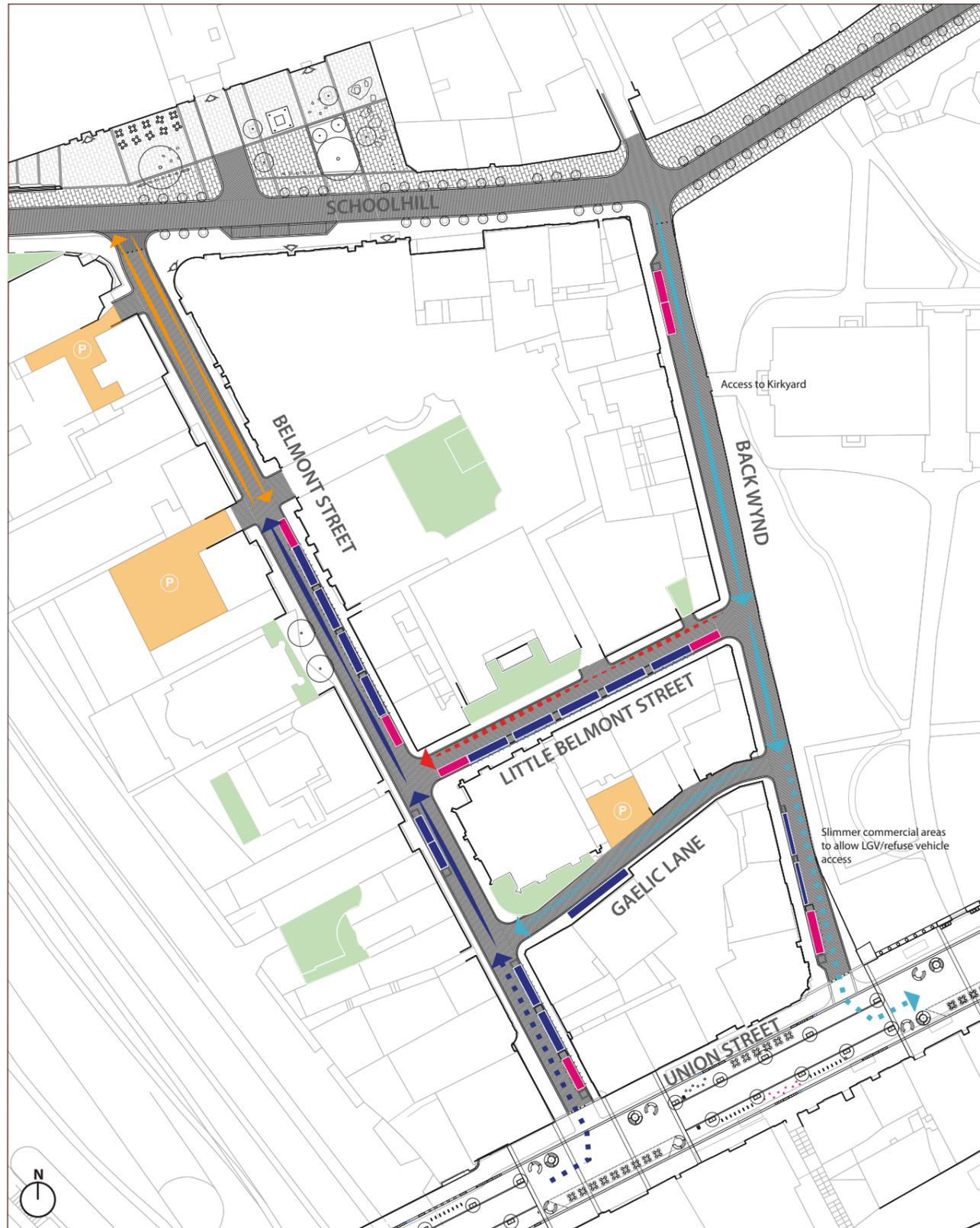




Operational Plan

Belmont Street Quarter

OPERATIONAL PLAN



- MOVEMENT**
- General Traffic
 - Local Access Only (Max. HGVs)
 - Local Access Only (Max. LGVs/refuse vehicles)
 - Local Access Only (Max. LGVs. No refuse vehicles)
 - Service access only (Max. HGVs)
 - Service access only (Max. LGVs/Refuse vehicles)
 - Emergency access only

- ZONES**
- Parking
 - Private Beer Gardens
 - Public Seating
 - Commercial external dining

VEHICLE MOVEMENTS

ZONE: NORTH BELMONT STREET

Description: Academy courtyard entrance to Schoolhill

Allowed vehicular movement: Two-way general traffic movement

Reasoning: Two-way general traffic movement allows access to and from private car parks. This is a busy traffic movement area and limiting this to a short two-way stretch here frees up road space for other uses elsewhere, minimising potential conflicts.

