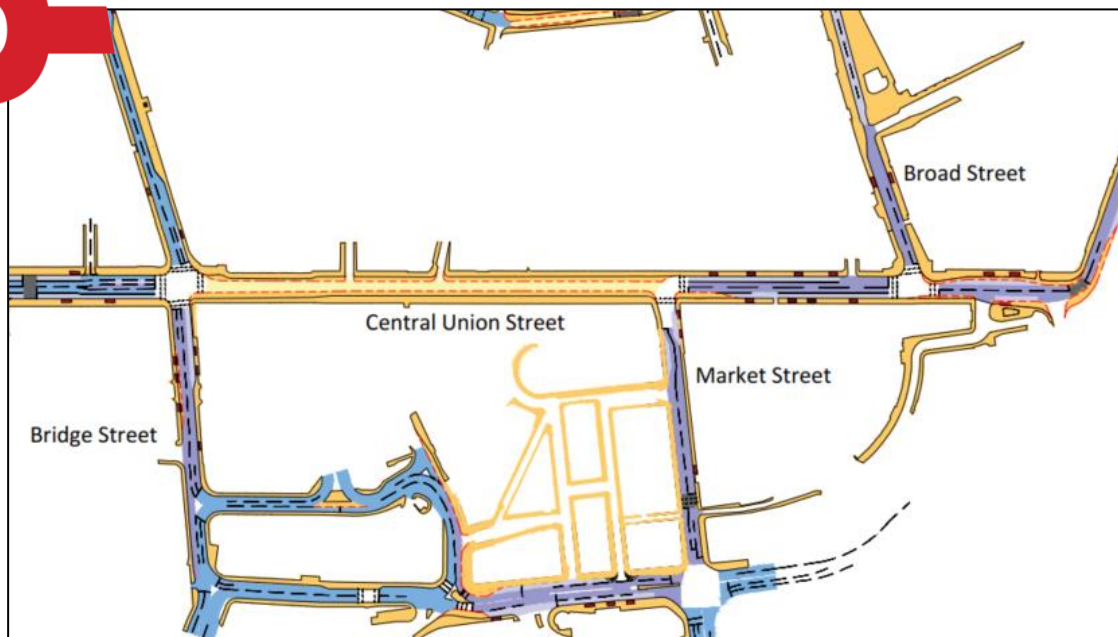




ABERDEEN CITY CENTRE MASTERPLAN TRAFFIC MANAGEMENT PLAN - PHASE 2



SYSTRA

ABERDEEN CITY CENTRE MASTERPLAN REVIEW

ABERDEEN CITY CENTRE MASTERPLAN

TRAFFIC MANAGEMENT PLAN - PHASE 2

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1. EXECUTIVE SUMMARY

1.1 Scope

- 1.1.1 This report details the work undertaken to date to develop the traffic management plans to deliver the initial works for summer 2022, including stakeholder engagement, and the utilisation of experimental traffic orders to deliver the short term measures as efficiently as possible.

1.2 Background

- 1.2.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) in September 2021 to develop a traffic management plan to facilitate the next stage of delivery of the Aberdeen City Centre Masterplan (CCMP).
- 1.2.2 The initial Phase 1 of the traffic management plan (Ref: *CCMP – Traffic Management Plan – Phase 1* Ref:GB01T21D88_151021, Oct 2021) focussed on the Central Union Street area and the supporting measures required to facilitate the proposed traffic restrictions along this route. These restrictions included service vehicles and cycles only through Central Union Street.
- 1.2.3 The Phase 2 requirements included the development of Traffic Regulation Orders (TROs), including associated engineering junction design and signal design works to deliver initial works on the ground by summer 2022.
- 1.2.4 In addition, consideration of the longer term operation of the city centre transport network was required to be progressed.

1.3 On Site Traffic Changes 2022

- 1.3.1 A programme of consultation with key stakeholders has been undertaken for the traffic management proposals to be implemented in 2022. The works are being implemented in two stages via experimental traffic orders (ETROs), set out below and shown in Figure 1.

ETRO-1 (June 2022). Key measures:

- Buses to mostly revert back to pre-Covid routes through Central Union Street
- Central Union Street to be open for buses, taxis and cycles only
- Taxi rank to be re-introduced along Back Wynd
- Taxis and service vehicles to access Central Union Street from Back Wynd only (no entry from either end of Union Street restriction)
- Accessible parking to be re-introduced along Back Wynd
- General traffic management restrictions for the Belmont Quarter to facilitate the café culture environment
- Only buses and cycles to access Central Union Street from either end (to facilitate clear restriction signage for general traffic)

ETRO-2 (proposed for late summer 2022). Key measures:

- Bus and taxi only restrictions on:
 - Bridge Street
 - Guild Street (east of Wapping Street)
 - Market Street (north of Guild Street)
- Union Terrace – banned right turn to Rosemount Viaduct (except for buses, taxis and cycles)
- Schoolhill – Service vehicles only between Back Wynd and Flourmill Lane

1.3.2 In addition to the above, a net increase of over 20 taxi rank bays is proposed (compared to 2019). Similarly, a net increase of over 10 accessible parking bays through the city centre is also proposed (compared to 2019).

1.3.3 Public Friendly and technical plans have been prepared to provide details of ETRO-1 and ETRO-2. These plans have been provided to ACC.

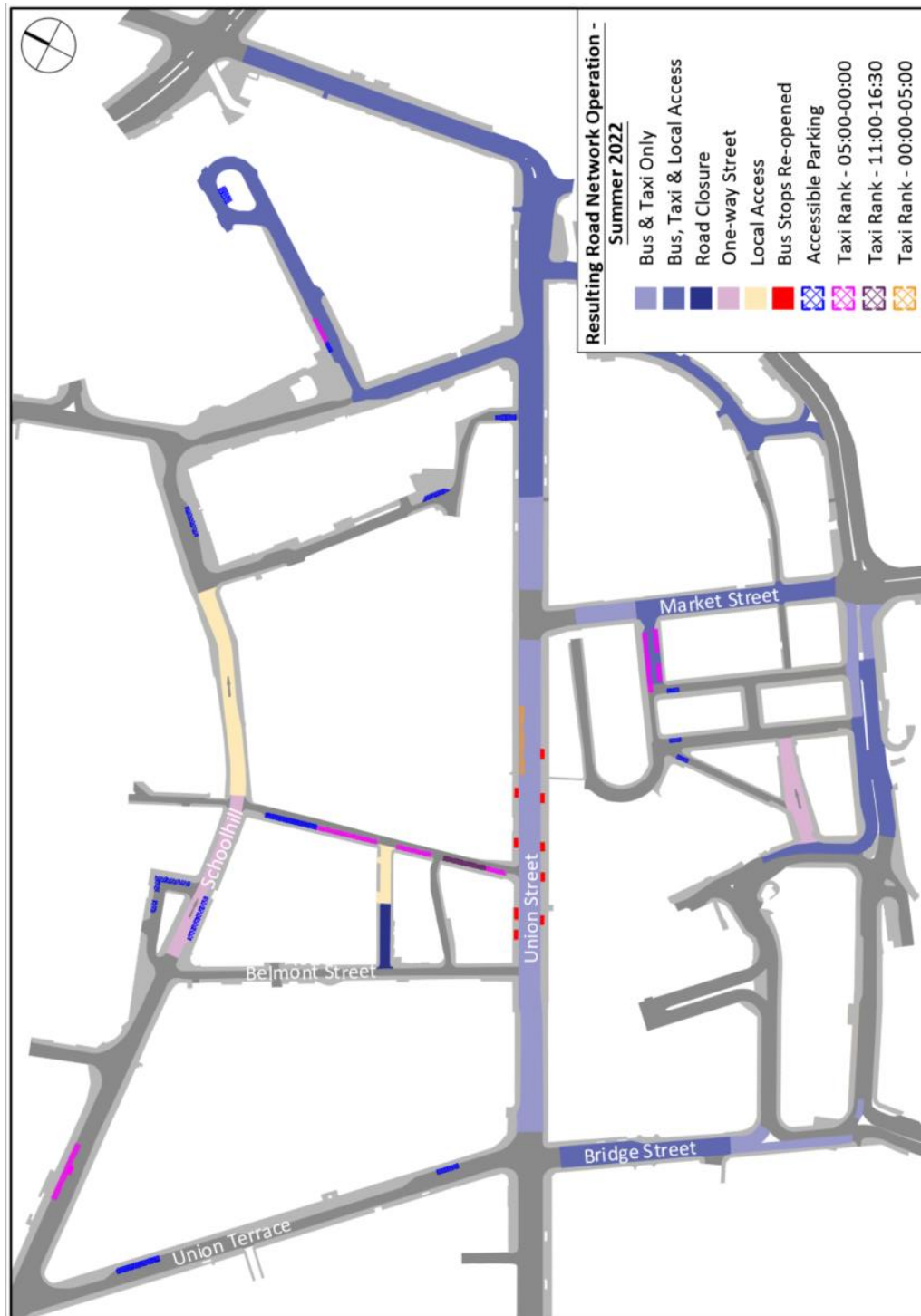


Figure 1. Summary of Key Measures ETRO 1 & 2

1.4 Longer Term Transport Plan

1.4.1 The streetscape consultants are progressing with the development of streetscape options for each of the key intervention areas. These are each at different 'RIBA' stages (Royal Institute of British Architects) depending upon the proposed implementation programme requirements:

- Stage 0 - Strategic Definition
- Stage 1 - Preparation & Briefing
- Stage 2 - Concept Design (Union St East & Castlegate, Union St West & West End)
- Stage 3 - Spatial Coordination (Aberdeen Market / Merchant Quarter)
- Stage 4 - Technical Design (Central Union Street, Belmont Quarter)
- Stage 5 - Manufacturing & Construction
- Stage 6 - Handover
- Stage 7 - Use

1.4.2 SYSTRA was requested to assess options for the Union Street East and West corridors to ascertain how the wider network could potentially operate with the key variations considered for Central Union Street, namely:

- CCMP Scenario 1 – with pedestrianisation* of Central Union Street
- CCMP Scenario 2 – with buses and taxis permitted along Central Union Street

*Whilst the scenario is deemed 'pedestrianisation' of Central Union Street, it is important to clarify that this scenario allows for cycles and service vehicles through the corridor and is therefore not a full pedestrianisation zone in the typical understanding of the term.

1.4.3 SYSTRA has undertaken an option development exercise for these corridors, similar to the option development and sifting process undertaken for Central Union Street.

1.4.4 A programme of consultation with the two main bus operators was carried out to determine a practical solution for operators and their customers in both Central Union Street scenarios. This has led to the development of bus stop location requirements through the city centre area to facilitate the CCMP scenarios noted above.

1.4.5 Traffic modelling of these scenarios has been undertaken and this suggests that the wider public transport operation applied for each scenario, including bus stop locations, bus lanes, bus laybys, traffic restrictions and bus gates, would operate without excessive delay.

1.4.6 A shortlist of 5 options were considered for operational viability. From this, there are emerging options which meet the objectives of the study, although it is important to note that further engagement with other stakeholders is proposed to occur over the coming weeks (after the June 2022 Committee) before any final decisions are made.

1.4.7 The emerging options consider a 4-lane operation with a bus lane and a general traffic lane in both directions.

1.4.8 Plans have been prepared to provide details of the potential operation of the longer-term Union Street East & West corridors, including the proposed bus stop locations.

1.5 Next Steps

- Further consultation on East and West Union Street Options
- Fine tuning of city centre traffic management requirements in tandem with streetscape developments
- Consideration of satellite taxi rank locations throughout the city centre, including the utilisation of up-to-date hurry call technology
- Network monitoring – continual assessment of the impact that ETRO1 and ETRO-2 has on the network operation. Amendments to the measures, if required
- Appraisal of options for Beach Boulevard / Commerce St / Justice St junction operation connecting active travel movement between the CCMP and the Beachfront development.

