lochton to Auchlunies to Nigg Road near Cleanhill						
U63K Maryculter Road						
B9077 South Deeside Road						
Milltimber Brae						
A93						
Contlaw Road						
C127C Wester Ord to Blacktop Road						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 11A):

Weekday, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekday, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

**Table 11B:
Existing Slip Roads and Side Roads (Southern Leg), Weekend**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing Northbound Merge at Findon Junction						
Existing Southbound Diverge at Findon Junction						
Existing Northbound Diverge at Charleston Junction						
Existing Northbound Merge at Charleston Junction						
Existing Southbound Diverge at Charleston Junction						
Existing Southbound Merge at Charleston Junction						
C5K Lochton to Auchlunies to Nigg Road near Charleston Junction						
C30K Hillside to Batchart Road						
C5K Lochton to Auchlunies to Nigg Road near Cleanhill						
U63K Maryculter Road						
B9077 South Deeside Road						
Milltimber Brae						
A93						
Contlaw Road						
C127C Wester Ord to Blacktop Road						

Sub-total of Permitted Lane Occupations (Table 11B):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

**Table 12A:
Existing Side Roads (Northern Leg), Weekday**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
C89C Chapel of Stoneywood to Fairley Road						
U90C Tulloch Road						
Dyce Drive						
C55C Pittmedden Road						
B977Echt to Balmedie Road						
A947 Aberdeen to Old Meldrum to Turriff Road						
U19C Leuchlands to Cranbog to Sheilhill Road						
B999 Aberdeen to Tarves Road						
Hareburn Terrace						
C1C Belhelvie to Wateridgemuir						

Sub-total of Permitted Lane Occupations (Table 12A):

Weekday, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekday, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

**Table 12B:
Existing Side Roads (Northern Leg), Weekend**

Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
C89C Chapel of Stoneywood to Fairley Road						
U90C Tulloch Road						
Dyce Drive						
C55C Pittmedden Road						
B977Echt to Balmedie Road						
A947 Aberdeen to Old Meldrum to Turriff Road						
U19C Leuchlands to Cranbog to Sheilhill Road						
B999 Aberdeen to Tarves Road						
Hareburn Terrace						
C1C Belhelvie to Wateridgemuir						

Sub-total of Permitted Lane Occupations (Table 12B):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

Table 13A:
Existing Single Carriageway A90 and Side Roads (Balmedie-Tipperty), Weekday
Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are
capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing A90 from Blairton to A975 Junction						
Existing A90 from A975 Junction to Tipperty						
Eigie Road, Balmedie						
Old Road, Balmedie						
B977 Belhelvie Road						
Orrock Road						
Westfield Road						
Kirkhill Road						
A975 Newburgh Road						
Mill Road, Foveran						
Pitmillian Road						
B9000 East						
B9000 West						

Sub-total of Permitted Lane Occupations (Table 13A):

Weekday, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekday, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

Table 13B:
Existing Single Carriageway A90 and Side Roads (Balmedie-Tipperty), Weekend
Permitted Lane Occupations (PLOs) where the Running Lanes within the Lane Occupation are capable of carrying all permitted classes of vehicle

Road	Day – 06:00am to 08:00pm			Night – 08:00pm to 06:00am		
	Charge (£)	Number of PLOs	Value (£)	Charge (£)	Number of PLOs	Value (£)
Existing A90 from Blairton to A975 Junction						
Existing A90 from A975 Junction to Tipperty						
Eigie Road, Balmedie						
Old Road, Balmedie						
B977 Belhelvie Road						
Orrock Road						
Westfield Road						
Kirkhill Road						
A975 Newburgh Road						
Mill Road, Foveran						
Pitmillian Road						
B9000 East						
B9000 West						

[REDACTED]

Sub-total of Permitted Lane Occupations (Table 13B):

Weekend, Day **Number:** [REDACTED] **Value:** £[REDACTED]

Weekend, Night **Number:** [REDACTED] **Value:** £[REDACTED]

