

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CENTRAL UNION STREET / BELMONT QUARTER, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2022

STATEMENT OF REASONS

With the section of Union Street, between its junctions with Bridge Street / Union Terrace and Market Street, previously being closed to through traffic by way of a COVID-19 'Spaces for people' project (provided by way of a temporary Traffic Regulation Order), this Experimental Traffic Regulation Order (ETRO) is being established to allow local service buses back onto the section, however, general motorised through traffic will still be prohibited. Accordingly, the ETRO provides for a bus priority route, while maintaining a low volume of motorised traffic, which improves the environment for pedestrians and cyclists and enhances road safety.

The ETRO also establishes a Pedestrian and Cycle Zone in the Belmont Quarter, namely Back Wynd, Belmont Street, Gaelic Lane and Little Belmont Street. The restrictions that provide for the zone being designed to limit traffic volume and provide an enhanced environment for pedestrians and cyclists, while providing opportunities to utilise road space for 'cafe culture' infrastructure such as seats, tables etc. Additionally, access for taxis and private hire vehicles is also provided, with a taxi rank established on Back Wynd, while a length of Back Wynd will also be available for disabled parking.

For the purpose of vehicles loading adjacent to properties, or servicing properties in the Belmont Quarter, access will be permitted between 4.30pm and 11am, while access will be retained at any time to properties that have established vehicular accesses to off-street areas. Similarly, access to the central section of Union Street will be maintained for servicing / loading via Back Wynd, this again being permitted between the hours of 4.30pm and 11am; thereafter, vehicles will be permitted to exit via its junctions with Market Street or Bridge Street / Union Terrace. Of note, taxis and private hire vehicles will have access to the central section, by way of back Wynd, at any time on any day.

The Council is introducing the restrictions by way of an Experimental Traffic Order so that the effects and operation of the changes may be monitored. This also allows the Council to modify or suspend the provisions of the Order, or remove it, should operational experience show this to be necessary. The Council will consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by the making of a permanent Order.