2. INTRODUCTION

2.1 Report Scope

2.1.1 This report details the work undertaken to date to develop the traffic management plans to deliver the initial works for summer 2022, including stakeholder engagement, and the utilisation of experimental traffic orders to deliver the short term measures as efficiently as possible.

2.1.2 A technical information pack detailing the proposed traffic management measures has been prepared to provide sufficient information for key stakeholders This is provided in **Appendix 1** of this document.

Longer Term CCMP Measures

2.1.3 The longer term CCMP implementation strategy includes changes to the whole Union Street corridor, not just the central section, to create an operational network that works for each of the current considerations for the central section. This report therefore details the work undertaken to date with the bus operators for the potential wider network PT operation.

2.1.4 This long term plan is ongoing, and the latest developments are detailed within this report.

2.2 Background

2.2.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) in September 2021 to develop a traffic management plan to facilitate the next stage of delivery of the Aberdeen City Centre Masterplan (CCMP).

2.2.2 This commission is separate to the streetscape works, which is coordinated by Hub North Scotland, and includes consultants: LDA Design, RYDER, Keppie, Currie & Brown, DSSR, Mott Macdonald, and Fairhurst. For the purposes of this report, this consortium is deemed the 'streetscape consultants'.

2.2.3 The initial Phase 1 of the traffic management plan (Ref: *CCMP – Traffic Management Plan – Phase 1* Ref:GB01T21D88_151021, Oct 2021) focussed on the Central Union Street area and the supporting measures required to facilitate the proposed traffic restrictions along this route. These restrictions included service vehicles and cycles only through Central Union Street.

2.2.4 The Phase 2 requirements included the development of Traffic Regulation Orders (TROs), including associated engineering junction design and signal design works to deliver initial works on the ground by summer 2022.

2.2.5 In addition, consideration of the longer term operation of the city centre transport network was required to be progressed.

2.3 Council Instruction February 2022

2.3.1 At the Aberdeen City Council full council meeting on 28th February 2022, a motion was passed to:

- Re-open Union Street between its junctions with Union Terrace and Market Street to service buses, taxis, private hire vehicles and pedal cycles only, all as soon as is practicably possible, but not before any necessary investigatory or other required works are completed and not before any necessary statutory processes are completed
- Re-establish the taxi rank on Back Wynd and the night-time taxi rank on Union Street at St. Nicholas Churchyard
- Continue to explore all options for the movement of people and traffic on Union Street and onwards connections to the Beach, giving consideration to the improvements at South College Street and the Low Emission Zone (LEZ) - reporting back progress to Full Council in June 2022

2.3.2 Phase 2 of the CCMP therefore incorporates the latest council instruction to allow buses and taxis back onto Central Union Street in the summer of 2022.

3. THE ABERDEEN CITY CENTRE MASTERPLAN - WIDER CONTEXT

3.1 Introduction

3.1.1 A transformative regeneration of Aberdeen’s city centre, former market and Beachfront was approved at the November 2021 City Growth and Resource Committee meeting. These proposals form the core measures of the future vision of Aberdeen city centre.

3.1.2 Other measures to be implemented in and around the city centre area to support the vision include:

- A Low Emission Zone (LEZ) within the city centre area
- South College Street junction improvements
- Berryden corridor improvements
- George Street area masterplan
- Bus Partnership Fund schemes / Aberdeen Rapid Transit (ART)

3.1.3 At the Aberdeen City Council full council meeting on 28th February 2022, the motion passed included the instruction to:

- *Continue to explore all options for the movement of people and traffic on Union Street and onwards connections to the Beach, giving consideration to the improvements at South College Street and the Low Emission Zone - reporting back progress to Full Council in June 2022*

3.1.4 This chapter briefly sets out how these city centre projects each support council’s overall vision for the city.

3.2 Projects

Aberdeen Beachfront Development Framework

3.2.1 The Beachfront proposals aim to create a transformational new waterfront destination for the city of Aberdeen. A key aspect of the proposals is improved access and connectivity between the beach and the city centre. This requires both the Beachfront and CCMP studies to consider the transport network connections between these areas, particularly for active and sustainable travel.

3.2.2 It is envisaged that direct pedestrian and cycle access between the two areas would primarily route between the Castlegate, through Justice Street and along Beach Boulevard via a re-visioned junction at Beach Boulevard / Commerce Street.

Low Emission Zone

3.2.3 The Aberdeen Low Emission Zone (LEZ) is an area where only certain vehicles are allowed to enter, based upon their emission standards. The purpose of the LEZ is to reduce the dangerous levels of air pollution (mainly nitrogen dioxide - NO₂) mostly from vehicle emissions within the city centre.

- 3.2.4 Through development and model testing of the LEZ, it was found that an LEZ on its own was not enough to reduce emission levels to an acceptable level. Restrictions to general traffic through Central Union Street were recommended to help combat this deficit.
- 3.2.5 Conversely, the City Centre Masterplan initial assessment in 2016 identified that, in order for the network to cater for the displacement of traffic from the city centre area, an additional traffic reduction of 20%* was required.

*20% of 2023 future predicted traffic levels (includes 8% background growth over 2012 baseline)

The LEZ and CCMP are therefore anticipated to work in unison to support the relevant traffic reduction and air quality improvement requirements to facilitate the CCMP and also meet the air quality emission targets.

- 3.2.6 The LEZ will be introduced in 2022 with a two year grace period and it will come into full effect in June 2024.

South College Street Junction Improvements

- 3.2.7 The impact of traffic displacement from the city centre, as a result of the proposed changes associated with the CCMP, has been assessed and complimented by traffic modelling.
- 3.2.8 The South College Street / QEII / North Esplanade West junction was identified as a congestion pinch point due to the displacement of east-west routing traffic from Union Street and Guild Street conflicting with north-south traffic entering and exiting the city centre area.
- 3.2.9 The South College Street Junction Improvements project developed road and junction operation improvements to help alleviate this anticipated pinch point in the network. The scheme has been identified as a priority for delivery, prior to the full implementation of the wide ranging public realm and bus priority changes associated with the CCMP.
- 3.2.10 This project has been split into 2 phases with the first phase implementation starting in June 2022, with full opening approximately 1 year later.

Berryden Corridor Improvements

- 3.2.11 The 'Berryden Corridor Improvements' will provide substantial benefits across the north of the city including improved journey times, reduced congestion and improved pedestrian and cycle provisions.
- 3.2.12 Similar to the South College Street proposals, the Berryden Corridor Improvements will help to reduce conflict congestion pinch points in the network, which may have otherwise increase as a result of traffic displaced from the CCMP measures.
- 3.2.13 It is anticipated that the project will commence in the next 2 years and will take 2-3 years to complete.

George Street Area Masterplan

- 3.2.14 The George Street area forms part of the CCMP boundary but is not included within the current CCMP work packages. A public consultation was undertaken in February 2022 to gauge public opinion on what changes people would like to see in any future plans for the area.
- 3.2.15 The consideration of a mini-masterplan for the George Street area is still in its infancy, but connectivity with the current and ongoing CCMP proposals will be a primary consideration of any proposals.

Bus Partnership Fund Schemes (BPF) / Aberdeen Rapid Transit (ART)

The North East of Scotland Bus Alliance have been allocated funds from Transport Scotland’s Bus Partnership Fund to significantly transform public transport provision in the north east. There are currently nine workstreams ongoing, including various corridor studies associated with the Aberdeen Bus Partnership Fund Programme, and the above noted South College Street Improvements. The Bus Partnership Fund routes are detailed in Figure 2

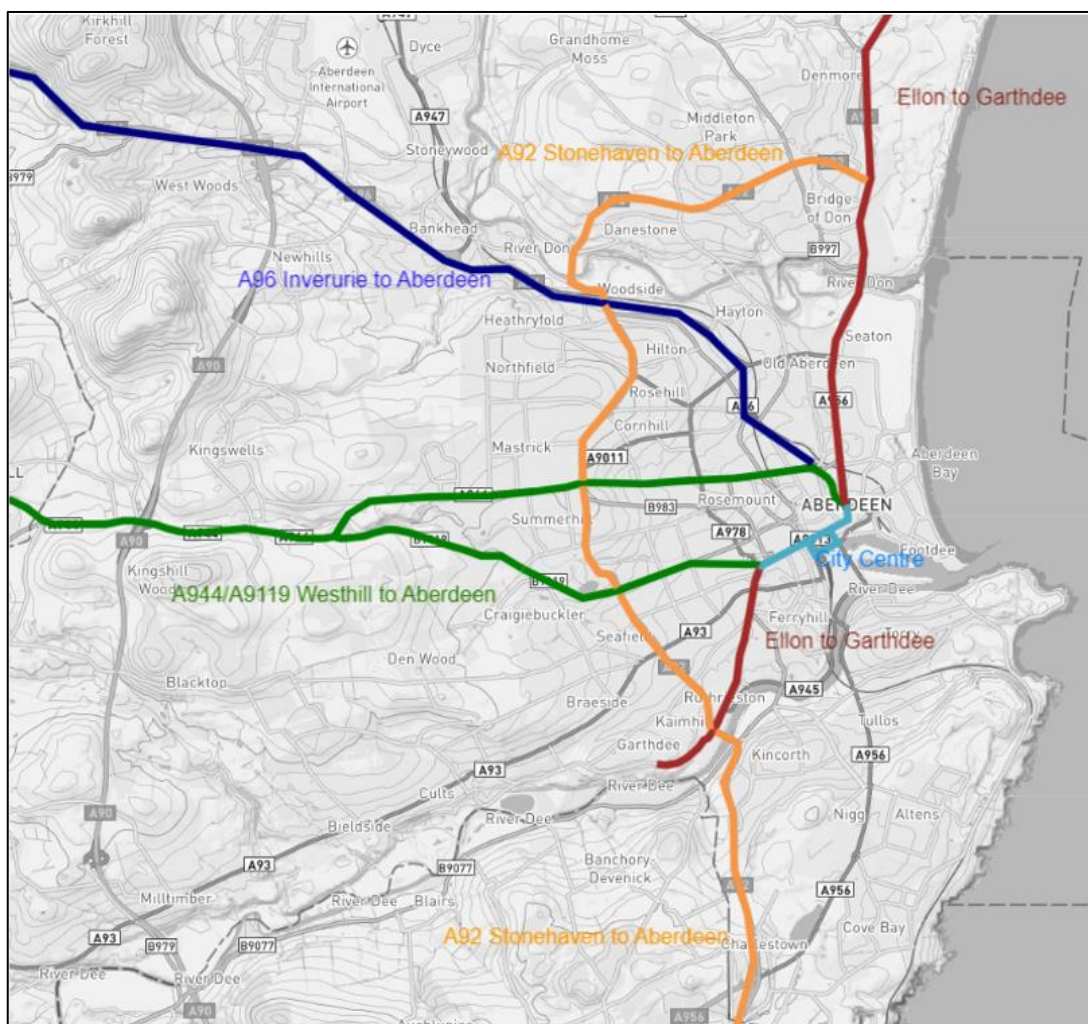


Figure 2. BPF Study Routes (Source: ACC)

- 3.2.16 The ART is a longer term public transport vision building from the BPF work to enable a step change in movement around the Aberdeen region from private vehicle travel to public transport. The ART vision will identify corridors across Aberdeen and the wider region that will connect key destinations.
- 3.2.17 Both the City Centre and Beachfront have been identified as potential key ART corridors /destinations, although work around this is ongoing.