Carried forward to Table 14 Summary

Table 14: Summary of Permitted Lane Occupations

PLO Table	Item	Weekday PLOs		Weekend PLOs		Totals for Lane Occupations for Table
		Day	Night	Day	Night	
Table 1	Number					
	Value (£)					
Table 2	Number					
	Value (£)					
Table 3	Number					
	Value (£)					
Table 4	Number					
	Value (£)					
Table 5	Number					
	Value (£)					
Table 6	Number					
	Value (£)					
Table 7	Number					
	Value (£)					
Table 8	Number					
	Value (£)					
Table 9	Number					
	Value (£)					
Table 10	Number					
	Value (£)					
Table 11	Number					
	Value (£)					
Table 12	Number					
	Value (£)					
Table 13	Number					
	Value (£)					
Total Value of Permitted Lane Occupations						[REDACTED]

[REDACTED]

**APPENDIX 9
COMMUNITY BENEFITS CHARGES**

Stage	Community Benefit	Average Requirement per Annum	Community Benefit Charge per day per individual event of non-performance
New Works	Apprenticeships	30	[REDACTED]
	Graduates	15	
	Job Start	30	
	Short Duration Training and Employment Opportunities	40	
O&M Works	Apprenticeships	5	
	Graduates	2	
	Job Start	5	
	Short Duration Training and Employment Opportunities	10	

Notes:

1. Measurement of the Community Benefit Charges for non-performance shall be calculated by multiplying the charges shown above by the difference between each of the number of Apprenticeships, Graduates, Job Start or Short Duration Training and Employment Opportunities in place on a daily basis, compared to the minimum requirements for each such category as set out in Schedule 21 of this Agreement, or the numbers indicated for each such category as set out in the Company’s Responsible Procurement Plan, whichever shall be the greater. Measurement of Community Benefit Charges for non-performance in respect of the requirements for Community Benefits associated with O&M Works shall commence from the Full Services Commencement Date.
2. For Community Benefit Charges associated with non-performance of the requirements for Community Benefits associated with the New Works, there shall be no indexation adjustment to the Community Benefit Charge set out above.
3. For Community Benefit Charges associated with non-performance of the requirements for Community Benefits associated with the O&M Works, there shall be an indexation adjustment to the Community Benefit Charge set out above. The indexation adjustment shall be the same as the indexation adjustment used in the calculation of the Annual Availability Payment.

4. Community Benefit Charges shall be calculated on a monthly basis and deducted from the Monthly Availability Payment as set out in Section 7 of this Part 6. Where the average number of places for any category calculated in any month exceeds the required levels for that category used in the calculation as set out in Note 1 above, the excess numbers shall offset in whole or in part any charge that may have been made in respect of that category in any previous month. Such offsetting of charges shall only apply within categories, and shall not apply across categories. Where the Company provides the required number of places for each category averaged over the whole duration of the New Works or the O&M Works as appropriate, there shall be no net deduction in respect of non-performance in the provision of Community Benefits.
5. There shall be no net payment to the Company on either a monthly or total basis in respect of any provision of Community Benefits which exceeds the required levels used in the calculation as set out in Note 1 above.

**APPENDIX 10
PAYMENT CALCULATION SCHEDULE**

Part A

Restricted Services Payment Tables

Monthly Restricted Services Payments (Gross)

Table 1.1: Calculation of Monthly Restricted Services Payment (Gross)

Year	Month	Number of Days in Payment Month (PM)	Number of Days for each Restricted Services Section				Monthly Payment for each Restricted Services Section				Restricted Services Payment (Gross)
			D1	D2	D3	D4	$\frac{D1 \times RSP1}{PM}$	$\frac{D2 \times RSP2}{PM}$	$\frac{D3 \times RSP3}{PM}$	$\frac{D4 \times RSP4}{PM}$	

Note: RSP1, RSP2, RSP3 and RSP4 are as noted in Appendix 6

Restricted Services Performance Failure Deductions

Table 1.2: Calculation of Restricted Services Performance Failure Deductions

Year	Month	Record Number	Failure Start		Failure End		Failure Location	Failure Description	Deduction for Individual Restricted Services Performance Failure	Total Deduction in Month for Restricted Services Performance Failures
			Date	Time	Date	Time				

Note: Each Restricted Service Performance Failure shall be recorded individually

Restricted Services Availability Failure Deductions

Table 1.3: Calculation of Restricted Services Availability Failure Deductions

Year	Month	Record Number	Failure Start		Failure End		Period	Failure Location	Failure Description	Deduction for Individual Restricted Services Availability Failure	Total Deduction in Month for Restricted Services Availability Failures
			Date	Time	Date	Time					

Note: Each Restricted Service Performance Availability Failure shall be recorded individually, with multiple entries recorded where the period exceeds 30 minutes.