ZONE: MID BELMONT STREET

Description: Gaelic Lane to Academy courtyard entrance

Allowed vehicular movement: One way (northbound). Max vehicle size heavy goods vehicle (HGV)/refuse vehicle. Restrictions apply.

Reasoning: Continuing the northbound route from Union Street Central, allowing for deliveries up to a maximum vehicle size of HGV/refuse vehicle. One-way, local access only allows for servicing and deliveries, whilst freeing up space for on-street dining and minimising conflict.

ZONE: SOUTH BELMONT STREET

Description: Union Street to Gaelic Lane

Allowed vehicular movement: One way (northbound), service only (within restricted servicing window).

Reasoning: From a left turn off Union Street Central, available to service vehicles only (Max HGVs/refuse lorries), northbound up Belmont Street. Allows for public and commercial seating at the beginning of the street, and a welcome to the area. As only service vehicles will be able to use Union Street at this point, only service vehicles can make use of this section. Other local access vehicles must enter the area from Schoolhill to Back Wynd. No articulated lorries.

ZONE: GAELIC LANE

Description: Gaelic Lane, end-to-end

Allowed vehicular movement: One way (westbound), local access and light servicing only.

Reasoning: Part of a local access 'loop', running Gaelic Lane, mid then north Belmont Street, Schoolhill, north and mid Back Wynd. Available for smaller servicing vehicles. No refuse vehicles. Local access to parking on Gaelic Lane, as well as allowing exit from the area for other local access users, such as those accessing the Kirkyard off Back Wynd.

ZONE: LITTLE BELMONT STREET

Description: Little Belmont Street, end-to-end

Allowed vehicular movement: Emergency access only.

Reasoning: Creation of a pedestrianised core to the area, a pleasant and generous traffic-free space to meet and relax.

ZONE: NORTH AND MID BACK WYND

Description: Back Wynd- Schoolhill to Gaelic Lane

Allowed vehicular movement: Local access only, including servicing. Maximum vehicle size LGV/refuse vehicle. One-way (southbound)

Reasoning: Vehicles larger than LGV cannot turn into Back Wynd from Schoolhill safely, so larger vehicles cannot travel southbound through the area. Smaller vehicles for servicing and local access can travel southbound down Back Wynd. Local access vehicles must turn right onto Gaelic Lane to depart the area northbound via Belmont Street. Service vehicles may also exit the area along south Back Wynd, turning left onto Union Street. An area of public seating is provided at the north end of Back Wynd, creating a welcoming entrance to the area.

ZONE: SOUTH BACK WYND

Description: Gaelic Lane to Union Street

Allowed vehicular movement: Service access only. Maximum vehicle size LGV/refuse lorry. One-way (southbound)

Reasoning: Vehicles larger than LGV cannot turn into Back Wynd from Schoolhill safely, so larger vehicles cannot travel southbound through the area. Smaller vehicles for servicing and local access can travel southbound down Back Wynd. Local access vehicles must turn right onto Gaelic Lane to depart the area northbound via Belmont Street. Service vehicles may additionally exit the area along south Back Wynd, turning left onto Union Street. Refuse vehicles must exit the area via south Back Wynd, turning left onto Union Street. Limiting the size, direction and type of vehicles entering south Back Wynd frees space to create a welcoming entrance to the area, and to provide commercial spill-out seating for animation of the space. The necessity to carry refuse vehicles means that the commercial external dining areas here are slimmer.