3.3 Movement of People & Traffic

- 3.3.1 This section discusses how the movement of people and transport around the city centre is envisioned, in the context of the schemes noted in the above section.
- 3.3.2 Active travel provision (walking and cycling) through the city centre is at the forefront of the vision. Improved pedestrian spaces within the CCMP area are a critical element of the streetscape designs.
- 3.3.3 Figure 3 illustrates active travel routes connecting the city centre with the Beachfront (primarily via Castlegate through to Beach Boulevard) as well as north and south routes between the George Street area through the city centre to the bus and rail stations, north Dee Business Quarter and to the Riverside.

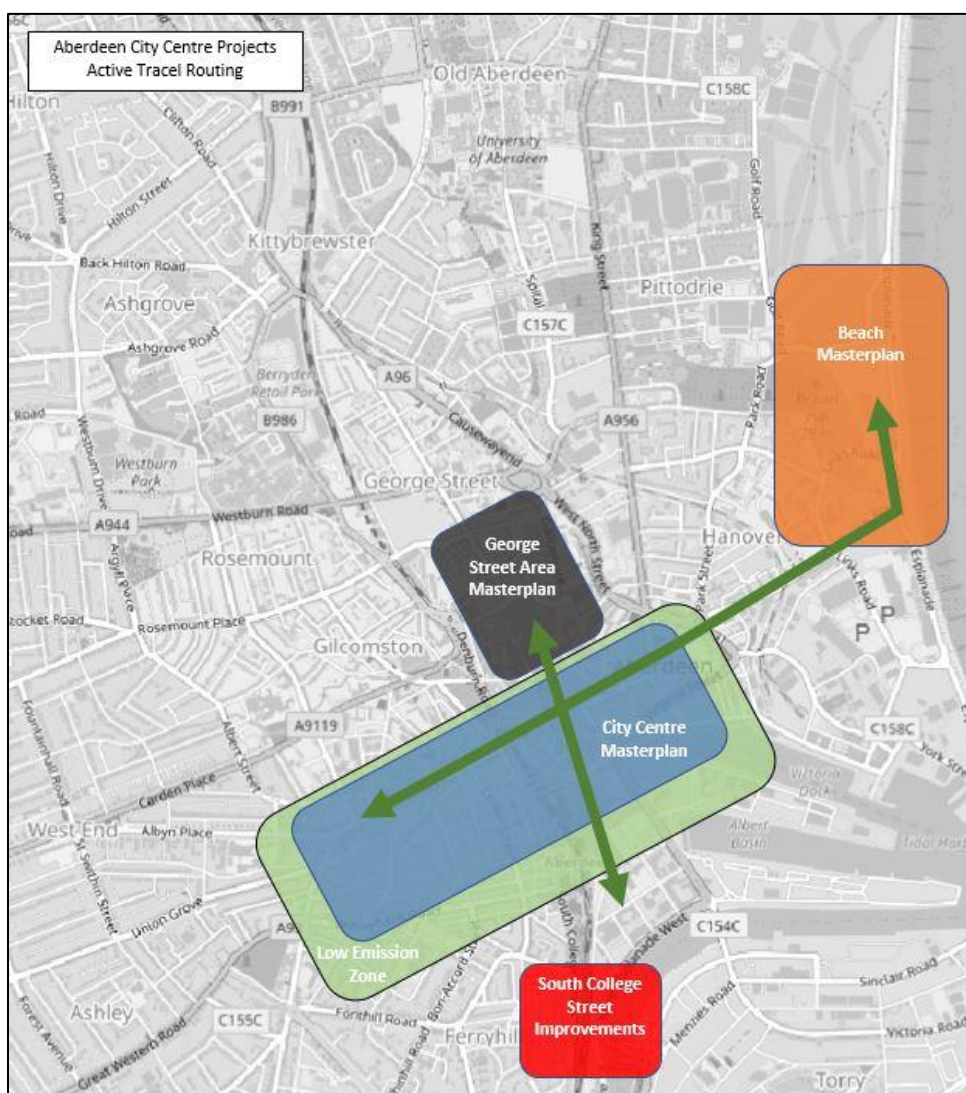


Figure 3. City Centre Project Areas connected by Active Travel

- 3.3.4 Figure 2 showed the Bus Partnership Fund Projects (BPF) which includes the Westhill A944 BPF Project and the Ellon to Garthdee BPF Project – both of which route through the city centre (Union Street).
- 3.3.5 Figure 4 shows the longer term strategic ART corridors, connecting key transport interchanges at Craibstone, Kingswells, Ellon and Portlethen, with the city centre.

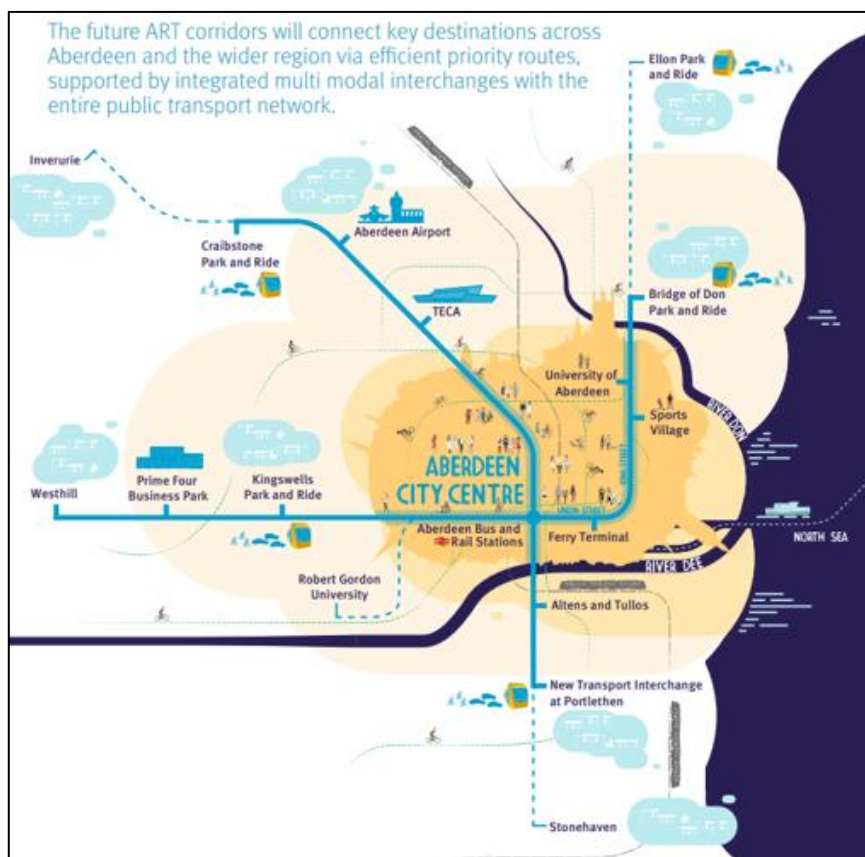


Figure 4. ART Connections (Source: NESTRANS)

3.3.6 The explicit ART corridors are still in the early stages of appraisal, but Figure 5 shows the potential ART corridors relative to the city centre network. The ART route through Union Street will depend upon the long term operation proposal for central Union Street. There has also been some initial considerations for ART connectivity between the city centre and the Beachfront via the Castlegate-Beach Boulevard corridor.

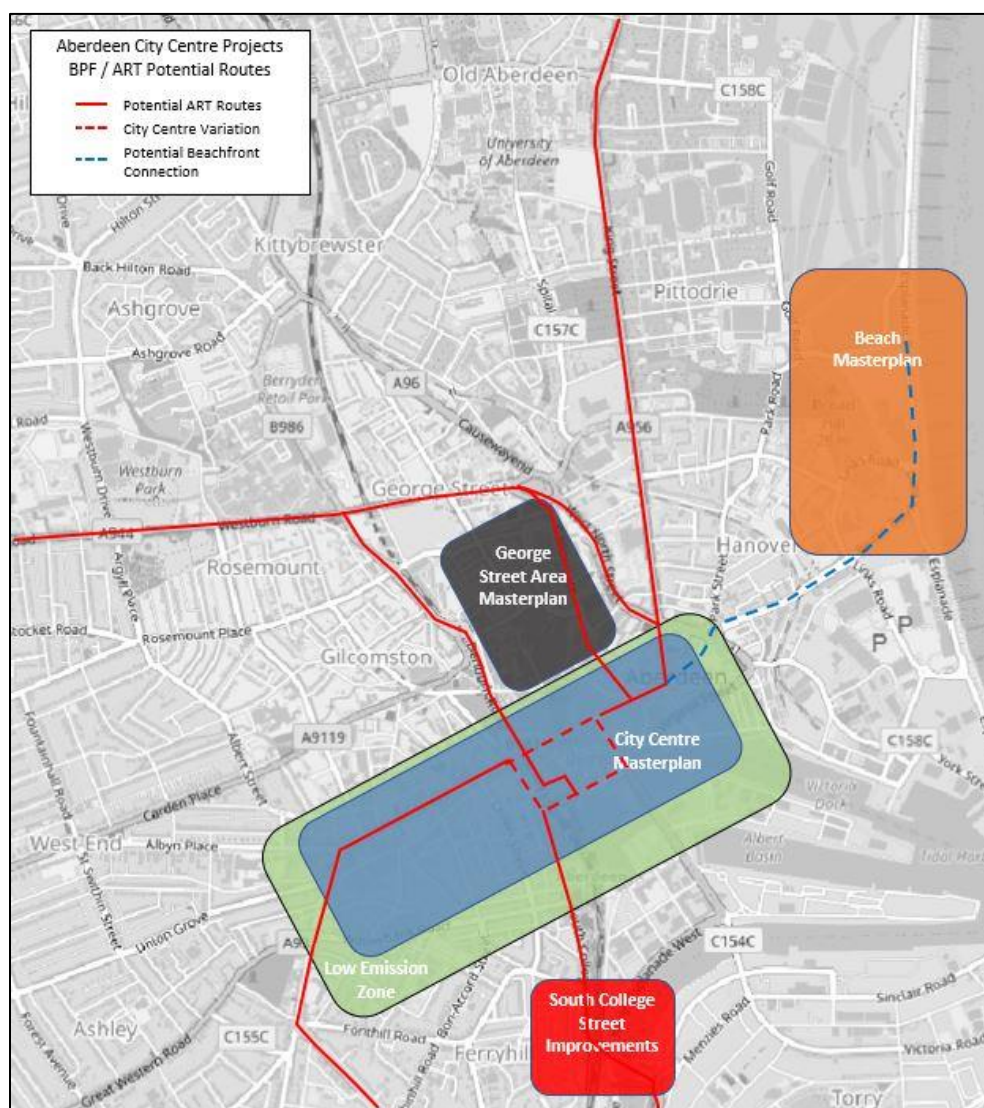


Figure 5. City Centre Project Areas with potential Longer Term PT Priority Corridors

- 3.3.7 Figure 6 details the general traffic routing corridors in the context of the city centre projects noted.
- 3.3.8 The revised road network hierarchy, implemented in 2019, has provided a blueprint for the operation of general traffic around the city centre area. The road hierarchy and associated road signing is designed to provide key routes to and from the city centre but not through the city centre, thus identifying the city centre as a destination, not a traffic corridor.
- 3.3.9 The implementation of the LEZ, not only results in a reduction in vehicle emissions within the city centre, but also assists the CCMP by reducing the volume of traffic that does not need to route through the area (i.e. via Denburn Road or the Harbour corridor).
- 3.3.10 As noted in Section 3.2, both the Berryden corridor improvements and the South College Street improvements will assist with the management of general traffic displaced from the city centre area as a result of the CCMP restrictions. Both of these schemes are scheduled for

implementation in the immediate years ahead to tie in with the 5-6 year programme identified for the CCMP implementation.



