

## **Appendix A** Summary of traffic management measures established by “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023”

### 1. ‘Bus Gates / Lanes’ established: -

- on the southbound carriageway of Bridge Street, between its junctions with Bath Street and Wapping Street
- on the inside northbound lane of Bridge Street, between its junctions with College Street and Bath Street.
- on the eastbound carriageway of Guild Street, between its junctions with Stirling Street and Market Street.
- on the westbound carriageway of Guild Street, between its junctions with Exchange Street and Market Street.
- on the inside northbound lane of Market Street, between its junction with Guild Street and a point 63 metres or thereby south of its junction with Guild Street.
- on the northbound carriageway of Market Street, between its junctions with Hadden Street and Union Street.
- on the westbound carriageway of Union Street, between its junctions with Market Street and the Adelphi.
- on the outside westbound lane of Trinity Quay, from its junction with Market Street and a point 72 metres or thereby east of its junction with Market Street.

The classes of vehicles permitted to use the sections of road specified above are buses (a vehicle manufactured or adapted to carry 9 or more passengers, exclusive of the driver), pedal cycles, taxis, private hire vehicles and goods vehicles. As usual, vehicles associated with the Police Scotland, Scottish Ambulance and Scottish Fire & Rescue services will also be permitted access in accordance with performing statutory duties. To complement the ‘Bus Gates’ there is a prohibition on left turns from Adelphi to Union Street, Exchange Street to Guild Street, Hadden Street to Market Street, and Market Street to Guild Street, while similarly there is a prohibition on right turns from Bath Street to Bridge Street, and St Catherine’s Wynd to Union Street, albeit these prohibition on turns will not apply to the vehicle classes exempt from the Bus Gates / Lanes.

The existing Bus Gates on Union Street, section of eastbound carriageway east of its junction with Bridge Street / Union Terrace, and section of westbound carriageway west of its junction with Market Street, previously restricted to local buses and pedal cycles only, were amended to provide additional exemptions for taxis, private hire vehicles and goods vehicles, while all buses are exempt, with the ‘local’ stipulation no longer being applicable.

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Street, Exchange Lane, Exchange Street, Exchequer Row, Green, Hadden Street, Imperial Place, King Street, Lodge Walk, Marischal Street, Market Street, Queen Street, Union Street, Shiprow, Shoe Lane, Shore Brae, Stirling Street, Trinity Lane and Trinity Street.

3. Vehicles on Union Terrace are prohibited from turning right onto Rosemount Viaduct, with the exception this restriction will not apply to buses, pedal cycles, taxis, and private hire vehicles.
4. There is a prohibition on motor vehicles at any time (a 'Pedestrian & Cycle Zone'), except for loading from midnight to 11.00am, and from 4.30pm until midnight, on Upperkirkgate, between its junctions with Schoolhill and Flourmill Lane; and on Schoolhill, between its junctions with Back Wynd and Upperkirkgate.
5. There is a 'one way' restriction on Schoolhill / Upperkirkgate, between the junctions with Belmont Street and Flourmill Lane, where vehicles, with the exception of pedal cycles, are only be permitted to travel in an easterly direction.
6. The layby area on the south side of Schoolhill, located on a section of the road between its junctions with Belmont Street and Back Wynd, will function on any day, between the hours of 7 and 11am, as a bay for the exclusive use of goods vehicles actively loading goods or burden. At all other times the bay will function for the exclusive purpose of disabled parking.
7. There is a 'one way' restriction established on Trinity Street, between its junctions with Carmelite Street and Stirling Street, whereby vehicles will only be permitted to travel in an easterly direction.
8. Disabled parking bays have been established on Carmelite Lane (1), Exchange Street (1), Flourmill Lane (2) and Stirling Street (1) – The number in brackets following the road names indicates the number of standard 6.6m length bays to be established on each of the stated roads.
9. A mandatory 20mph speed limit will be established on certain lengths of Bridge Street, Carmelite Street, College Street, Guild Street and Wapping Street.
10. There is a prohibition on vehicles loading goods and burden on the south side of Guild Street, between its junctions with the accesses that serve the Bus Station and the Railway Station