SERVICE AND LOCAL ACCESS LOOP

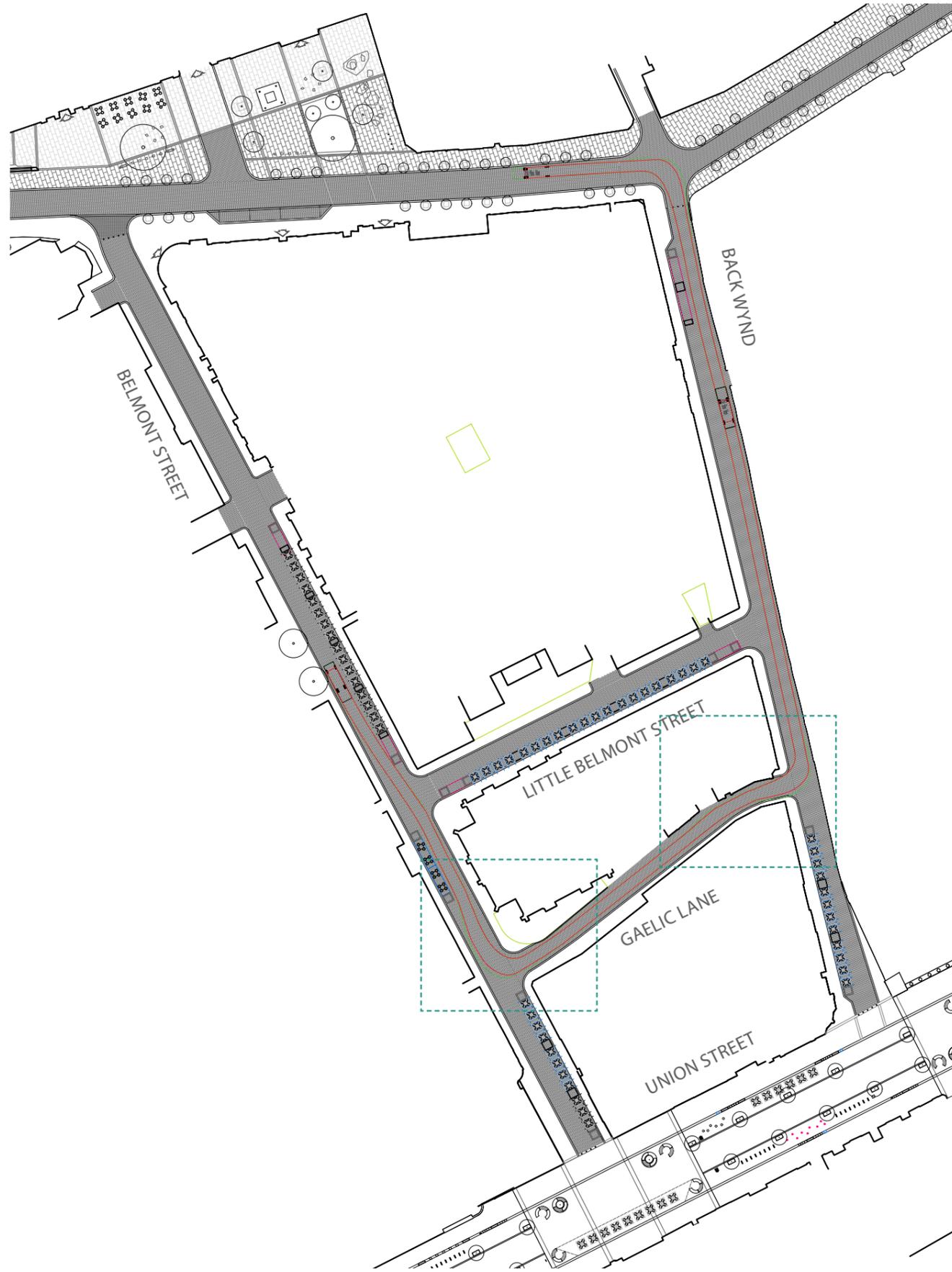


Figure 1.1

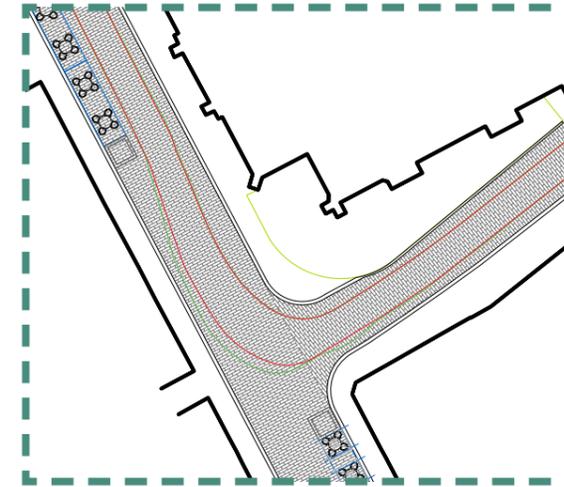