Figure 6. City Centre Project Areas with General Traffic Primary Routes

- 3.3.11 The above figures provide a very high level overview of the various connected projects within the city centre area. The development of the CCMP proposals will take cognisance of the wider city objectives relating to the connection to the Beachfront and the potential ART corridors.
- 3.3.12 The implementation programme for the CCMP will also take cognisance of the wider supporting infrastructure measures for Berryden Road and South College Street, and the fully operational LEZ.

4. SCOPE OF THE CCMP TRAFFIC MANAGEMENT PLAN

4.1 Overview

- 4.1.1 The following details the various project areas that comprise the CCMP and the development stage of the traffic management and streetscape proposals.
- 4.1.2 The City Centre Masterplan (CCMP) has been separated out into individual study areas as detailed in Figure 7.



Figure 7. Geographical Scope of CCMP

Area -1 – Belmont Quarter & Schoolhill

Belmont Quarter

- 4.1.3 The streetscape proposals for a new permanent café culture within the Belmont Quarter have been developed by the streetscape consultants.

- The key traffic management measures for the Belmont Quarter are to be implemented as part of on-site traffic changes proposed in 2022 – **See Chapter 5**

Schoolhill

- 4.1.4 The streetscape proposals for the Schoolhill corridor are currently in development.
- The key traffic management measures for Schoolhill are to be implemented as part of on-site traffic changes proposed in 2022 – **See Chapter 5**
 - Small scale additional traffic management measures will be required for the implementation of the Streetscape works, following wider consultation of these proposals.

Area-2 – Merchant Quarter / The Market

- 4.1.5 The Merchant Quarter proposals are currently in development by the streetscape consultants. The streetscape measures will be implemented following construction of the new market development.
- 4.1.6 In the short term, initial changes to the Merchant Quarter are proposed for 2022 – (See Chapter 5). Further traffic management changes may be required to facilitate the detailed streetscape and traffic management proposals but the vast majority of measures will be in place this summer.

Area 3 – Central Union Street -Supporting Measures

- 4.1.7 The scope of the traffic management plan extends beyond the proposed streetscape improvement areas to include Bridge Street, Wapping Street, Guild Street and Market Street. Proposed traffic changes through these corridors form the ‘supporting measures’ required to deliver traffic restrictions through Central Union Street.
- 4.1.8 The measures are required to support the operation of the public transport network, whether bus services are retained on central union Street or not.

Area 4 – Union Street Central

- 4.1.9 An option sifting process for the operation of Central Union Street has been undertaken by the streetscape consultants. A shortlist of options were subject to a Scottish Transport Appraisal Guidance (STAG) assessment appraisal and a recommendation provided for the June 2022 Committee to consider.
- 4.1.10 A traffic management plan for the immediate priority to open central Union Street to buses and taxis is detailed in **Chapter 5** of this report.
- 4.1.11 For the longer term streetscape proposals, traffic management plans are in development for the key operational variations through Central Union Street, namely:
 - Pedestrianisation, with service vehicle and cycling permitted
 - Bus and taxi only corridor, with service vehicle and cycling permitted
- 4.1.12 The implications to the operation of the public transport network associated with these proposals is detailed in **Chapter 6** of this report.

Areas 5 & 6 – Union Street East & West

- 4.1.13 The Union Street east and west corridors are not subject to significant on-site traffic changes in 2022. Measures proposed for the wider Union Street corridor will be considered as part of the longer term implementation programme (Chapter 6).
- 4.1.14 An option sifting process for the operation of Union Street East and West is currently in development. This has followed a similar process to the option sifting exercise for Central Union Street. A shortlist of options were subject to a Scottish Transport Appraisal Guidance (STAG) appraisal. An interim report which details this process has been produced and

provided to ACC (*CCMP-Union Street East & West Option Development, Ref: GB01T21D88_0622_4*).

- 4.1.15 Consultation with bus operators has been ongoing in the development of long term bus stop and bus routing provisions throughout the city centre network. These have been considered for both Central Union Street scenarios (with or without buses allowed).
- 4.1.16 Progress relating to the long term CCMP proposals, including the Union Street East and West corridors is detailed in Chapter 6.
- 4.1.17 In addition, these potential public transport (PT) network proposals have been also tested through traffic modelling, with a separate modelling report provided to ACC (*CCMP Traffic Modelling Report, Ref: GB01T21D88_0622_3b*).
- 4.1.18 Consultation with wider stakeholder groups on the detail of the Union Street East and West areas will take place after June 2022. A preferred design layout will be presented to committee in November 2022.

Area 7 – West End

- 4.1.19 The ‘West End’ study area (Rose St/Thistle St/Chapel St) is not subject to on-site traffic changes in 2022.
- 4.1.20 The West End proposals are currently in development by the streetscape consultants. The streetscape measures will be implemented later in the programme along with the Union Street West measures.

CCMP Streetscape Projects Implementation

- 4.1.21 The proposed implementation programme for the various CCMP projects is detailed below. These timescales assume that there will be no delays to the programme resulting from design or construction delays or from TRO objections.

○	June 2022	Buses and taxis only on Central Union Street
○	September 2022	Area 3 – Supporting Measures
○	Q2 2023	Area 1 – Belmont Quarter
○	Q1 2024	Area 2 – Merchant Quarter / The Market
○	Q2 2024	Area 4 – Central Union Street
○	Q2 2025	Area 1 – Schoolhill / Upperkirkgate
○	Q1 2027	Area 6 – Union Street East & Castlegate
○	Q3 2028	Areas 5&7 – Union Street West & West End

5. ON-SITE TRAFFIC CHANGES 2022

5.1 Stakeholder Engagement

5.1.1 A programme of consultation with key stakeholders has been undertaken for the traffic management proposals to be implemented in 2022, as well as some of the longer term proposals associated with the permanent PT network.

5.1.2 Stakeholders included in the consultation process include:

- PT Operators – First Bus and Stagecoach representatives
- Taxi Representatives – Aberdeen Taxis; Rainbow City Taxis
- Disability Group Representatives: - Disability Equity Partnership (DEP)
- Cycle Representatives – Aberdeen Cycle Forum; Grampian Cycle Partnership
- ACTUP (Accessible City Transport Users Partnership) – Includes representatives from the above groups

5.2 Development of City Centre Measures for 2022

5.2.1 The proposed traffic and road changes are being introduced from the end of June 2022 with a second series of changes proposed towards the end of Summer 2022. These measures are to be introduced via experimental traffic orders (ETROs). Further information on ETROs is provided in Section 5.3.

5.2.2 An information pack detailing the proposed changes throughout the Summer of 2022 is provided in **Appendix 1** of this document. This includes:

ETRO-1 (June 2022). Key measures:

- Buses to mostly revert back to pre-Covid routes through Central Union Street
- Central Union Street to be open for buses, taxis and cycles only
- Taxi rank to be re-introduced along Back Wynd.
- Taxis and service vehicles to access Central Union Street from Back Wynd only (no entry from either end of Union Street restriction)
- Accessible parking to be re-introduced along Back Wynd
- General traffic management restrictions for the Belmont Quarter to facilitate the café culture environment
- Only buses and cycles to access Central Union Street from either end (to facilitate clear restriction signage for general traffic)

5.2.3 Figure 8 provides a visual summary of the ETRO-1 measures that will be in place by late June 2022.

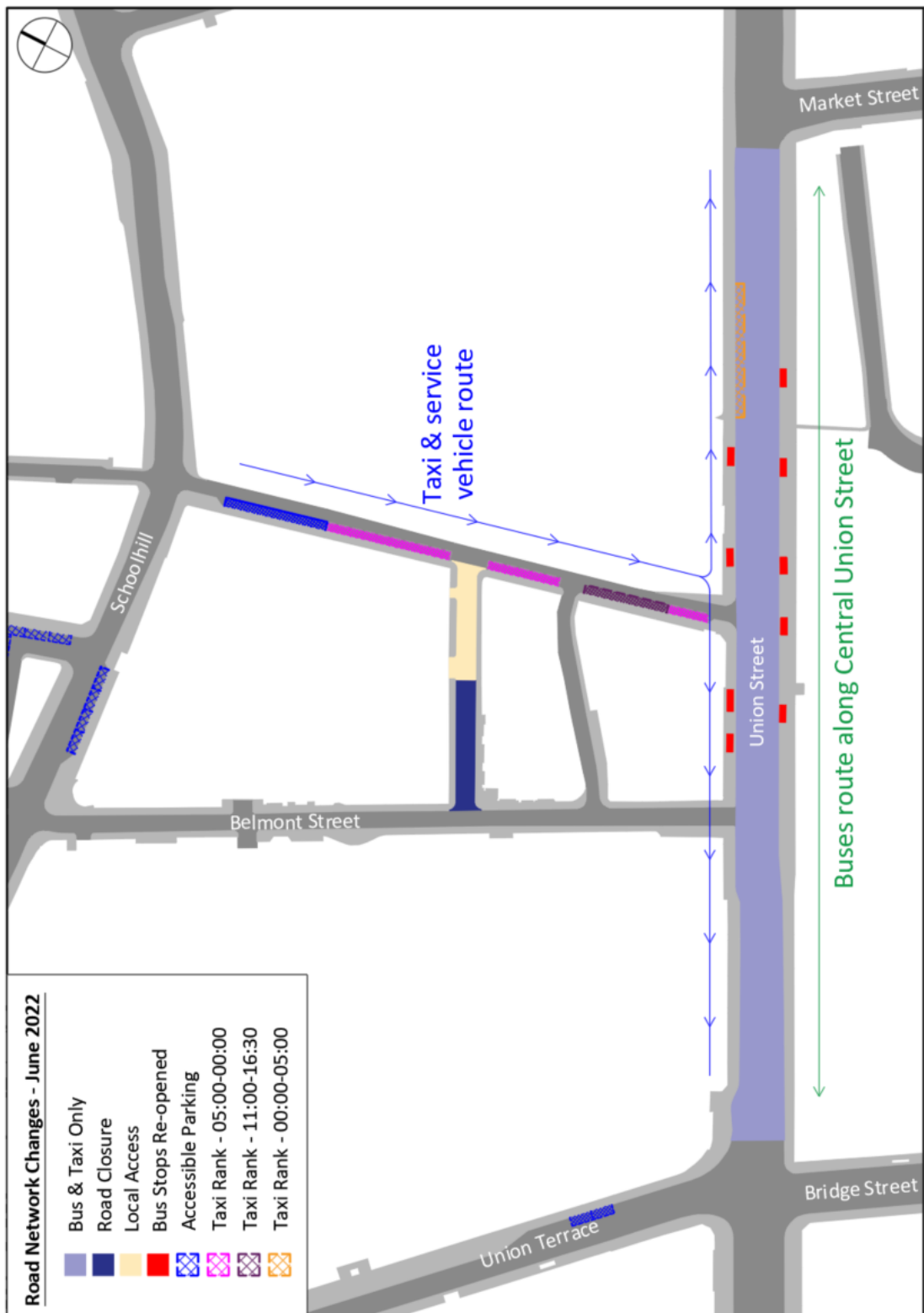


Figure 8. Summary of ETRO-1 Measures

ETRO-2 (Proposed for late Summer 2022). Key measures:

- Bus and Taxi only restrictions on
 - Bridge Street
 - Guild Street (east of Wapping Street)
 - Market Street (north of Guild Street)
- Union Terrace – banned right turn to Rosemount Viaduct (except for buses, taxis and cycles)
- Schoolhill – Service vehicles only between Back Wynd and Flourmill Lane

5.2.4 Figure 9 provides a visual summary of the ETRO-2 measures that are proposed to be in place by late Summer 2022, whilst Figure 10 shows ETRO-1 and ETRO-2 measures combined.