Lane Occupation Charges

Table 1.4.1: Record of Lane Occupations (LOs)

Year	Month	Record Number	LO Start		LO End		LO Location	LO Details	Activity Code	Charge Code
			Date	Time	Date	Time				

Note: Lane Occupation shall be the name of the location as set out in the tables in Appendix 7 within which the Lane Occupation has occurred,
 Activity Code: 1=New Works; 2=Restricted Services; 3=Emergency; 4=Other
 Charge Code: 1=Chargeable Lane Occupation; 2=Exempt Lane Occupation

Table 1.4.2: Calculation of Lane Occupation Charges (LOCs)

Year	Month	Record Number	LOC Periods				LOC				Total LOC for Lane Occupation	Total LOC in Month
			Weekday		Weekend		Weekday		Weekend			
			Day	Night	Day	Night	Day	Night	Day	Night		

Note: LOC shall be the relevant value for the Lane Occupation as set out in the tables in Appendix 7

Table 1.4.3: Calculation of Balance of Lane Occupation Charges (LOCs)

Year	Month	Accrued Cumulative LOC	Permitted Cumulative LOC	Balance of LOC (Accrued-Permitted)

Note: Permitted Cumulative LOC shall be the total value of permitted Lane Occupations as set out in Appendix 8.

Where the Accrued Cumulative LOC exceeds the Permitted Cumulative LOC, the difference shall be the value of Excess LOC

Monthly Restricted Services Payments (Net)

Table 1.5: Calculation of Monthly Restricted Services Payment (Net)

Year	Month	Restricted Services Payment (Gross) (Table 1.1)	Restricted Services Performance Failure Deduction (Table 1.2)	Restricted Services Availability Failure Deduction (Table 1.3)	Excess LOC Deduction (Table 1.4.3)	Restricted Services Payment (Net)

Part B
Unitary Charge Payment Tables

Monthly Availability Payments

Table 2.1.1: Calculation of Annual Availability Payment

Year	Month	AAP _o	IF	AAP _o x (1-IF) (1)	AAP _o x IF (2)	RPIX _o	RPIX _n	$1 + \frac{(RPIX_n - RPIX_o)}{RPIX_o}$ (3)	(2) x (3) (4)	AAP _n (1) + (4)

Note: Entries in this table shall have the meanings described in the calculation of Annual Availability Payment given in Paragraph 1.1 of this Schedule 6.

Table 2.1.2: Capital Expenditure Factor and CV³

Capital Expenditure Factors for Each Individual Phase:				CV after issue of Permit to Use for:		
Phase 1 (1)	Phase 2 (2)	Phase 2a (3)	Phase 3 (4)	CV1 (Phase 1) [REDACTED]	CV2 (Phases 1, 2 and 2a) [REDACTED]	CV3 (Phases 1, 2, 2a and 3) [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

³ This table shows CVs based on the programme as at Financial Close and will be amended as appropriate to reflect the actual sequence of PTUs achieved by the Company.

Table 2.1.3: Calculation of Monthly Availability Payment⁴

Year	Month	AAP _n	$\frac{AAP_n}{12}$ (1)	Calculation of Monthly Availability Payment Adjustment Factor							Adjustment Factor (9)	Monthly Availability Payment (1) x (9)
				Capital Expenditure Factors (From Table 2.1.2)			Number of days in Payment month:					
				CV1 (2)	CV2 (3)	CV3 (4)	between issue of:			following issue of Final Completion (8)		
							Permit to Use for Phases 1 and 2/2a (5)	Permit to Use for Phases 2/2a and 3 (6)	Permit to Use for Phase 3 and Final Completion (7)			

Note: The calculation for the Adjustment Factor (9), using the column references within Table 2.1.2, is: $\frac{((2) \times (5)) + ((3) \times (6)) + ((4) \times (7)) + (8)}{\text{Number of Days in Payment Month}}$

⁴ This table shows CVs based on the programme as at Financial Close and will be amended as appropriate to reflect the actual sequence of PTUs achieved by the Company.