Figure 1.2

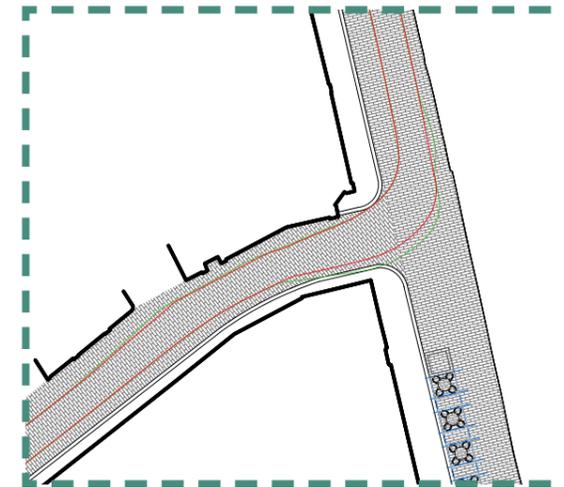
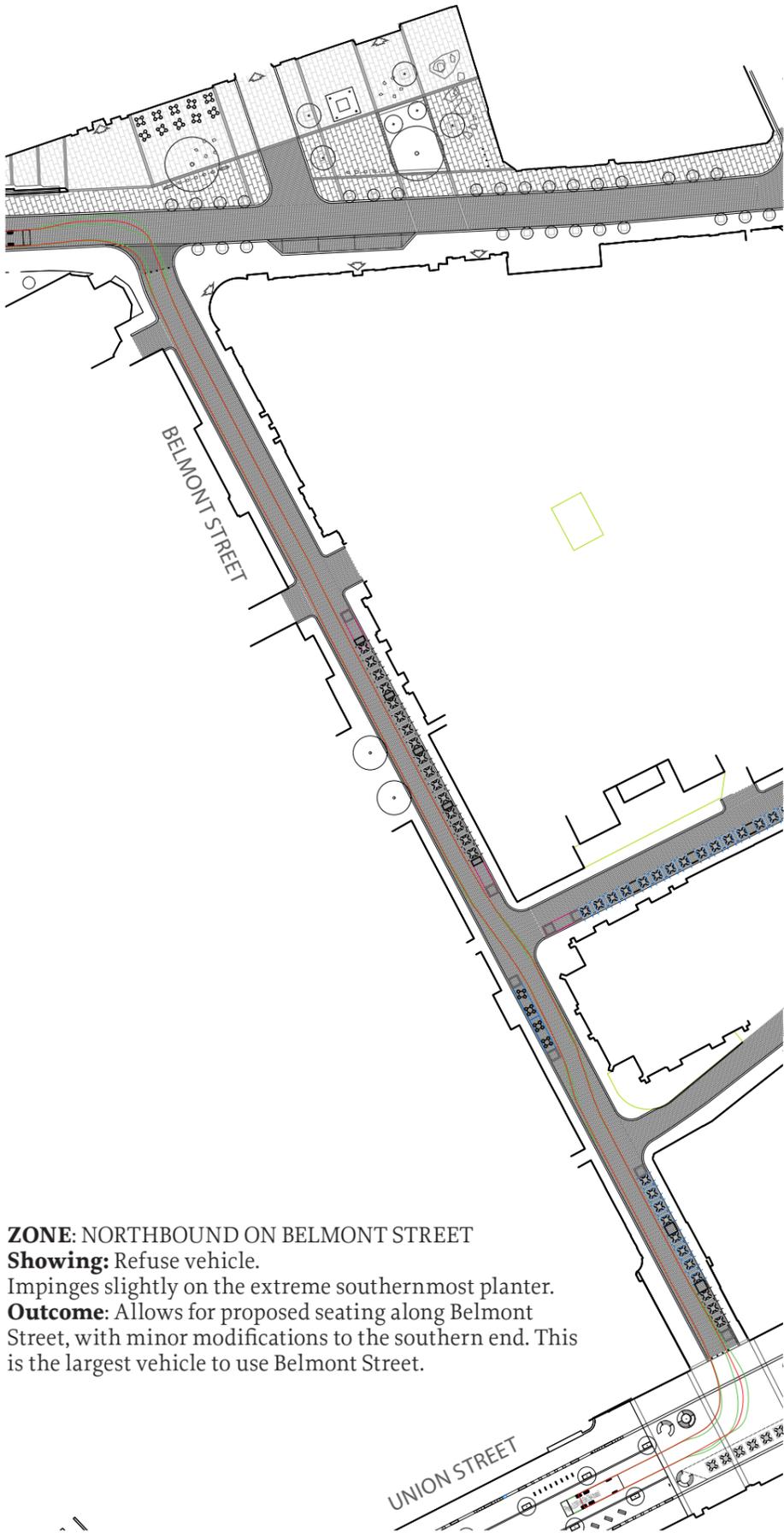