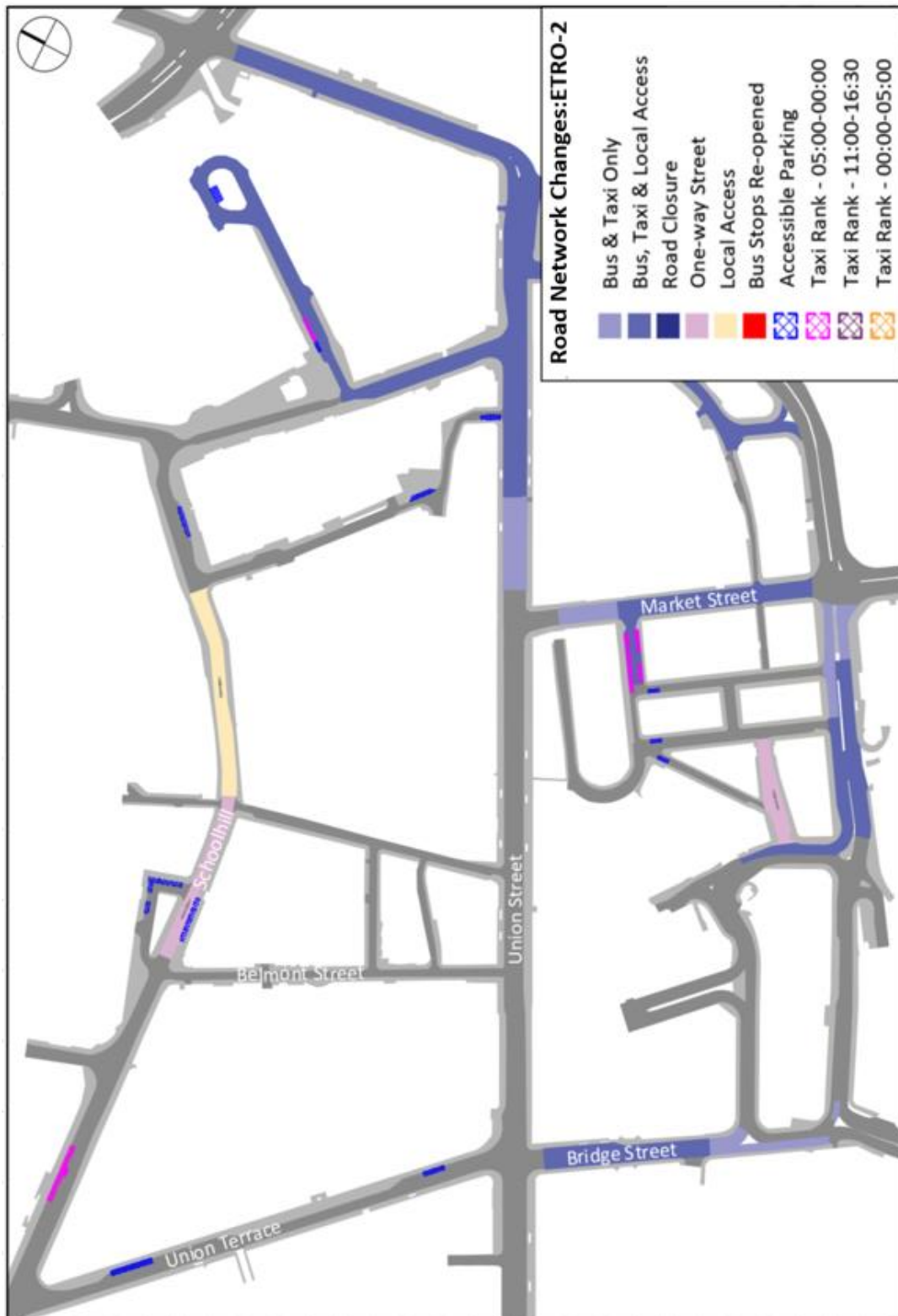


Figure 9. Summary of Key ETRO-2 Measures

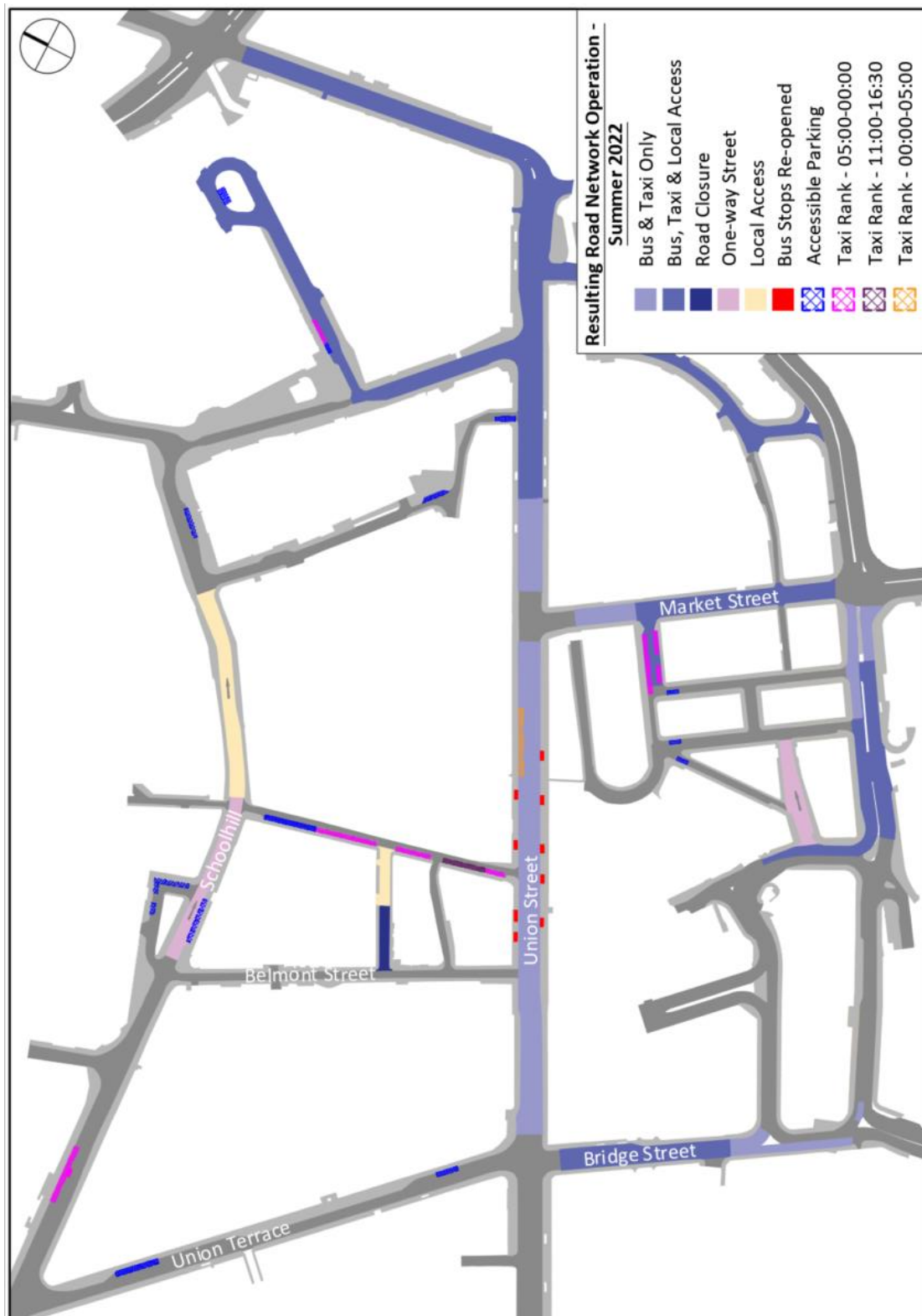


Figure 10. Summary of Key ETRO - 1 & 2 Measures Combined

5.2.5 More details are provided in the ETRO information pack detailed in **Appendix 1**.

Taxi Ranks

5.2.6 The information pack also details the locations of the proposed taxi ranks across the CCMP area. These include:

- All Pre-Covid taxi rank locations
- Retention of *Spaces for People* taxi ranks on Exchequer Row and Rosemount Viaduct
- A proposed new taxi rank location on Queen Street
- All existing night-time taxi ranks, include the re-introduction of the night-time rank on Central Union Street as part of ETRO-1

5.2.7 The retention of some of the spaces for people temporary taxi ranks, plus the proposed Queen Street taxi rank, results in a net increase in taxi rank provision (by the sum of 21 bays).

5.2.8 The information pack provides two graphics of the proposed taxi rank locations. One shows the location of each rank location with a 50m distance isochrone around them. The other provides a 5 minute walking distance isochrone around it.

5.2.9 These figures show that the proposed locations of the taxi ranks provide a good network coverage for the proposed location of taxi ranks (in 2022).

5.2.10 The decision on the long term operation of central Union Street may dictate whether other taxi rank locations need to be considered as an alternative to Back Wynd.

Accessible Parking

5.2.11 The information pack also details the locations of the proposed accessible parking across the CCMP area. These include:

- Existing on-street accessible parking locations
- Existing off-street accessible parking within public and private car parks
- Retention of some temporary *Spaces for People* accessible parking bays
- Proposed new accessible parking locations
- Proposed new shared space between service loading (6pm-10am) and accessible parking (10am-6pm)
- Locations where accessible parking bays are required to be relocated

5.2.12 A total of 9 accessible parking bays were identified to be relocated from the Belmont Quarter and a total of 21 bays added (7 of which were first introduced as temporary provisions during *Spaces for People*).

5.2.13 The information pack provides graphics of the proposed accessible parking locations with 50m distance isochrones. These were discussed and accepted by the Disability Equity Partnership (DEP).

5.2.14 As the study progresses, there may be a requirement to relocate further accessible parking bays, depending upon the agreed streetscape detail through the CCMP area.

Servicing

- 5.2.15 Consideration of appropriate service access and egress has been given to each area affected by the proposed changes to ensure that continued access for loading and servicing, including refuse collection, is maintained appropriately.
- 5.2.16 Revised service periods have been proposed through the Belmont Quarter and Central Union Street to best manage the risk of interaction between service vehicles and pedestrians. ACC officers have advised that the service period will be restricted to a period between 4:30pm and 11:00am in these areas.
- 5.2.17 Key public transport corridors within the city centre have previously included service periods designed to fall out-with the peak public transport periods (typically, no loading between 07:30-09:30am, 12 noon-2:30pm, and 4:00-6:00pm).
- 5.2.18 On Bridge Street and Market Street the interpeak restriction period has been removed, as there will be a significantly lower general traffic volume through these restricted corridors and so vehicle servicing would not have such a detrimental impact on the operation of the PT network. Note - there is no loading/stopping permitted on Guild Street (as per the existing operation). Servicing for properties on Guild Street is undertaken on parallel streets (Merchant Quarter) and private off street access (St. Magnus House, Station Hotel).
- 5.2.19 Due to the requirement for service vehicles accessing Central Union Street to route through Back Wynd, the pedestrian safety considerations are paramount and therefore the Central Union Street service period must follow the more pedestrian friendly 4:30pm-11am restrictions.
- 5.2.20 All revised service periods are detailed in the information pack in **Appendix 1**.
- 5.2.21 With regard to bin storage locations, these will need to be considered within the streetscape proposals if they are required to be relocated. This will require liaison with the Council Waste Collection team.