Availability Failure Deductions

Table 2.2.1: Calculation of Total Section Weighting Factor (TSWsCP)⁵

Year	Month	Section Weighting Totals				Phases with Granted Permit to Use	
		Total Phase 1 SWs	Total Phase 2 and 2a SWs	Total Phase 3 SWs	Total SWs	Phase References	TSWsCP

Note: Entries in this table shall have the meanings described in the calculation of Availability Failure Deductions given in Paragraph 4.1 of this Schedule 6.

Following issue of Final Completion TSWsCP shall be equal to 1

⁵ This table shows CVs based on the programme as at Financial Close and will be amended as appropriate to reflect the actual sequence of PTUs achieved by the Company.

Table 2.2.2: Record of Availability Failures

Year	Month	Record Number	Failure Start		Failure End		Carriageway Section	Description of Availability Failure	Activity Code	Charge Code
			Date	Time	Date	Time				

Note: Each Availability Failure shall be recorded individually, with multiple entries recorded where the period spans different availability periods as set out in Appendix 1.

Activity Code: 1=New Works; 2=Routine/Cyclic Maintenance; 3=Major O&M Works; 4=Emergency; 5=Works by Others; 6=Breakdown; 7=Other

Charge Code: 1=Chargeable Availability Failure; 2=Exception

Table 2.2.3: Calculation of Availability Failure Deductions

Year	Month	Record Number	CV (1)	AAP _n (2)	SWs (3)	TSWsCP (4)	TWt (5)	AFF (6)	Deduction for Individual Availability Failure <u>(1) x (2) x (3) x (5) x (6)</u> (4) x 37126	Total Deduction in Month for Availability Failures

Note: Entries in this table shall have the meanings described in the calculation of Availability Failure Deductions given in Paragraph 4.1 of this Schedule 6.

Service Shortfall Deductions

Table 2.3.1: Record of Service Shortfalls

Year	Month	Record Number	Shortfall Start		Shortfall End		Carriageway Section	Description of Shortfall	Shortfall Type
			Date	Time	Date	Time			

Note: Each Service Shortfall shall be recorded individually

Carriageway Section shall be the reference number from Appendix 2 for the section of the carriageway subject to the Service Shortfall. Where the Service Shortfall applies to the whole carriageway, the Carriageway Section shall be entered as "Whole"

Shortfall Type shall be "SSP Section" or "SSP Whole"

Table 2.3.2: Calculation of Service Shortfall Deductions (SSD)

Year	Month	Record Number	MAP (1)	PM (2)	SWs (3)	TSWsCP (4)	Hourly Points	Daily Points	Repetition Multiplier	Total Service Shortfall Points (5)	SSD for Individual Service Shortfall $\frac{(1) \times (3) \times (5)}{(2) \times 100}$	SSD for Service Shortfalls in Month

Note: Entries in this table shall have the meanings described in the calculation of Service Shortfall Deductions given in Paragraph 4.2 of this Schedule 6.

The Points to be entered in this table shall be as set out in Appendix 5, subject to the provisions of Paragraph 5 of this Schedule 6.

Where Service Shortfall Deductions are in respect of SSD Whole, both SWs and TSWsCP shall be equal to 1

Following issue of Final Completion TSWsCP shall be equal to 1.

Community Benefit Charges

Table 2.4.1: Record of Community Benefit Provision for New Works

Year	Month	Required Levels of Community Benefits in Month				Actual Levels of Community Benefits in Month				Differentials in Month				Cumulative Differentials				
		A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E	

Notes:

A = Apprenticeships; **G**=Graduates; **JS**=Job Starts; **T&E**=Short Duration Training and Employment Opportunities

Differentials shall be calculated by subtracting the actual level provided from the required level. Where the actual level provided exceeds the required level the differential shall be entered as a negative number.

Table 2.4.2: Record of Community Benefit Provision for O&M Works

Year	Month	Required Levels of Community Benefits in Month				Actual Levels of Community Benefits in Month				Differentials in Month				Cumulative Differentials				
		A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E	

Notes:

A=Apprenticeships; **G**=Graduates; **JS**=Job Starts; **T&E**=Short Duration Training and Employment Opportunities

Differentials shall be calculated by subtracting the actual level provided from the required level. Where the actual level provided exceeds the required level the differential shall be entered as a negative number.