Figure 1.3

ZONE: SERVICE AND LOCAL ACCESS LOOP
Showing: Box van around service and local access loop
Outcome: Does not impinge on proposed seating areas

BELMONT STREET



ZONE: NORTHBOUND ON BELMONT STREET
Showing: Refuse vehicle.
 Impinges slightly on the extreme southernmost planter.
Outcome: Allows for proposed seating along Belmont Street, with minor modifications to the southern end. This is the largest vehicle to use Belmont Street.

Figure 2.1

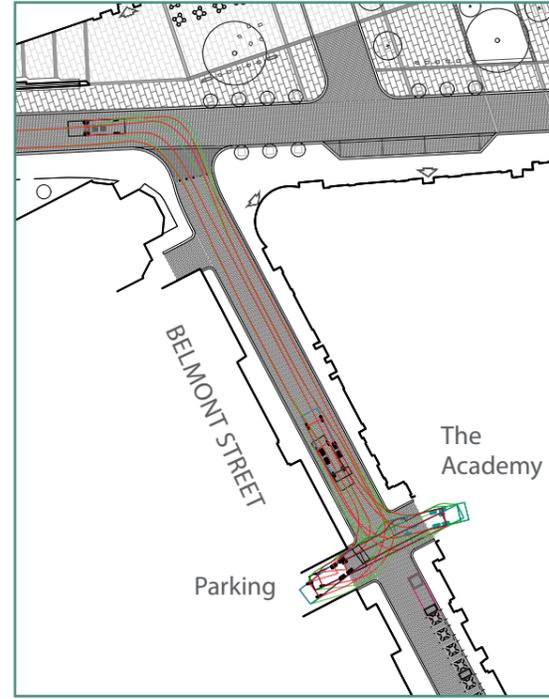


Figure 2.2

ZONE: NORTH BELMONT STREET
Showing: Two way traffic to parking area and Academy.
 Full width of road required for two way traffic
Outcome: No public or commercial seating in this section

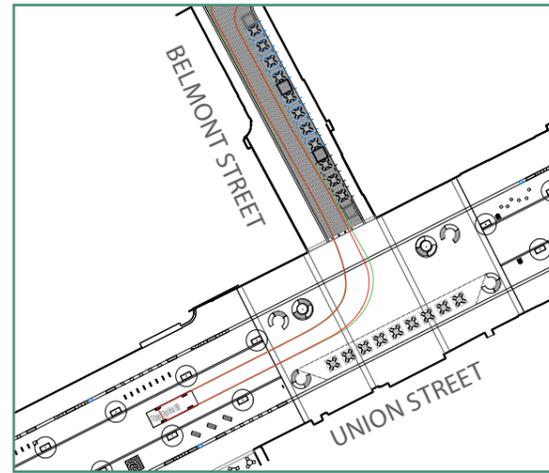


Figure 2.3

ZONE: SOUTH BELMONT STREET
Showing: LGV (FTA LGV RIGID) turning into Belmont Street from Union St
Outcome: Allows for public and commercial seating