5.3 Experimental Traffic Orders (ETROs)

- 5.3.1 An experimental Traffic Regulation order (ETRO) is like a permanent Traffic Regulation Order (TRO). It is a legal document which imposes traffic and parking restrictions. We use ETROs to see if a scheme will work in practice.
- 5.3.2 The key information to note on ETROs includes:
 - An ETRO can stay in force for up to a maximum of **18 months** while the effects are monitored and assessed.
 - The statutory consultation process that occurs prior to implementation can be undertaken within a short timeframe (3-4 weeks)
 - Feedback can be feedback through the process however, formal objections to the order must be made in the first **6 months** of it coming into force
 - If any changes to the ETRO are made, a further **6 month** objection period is required

- A decision on whether the changes introduced as part of the ETRO will be removed or made permanent must be made within **18 months** of the order coming into force.
- The decision to make a scheme permanent will follow the formal decision making process.

6. CCMP – LONGER TERM TRANSPORT PLAN

6.1 Introduction

6.1.1 The traffic management measures to be introduced in the Summer of 2022 form the initial steps in the development and implementation of the long term vision for the city centre, as detailed in the *Streetscape Interventions Initial Reporting* in August and December 2021.

6.1.2 The initial ETRO measures will facilitate the removal of through routing general traffic from the city centre area. This creates an environment from which the proposed streetscape measures can be implemented over the coming years.

6.1.3 The streetscape consultants are progressing with the development of streetscape options for each of the key intervention areas. These are each at different 'RIBA' stages (Royal Institute of British Architects) depending upon the proposed implementation programme requirements:

- Stage 0 - Strategic definition
- Stage 1 - Preparation & briefing
- Stage 2 - Concept design (Union St East & Castlegate, Union St West & West End)
- Stage 3 - Spatial coordination (Aberdeen Market / Merchant Quarter)
- Stage 4 - Technical design (Central Union Street, Belmont Quarter)
- Stage 5 - Manufacturing & construction
- Stage 6 - Handover
- Stage 7 - Use

6.1.4 As the details of each study area is refined through ongoing consultation and detailed design, the associated traffic management requirements for each area will also develop and refine in tandem.

6.1.5 The streetscape consultants have sifted options for Central Union Street into 4 alternatives. These are to be considered at the June committee 2022.

6.1.6 SYSTRA were requested to assess options for the Union Street East and West corridors to ascertain how the wider network could potentially operate with the key variations considered for central Union Street, namely:

- CCMP Scenario 1 – with pedestrianisation* of Central Union Street
- CCMP Scenario 2 – with buses and taxis permitted along Central Union Street

*Whilst the scenario is deemed 'pedestrianisation' of Central Union Street, it is important to clarify that this scenario allows for cycles and service vehicles through the corridor and is therefore not a full pedestrianisation zone in the typical understanding of the term.

6.1.7 SYSTRA have undertaken an option development exercise for these corridors, similar to the option development and sifting process undertaken for Central Union Street and have provided a draft appraisal report to ACC.

6.2 Union Street East And West Corridors – Assessment of Options

- 6.2.1 The transport operation of the Union Street corridor is a fundamental element of the CCMP. There are competing priorities for the available road space, from pedestrian improvements and placemaking objectives, through pedestrian and cycle safety to sustainable transport measures. Each of the transport hierarchy modes must be considered against the wider placemaking objectives of the city centre as well as the operational viability of the measures developed.
- 6.2.2 SYSTRA was requested to develop and sift transport options for Union Street East and West corridors. The central section of Union Street has undergone a separate option sifting exercise by LDA Consultants and is detailed in the Report: ‘*Union Street Central, Public Transport Options Appraisal*’.
- 6.2.3 The draft report provided to ACC (*CCMP-Union Street East & West Option Development, Ref: GB01T21D88_0622_4*) details the option development and sifting process undertaken for the Union Street east and west corridors. This follows a similar STAG (Scottish Transport Appraisal Guidance) process undertaken for the Central Union Street option development.
- 6.2.4 A shortlist of 5 options was then considered for operational viability. These were:
- Option 1 - Do nothing
 - Option 2 - Provide bus laybys to replace bus lanes
 - Option 4 - Rationalise minor junctions along Union St corridor (left in- left-out only). Keep bus lanes
 - Option 6 - Rationalise minor junctions along Union St corridor (left in- left-out only). Apply bus laybys
 - Option 7 – As per Option 6 including cycle lanes along central corridor
- 6.2.5 From this, there are emerging options which best meet the objectives of the study – Option 4, although it is important to note that further engagement with other stakeholders is proposed to occur over the coming weeks (after the June 2022 Committee) before any final decisions are made.

The emerging options consider a 4 lane operation with a bus lane and a general traffic lane in both directions.

- 6.2.6 There has been extensive consultation with bus operators on the potential operation of the wider Union Street corridor, including bus routing and dwelling requirements.

6.3 Plans and Figures

- 6.3.1 SYSTRA have provided ACC with high level figures detailing the potential operation of the wider CCMP, with a particular focus on the operation of the PT network (*CCMP-Schematics of Potential Longer Term Layout, Ref: GB01T21D88_0622_5*).
- 6.3.2 The figures detail:

- Key transport interventions included as part of ETRO-1 and ETRO-2
- Potential road lane allocation along Union Street East and West
 - 3 variations currently considered for Union Street West
- Proposed bus stop operation through the wider network (for both CCMP Scenario 1 and Scenario 2)
- Considered simplification of the operation of Wapping Street Gyratory (2 lane routing along Carmelite Street)
- All figures provided for both a Central Union Street pedestrianised scenario-1 and a Bus and Taxi only scenario-2

6.3.3 The emerging consideration of 4 lane routing along the Union Street corridor, has itself, some option variation, including:

- Continuous bus lanes along each side of the corridor
- Bus lanes with pedestrian build outs at key junctions
- Variation on both of the above relating to road narrowing at west end of Union Street

6.3.4 These variations, together with the sifting process rationale will be taken forward for further stakeholder consultation over the following weeks/months.

6.3.5 As noted above, the bus stop provision and location requirements have been discussed with both First Bus and Stagecoach operators. Further detail of the PT network development is provided in Chapter 7.

6.3.6 In order to assess whether these considerations are practically feasible (i.e. allow the PT network to operate efficiently), the measures have also been modelled in the Aberdeen City Centre Paramics Model.

6.3.7 Detail of the modelling undertaken is summarised in Chapter 8, and a separate model testing technical report was provided to ACC (*CCMP–Traffic Modelling Report 2022, Ref: GB01T21D88_0622_3b*).

6.3.8 High level figures detailing the potential bus stop locations for both CCMP -Scenario 1 and Scenario 2 are detailed in Figure 11 and Figure 12. The initial bus stop name references have been derived by SYSTRA with the ACC Public Transport Unit.

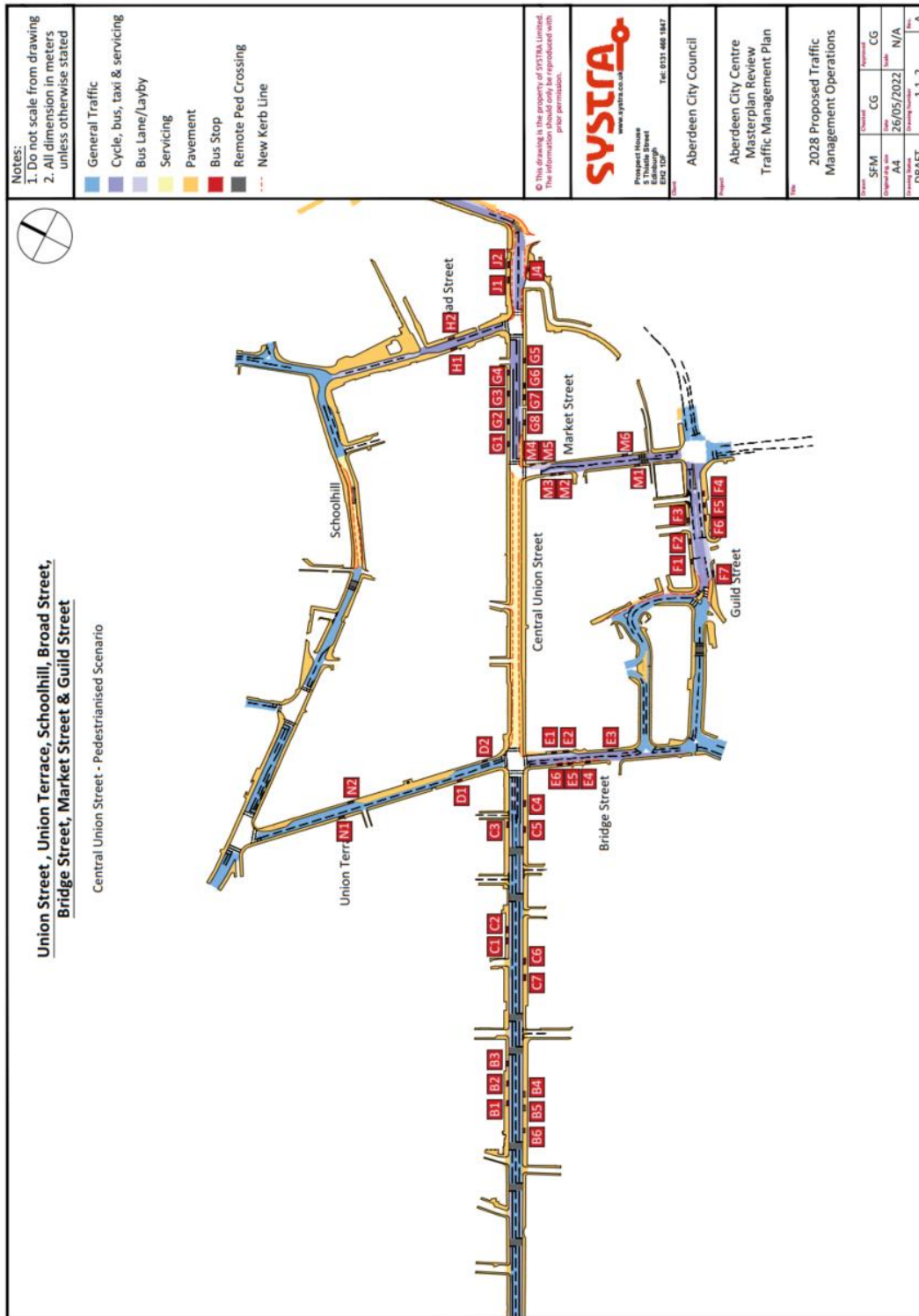


Figure 11. Longer Term PT Network Operation (Central Union Street Pedestrianised)