Table 2.4.3: Calculation of Community Benefit Charges for New Works

Year	Month	Cumulative Differentials (From Table 2.4.1)				Community Benefit Charge Rates				Community Benefit Charges (per category)				Total Community Benefit Charges for New Works
		A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E	

Notes:

A=Apprenticeships; **G**=Graduates; **JS**=Job Starts; **T&E**=Short Duration Training and Employment Opportunities

Where the Cumulative Differentials from Table 2.4.1 are a negative number, the sum entered for the relevant Community Benefit Charge shall be zero.

Table 2.4.4: Calculation of Community Benefit Charges for O&M Works

Year	Month	Cumulative Differentials (From Table 2.4.2)				Community Benefit Charge Rates				Community Benefit Charges (per category)				Un-indexed Total CBCs for O&M Works	Indexation Factor (From Table 2.1.1 Column Ref (3))	Total CBCs for O&M Works
		A	G	JS	T&E	A	G	JS	T&E	A	G	JS	T&E			

Notes:

A=Apprenticeships; G=Graduates; JS=Job Starts; T&E=Short Duration Training and Employment Opportunities

Where the Cumulative Differentials from Table 2.4.2 are a negative number, the sum entered for the relevant Community Benefit Charge shall be zero.

Table 2.4.5: Calculation of Community Benefit Charges (CBC)

Year	Month	In Month Total of CBC for New Works (From Table 2.4.3)	Previous In Month Total of CBC for New Works	New Works CBC Adjustment	In Month Total of CBC for O&M Works (From Table 2.4.4)	Previous In Month Total of CBC for O&M Works	O&M Works CBC Adjustment	Total CBC Adjustment

Notes:

The New Works CBC Adjustment for each month shall be calculated by subtracting the Previous In Month Total of CBC for New Works from the In Month Total of CBC for New Works. Where this results in a negative number, the New Works CBC Adjustment shall be entered as a negative number.

The O&M Works CBC Adjustment for each month shall be calculated by subtracting the Previous In Month Total of CBC for O&M Works from the In Month Total of CBC for O&M Works. Where this results in a negative number, the O&M Works CBC Adjustment shall be entered as a negative number.

The Total CBC Adjustment for each month shall be calculated by adding the New Works CBC Adjustment to the O&M Works Adjustment. Should the sum of these values be a negative number it shall be entered as such and shall be carried forward to Table 2.5.1 as a negative number.

Monthly Unitary Charge Payments

Table 2.5.1: Calculation of Deductions

Year	Month	Availability Failure Deduction (Table 2.2.3)	Service Shortfall Deduction (Table 2.3.2)	Community Benefit Charges (Table 2.4.5)	Excess LOC Deduction (Table 1.4.3)	Excess RSPFDs (value of RSPFDs not deducted from Restricted Services Payments)	Excess RSAFDs (value of RSAFDs not deducted from Restricted Services Payments)	Value of Deductions in Month

Monthly Unitary Charge Payments

Table 2.5.2: Calculation of Monthly Unitary Charge Payment

Year	Month	Monthly Availability Payment (Table 2.1.3)	Deductions (Table 2.5.1)	Pass Through Insurance Costs	Monthly Unitary Charge

Note: In this table Pass Through Insurance Costs shall have the meaning described in Paragraph 3.1.1 (e) of this Schedule 6.

Part C
Monthly Payments Tables

Table 3.1: Calculation of Monthly Payments

Year	Month	Restricted Services Payment (Net) (Table 1.5)	Monthly Unitary Charge (Table 2.5.24)	Total Sum Payable

APPENDIX 11
PRIORITY SURPLUSES

[REDACTED]



Aberdeen Western Peripheral Route / Balmedie-Tipperty
AWPR / B-T Managing Agent, Aberdeen Business Centre,
Willowbank House, Willowbank Road, Aberdeen AB11 6YG

Tel: 01224 332322 | Fax: 01224 322 361 | Email: enquiries@awpr.co.uk | Web:
www.awpr.co.uk

Working in partnership