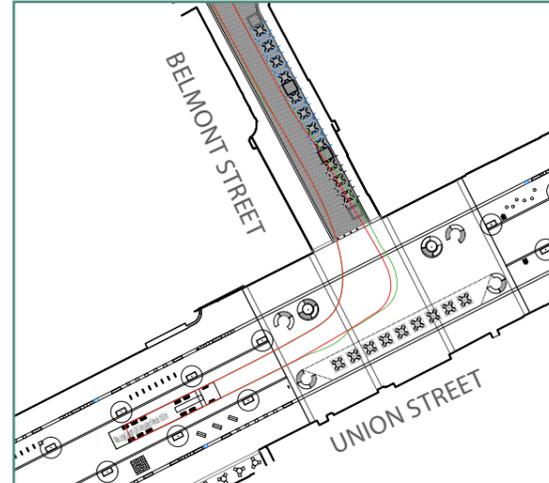


Figure 2.4

ZONE: SOUTH BELMONT STREET
Showing: Articulated lorry turning into Belmont Street from Union St
Outcome: Disallows southernmost two sections of seating. Articulated lorries not to use Belmont Street.

BACK WYND

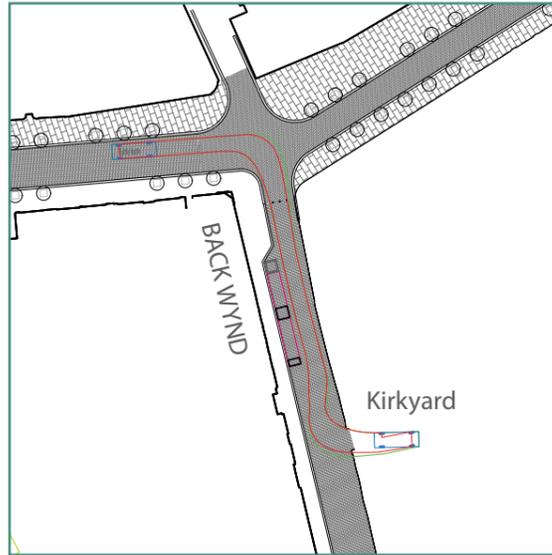


Figure 3.1

ZONE: NORTH BACK WYND

Showing: Hearse turning into Kirkyard
Full width of road required to make turn, from quite far back.

Outcome: Two sections of public seating allowed

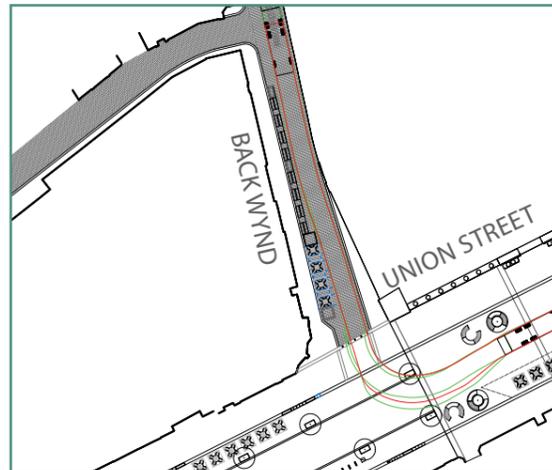


Figure 3.2

ZONE: SOUTH BACK WYND

Showing: Refuse vehicle turning into Union St from Back Wynd

Disallows two northern sections of 'standard' seating
Outcome: Allows for one section of 'standard' public seating (south). Potentially the two northernmost areas of seating can be slimmed down, as shown.



Figure 3.3

ZONE: SOUTH BACK WYND

Showing: Articulated lorry turning into Union St from Back Wynd

Outcome: Disallows any seating. Articulated lorries not to use Back Wynd

GAELIC LANE



Figure 4

ZONE: GAELIC LANE

Showing: Refuse vehicle turning into Gaelic Lane from Back Wynd, and out onto Belmont Street
Large areas of overrun at each turn.

Outcome: Bin lorries must keep travelling southbound on Back Wynd to exit the area through a left hand turn onto Union Street.