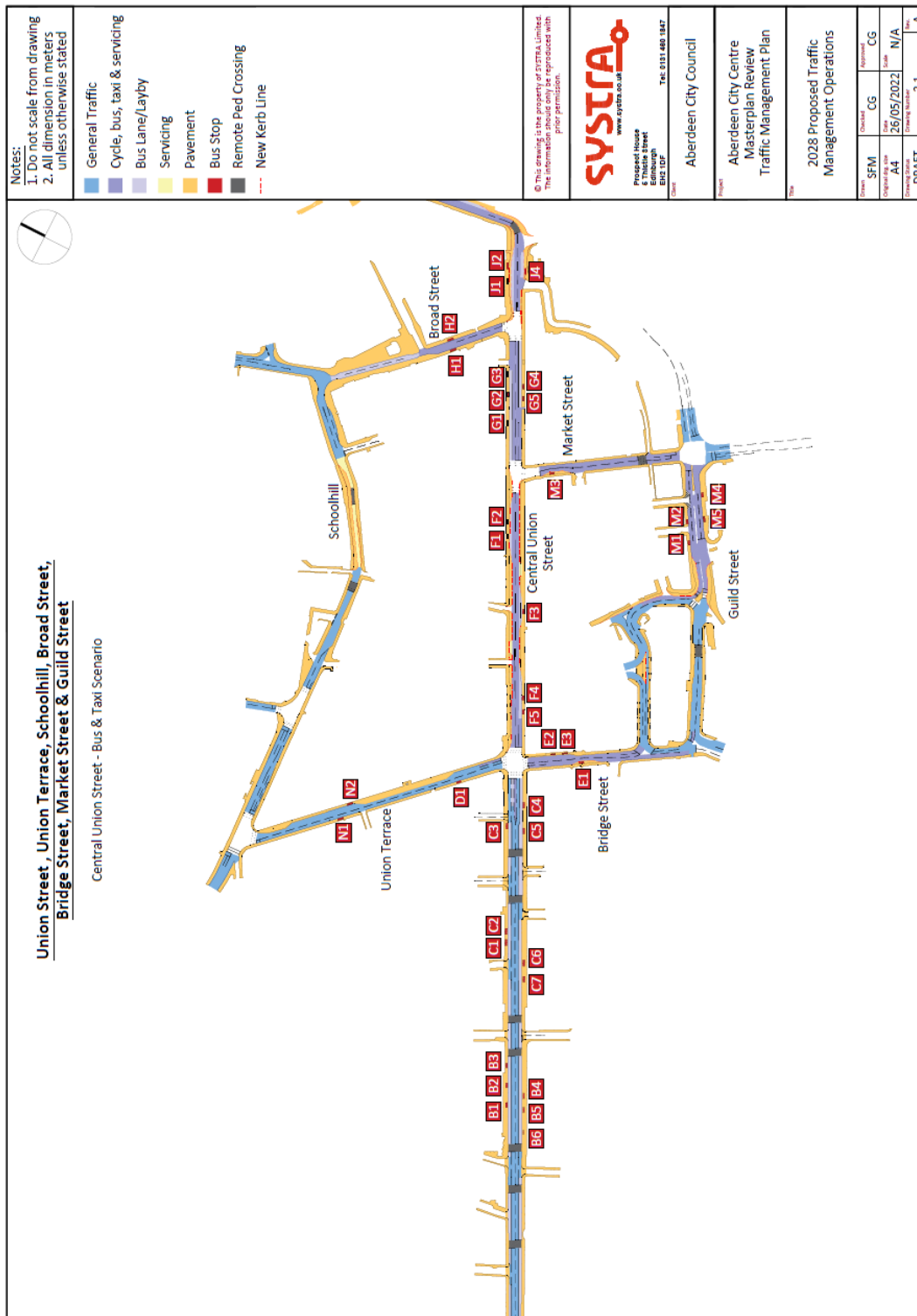


Figure 12. Longer Term PT Network Operation (Central Union Street Bus & Taxi Only)

7. CCMP – PUBLIC TRANSPORT NETWORK DEVELOPMENT

7.1 Introduction

- 7.1.1 A key objective of the CCMP was to ensure that a practical and sustainable public transport network could thrive and have the capacity to withstand expected future growth in bus patronage.
- 7.1.2 The two potential scenarios for the CCMP (pedestrianisation or bus and taxis allowed along Central Union Street) requires bus operators, First Bus and Stagecoach to significantly adjust their operating habits in the city centre.
- 7.1.3 In the event that Central Union Street was pedestrianised, buses (for journeys traveling east to west) would be required to divert their services along Bridge Street, Guild Street and Market Street before re-joining Union Street (the route would be reversed for vehicles travelling in the opposite direction).
- 7.1.4 The second scenario still allowed for the buses to use Central Union Street, however an aim of the CCMP was to provide pedestrians with more pavement space. To achieve this, a reduction of bus stops would have to be considered and the effects considered across the rest of the network.
- 7.1.5 This chapter is designed to describe the programme of consultation with stakeholders, set out a methodology and explain recommendations that reflect the operators requirements within the objectives of the CCMP to deliver the PT network detail shown in Figures 11 and 12.

7.2 PT Engagement

- 7.2.1 A programme of consultation with the two main bus operators has been carried out to determine a practical solution for operators and their customers in both Central Union Street scenarios.
- 7.2.2 The engagement with the bus operators was conducted across different forums. Individual operators were consulted initially to ensure their requirements and expertise in running bus operations within the city were considered. Members of the Aberdeen City Council and Aberdeenshire Council transport teams attended the consultations also.
- 7.2.3 A list of desirable outcomes for the project were noted for both operators. These included ensuring the project enabled capacity within the network to future proof against patronage growth; provide penetration to high footfall locations in the city centre; ensure safe access for their customers, particularly on streets with steep gradients, such as Market Street; an increase in bus priority measures; and a stricter regulation of service vehicle delivery locations and times.
- 7.2.4 The second phase of the consultation was to share the initial plans on proposed stop locations and receive feedback.

- 7.2.5 An in person collaborative meeting was organised with all operators, the ACC transport team and LDA, to finalise the locations before final recommendations were drawn.
- 7.2.6 Regular updates were provided throughout the project to all stakeholders at monthly City Centre Masterplan Implementation - Public Transport Forums.

7.3 Design Standards

- 7.3.1 Guidance on the design standards were taken from:
 - ‘Roads for All: Good Practice Guide for Roads’ (Transport Scotland, 2013)
 - ‘Accessible Bus Stop Design Guidance’ (Transport for London 2017)
 - ‘Inclusive Mobility’ (Department for Transport, 2021)
- 7.3.2 The guidance documents detail the many user groups who have different needs with regard to bus stop design. They are written to ensure designers consider user needs such as those who use wheelchairs, crutches, walking sticks, canes, guide dogs, mobility scooters, shopping trolleys, and buggies when accessing bus services.
- 7.3.3 The guidance documents are designed to assist local authorities in the development of practical measures to improve accessibility at bus stops that are compatible with particular characteristics of low-floor buses deployed on Aberdeen’s road network.
- 7.3.4 The design guidance included in these documents regarding bus stop / layby length, depth, and kerb height has all been applied in the design of the bus stops across Aberdeen city centre.

7.4 PT Network Development

- 7.4.1 Bus stop dwell time data was used to redistribute the time spent at bus stops along central Union Street to new or existing bus stops.
- 7.4.2 The effects of COVID-19 had a significant impact of bus patronage across the country. At the start of the consultation, Aberdeen bus operators estimated that they were carrying 60-70% less customers compared to pre Covid-19 levels.
- 7.4.3 To negate the impact of Covid-19 and the resulting patronage reduction on the results of this project, bus stop dwell time data was used that predated the pandemic.
- 7.4.4 The desires of the operators to penetrate other city centre hubs, such as Union Square shopping centre and the train station was considered in parallel to the bus stop dwell time data.

7.5 Proposed PT Operation

- 7.5.1 This section has been split into two sections, the pedestrianised scenario of Central Union Street and the bus & taxi only scenario of the corridor.

CCMP Scenario-1 : Central Union Street – Pedestrianised.

- 7.5.2 There were two key desirables that resulted from the consultation process. Firstly, despite the loss of bus stops on central Union Street, operators wanted to ensure the loss of quick access to that area was mitigated. Secondly, operators wanted to ensure that they could serve Guild Street to provide better access to Union Square and the train station.
- 7.5.3 To ensure the distance of bus stops to Central Union Street are kept at a minimum, additional bus stops have been added as close as possible to the junctions that Bridge Street and Market Street have with Union Street. Furthermore, additional bus stops have been added to the eastern section of Union Street.
- 7.5.4 Bus stops along Guild Street have been greatly enhanced. It has been possible to add the additional stops due to the reduction in car traffic in this area.
- 7.5.5 The bus operators preference was to continue with bus lanes rather than extended laybys along Union Street East and West.
- 7.5.6 The number of stops across the city have capacity to withstand the distributed dwell time from the data collected in 2019. Furthermore, there are sufficient stops and significant slack in the dwell time redistribution to accommodate future patronage growth.

CCMP Scenario 2- Central Union Street – Bus & taxi only.

- 7.5.7 In this scenario, apart from minor adjustments, many of the bus stops outside of the central Union Street area have remained the same.
- 7.5.8 A key CCMP objective was to create more pavement space along the central Union Street area. This resulted in the requirement for the number of stops through central Union Street to be reduced.
- 7.5.9 Initially, the bus stops along the central Union Street section were reduced to two in each direction. The later addition of Stop F3 in the west bound direction was to cope with the high peak demand of the University bus services. Stop F3 was also designed to be in isolation to other bus stops to reduce potential confusion for bus users of other services.
- 7.5.10 The bus stop placement in this scenario has the capacity to withstand the redistributed dwell time from the data collection in 2019.

8. TRAFFIC MODELLING OF PUBLIC TRANSPORT NETWORK OPTIONS

8.1 General

8.1.1 As noted in section 6.3.7, in order to assess whether the PT network proposals are practically feasible (i.e. allow the PT network to operate efficiently) in the longer term CCMP operation, the measures have also been modelled in the Aberdeen City Centre Paramics Model.

8.1.2 A model testing technical report was provided to ACC (*CCMP–Traffic Modelling Report 2022, Ref: GB01T21D88_0622_3b*) and the findings are summarised as follows:

Long Term CCMP – With Central Union Street Pedestrianised (CCMP-Scenario 1)

- In this scenario, buses are diverted via Bridge St/Guild St/Market St. The average journey times for affected buses are only slightly longer (3%) than a Reference Case scenario (i.e. no CCMP)
- Even with the additional signalised junctions and bus gates that the affected services have to traverse, this is only a small impact to the journey times for affected services
- The removal of general traffic from the majority of Union Street corridor and the diversion route is likely to have assisted with the efficient movement of buses through this corridor
- No build-up of queuing buses at stops were observed in the model network

Long Term CCMP – With Central Union Street Bus and Taxi Only (CCMP-Scenario 2)

- In this scenario, buses are retained along Central Union Street. The average journey times for affected buses are only slightly shorter (-6%) than a Reference Case scenario (i.e. no CCMP)
- This slight improvement in average journey time for affected buses can be attributed to the removal of general traffic from central Union Street and the wider CCMP area
- No build-up of queuing buses at stops were observed in the model network

CCMP longer Term Network Operation -Conclusion

For both the network scenarios modelled, (Central Union Street: Bus and taxi only or pedestrianisation), the model statistics suggest that the wider public transport operation modelled for each scenario, including bus stop locations, bus lanes, bus laybys, traffic restrictions, and bus gates, would be able to operate efficiently.

Other Model Testing:

- Model Testing of ‘ETRO 1 & 2’ suggested that the PT network would not be detrimentally affected or may, in fact, slightly improve (average journey times) by the network changes
- Model testing on buses stopping ‘on stream’ (i.e. in the traffic routing lane so they block other buses coming behind) would significantly impact on the reliability of the bus service operation through Central Union Street (10-20% increase along the

Central Union St corridor). Bus reliability is also anticipated to be significantly affected

- Model testing of the longer term option for Union Street West to limit the junction operation of the minor side roads to a left in, left out configuration would not cause considerable congestion elsewhere in the network
- The longer term operation of the Holburn Street / Union Street junction should be re-assessed in an updated traffic model (possibly 2023), following the implementation of ETRO 1&2, so that the model is able to take cognisance, not just of the ETRO changes, but also of the changes that have occurred in travel behaviour post-Covid as well as the impact on driver behaviour resulting from Central Union Street being closed to general traffic for 2 years

9. NEXT STEPS

9.1 General

9.1.1 The next steps required in the development of a traffic management plan for the city centre area include:

1. *Consultation on East and West Union Street Options*

- Continued consultation on the wider Union Street corridor options, pending a final decision on the operation of Central Union Street in June 2022
- Reporting of wider operation proposals to November Committee

2. *Liaise with Streetscape team on next stages of the CCMP Project Areas*

- Fine tuning and refinement of the traffic management requirements for:
 - Belmont Quarter (minimal change required from ETRO 1 & 2)
 - Merchant Quarter
 - West End
 - Castlegate

3. *Taxi Rank Options*

- Depending upon the recommended operation of central Union Street, there may be a requirement to seek alternative taxi rank locations to Back Wynd. ACC are currently considering what modern technology is available to facilitate the operation of smaller satellite taxi pick up points rather than the formalisation of static long ranks

4. *Network Monitoring*

- Monitoring the network operation following the implementation of ETRO 1 and 2 to identify if any network operational issues arise and also to potentially address comments or objections to the measures implemented

9.1.2 Following the implementation of ETRO-1 and ETRO-2, it is critical to assess the impact on the network that these measures will have. The nature of an Experimental Traffic Order is that it can be amended whilst operational on-site.

9.1.3 SYSTRA have prepared a 'Network Monitoring Report'. This details recommended locations for traffic monitoring based upon traffic modelling of the ETRO proposals, plus locations where potential rat running may occur to avoid the new traffic restrictions. Monitoring of the frequency of illegal movement through the bus gates will also be monitored.

9.1.4 A separate study (although linked with both the CCMP and Beachfront projects) to develop and appraise a number of options for the Beach Boulevard roundabout to meet the connectivity objectives of both masterplan areas. This will also need to consider and incorporate the emerging Castlegate streetscape considerations

APPENDIX 1:

CITY CENTRE NETWORK CHANGES - SUMMER 2022

(ETRO-1 and ETRO-2)

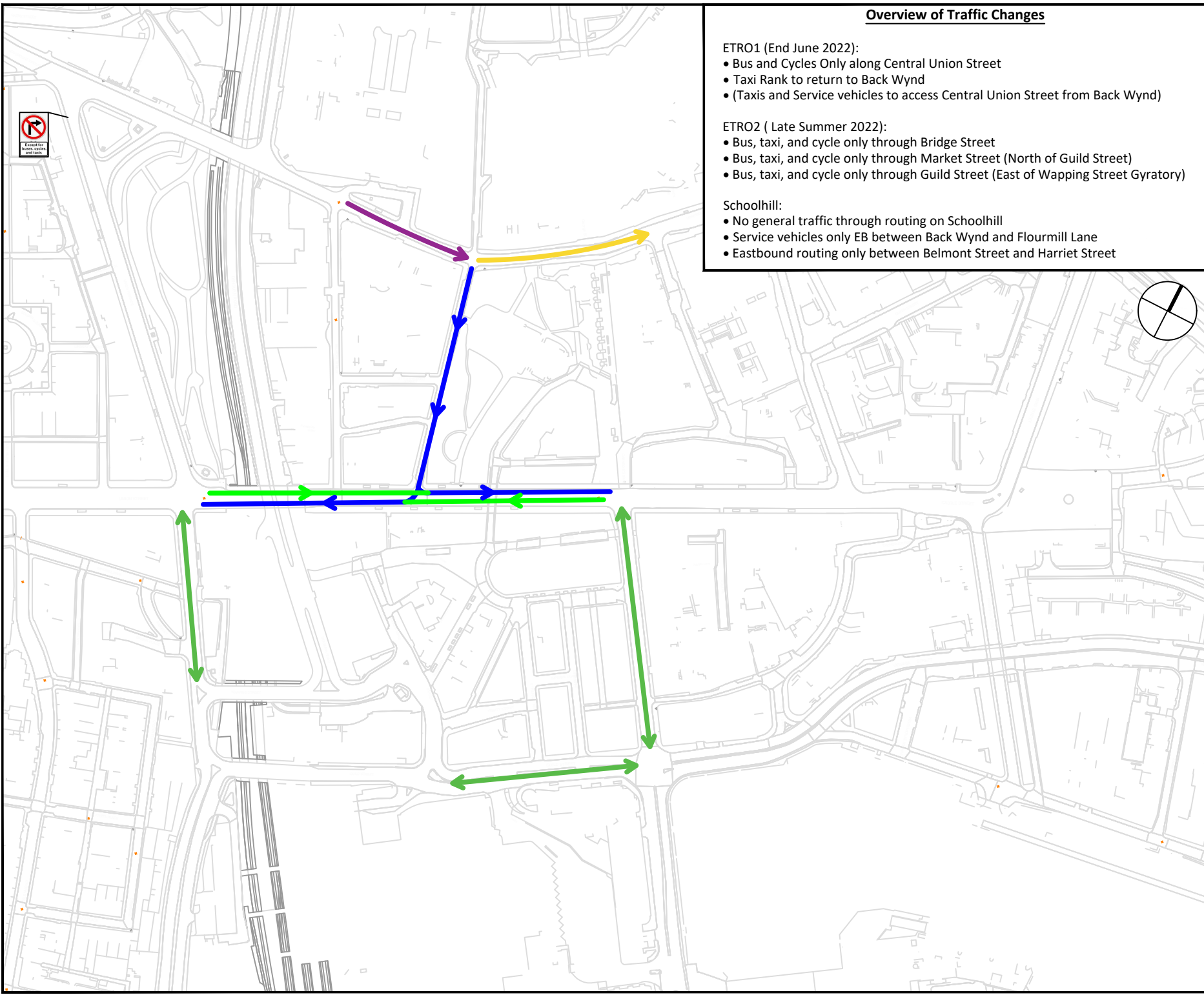
Schematics of Proposals

ABERDEEN CITY CENTRE MASTERPLAN

Proposed Changes for Summer 2022 (ETRO-1 & ETRO-2)

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Overview of Traffic Changes

- ETRO1 (End June 2022):**
- Bus and Cycles Only along Central Union Street
 - Taxi Rank to return to Back Wynd
 - (Taxis and Service vehicles to access Central Union Street from Back Wynd)
- ETRO2 (Late Summer 2022):**
- Bus, taxi, and cycle only through Bridge Street
 - Bus, taxi, and cycle only through Market Street (North of Guild Street)
 - Bus, taxi, and cycle only through Guild Street (East of Wapping Street Gyratory)
- Schoolhill:**
- No general traffic through routing on Schoolhill
 - Service vehicles only EB between Back Wynd and Flourmill Lane
 - Eastbound routing only between Belmont Street and Harriet Street

- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

- Bus & Cycle Only
- Bus, Taxi & Cycle Only
- One-way Access
- Cycle & Service Vehicles Only
- Union Street Taxi & Service Routing

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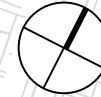
Project
Aberdeen City Centre Masterplan Review Traffic Management Plan

Title
Overview of Traffic Changes

Drawn	Checked	Approved
SFM	CG	CG
Original dwp size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_1	A

Overview - General Traffic: Key Traffic Routes

- General traffic can still access all city centre car parks
- General traffic able to route North-South between College Street & Denburn Road
- General traffic able to route North-South between Market Street and West North Street / King Street via Trinity Quay / Virginia St / Commerce St
- Local access retained via Union Street (East) and Union Terrace.
- No right turn from Union Terrace to Upperkirkgate (except for buses, taxis and cycles)



Notes:

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- Major Route
- Minor Route
- Car Park Access
- Car Park

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Project

Aberdeen City Centre
Masterplan Review
Traffic Management Plan

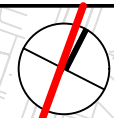
Title

General Traffic:
Key Traffic Routes

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_2	A

Overview - Public Transport Routes

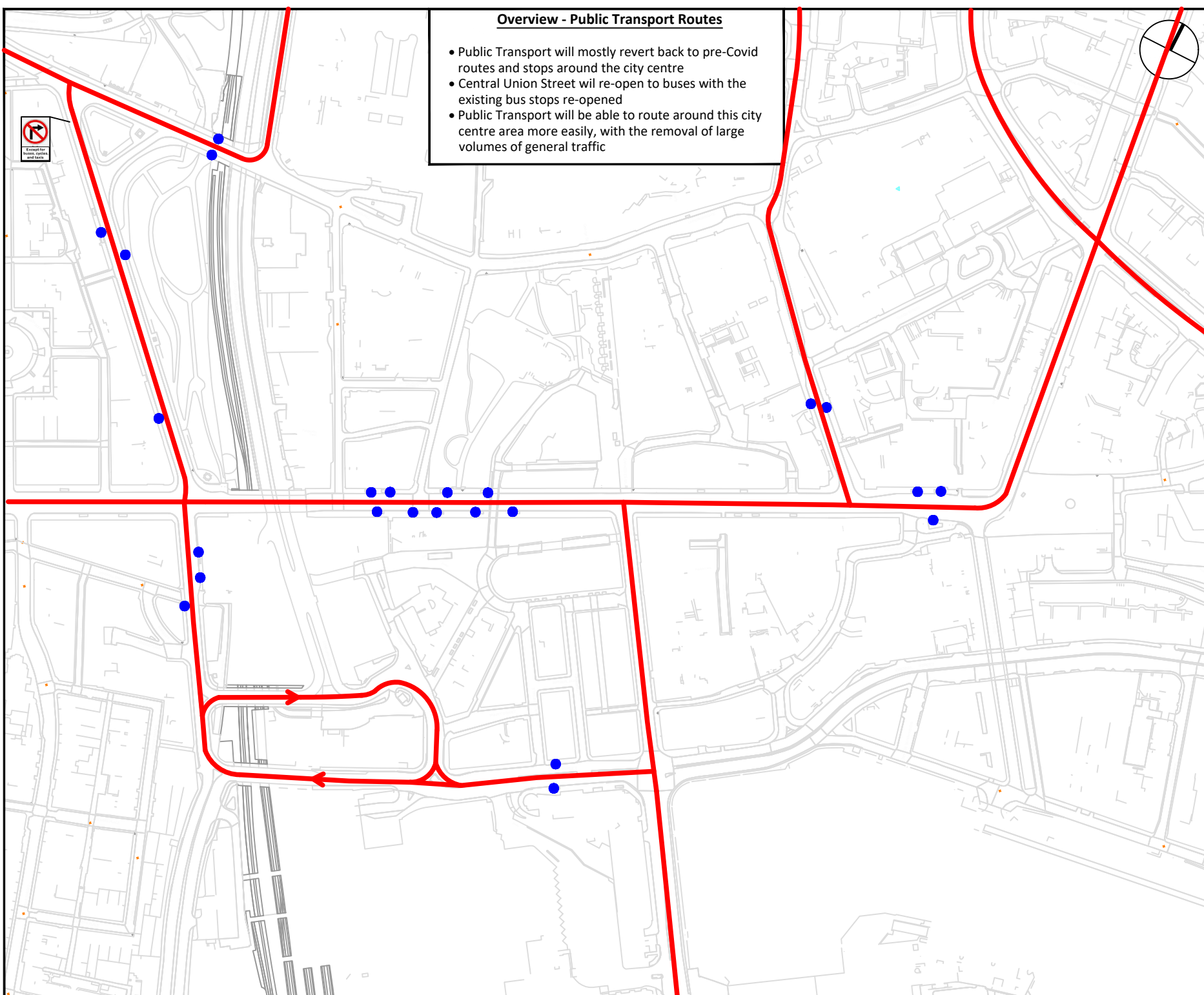
- Public Transport will mostly revert back to pre-Covid routes and stops around the city centre
- Central Union Street will re-open to buses with the existing bus stops re-opened
- Public Transport will be able to route around this city centre area more easily, with the removal of large volumes of general traffic



Notes:

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- Bus Route
- Bus Stop



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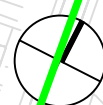
Project
**Aberdeen City Centre
Masterplan Review
Traffic Management Plan**

Title
Public Transport Routes

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_3	A

Overview - Core Area Taxi Routing

- Taxis will be able to route through the majority of traffic routes with the exception of Broad Street and entry to Central Union Street from the east or west end



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

- Core Taxi Routes
- Taxi Rank 05:00-00:00
- Taxi Rank 10:00-18:00
- Taxi Rank 00:00-05:00

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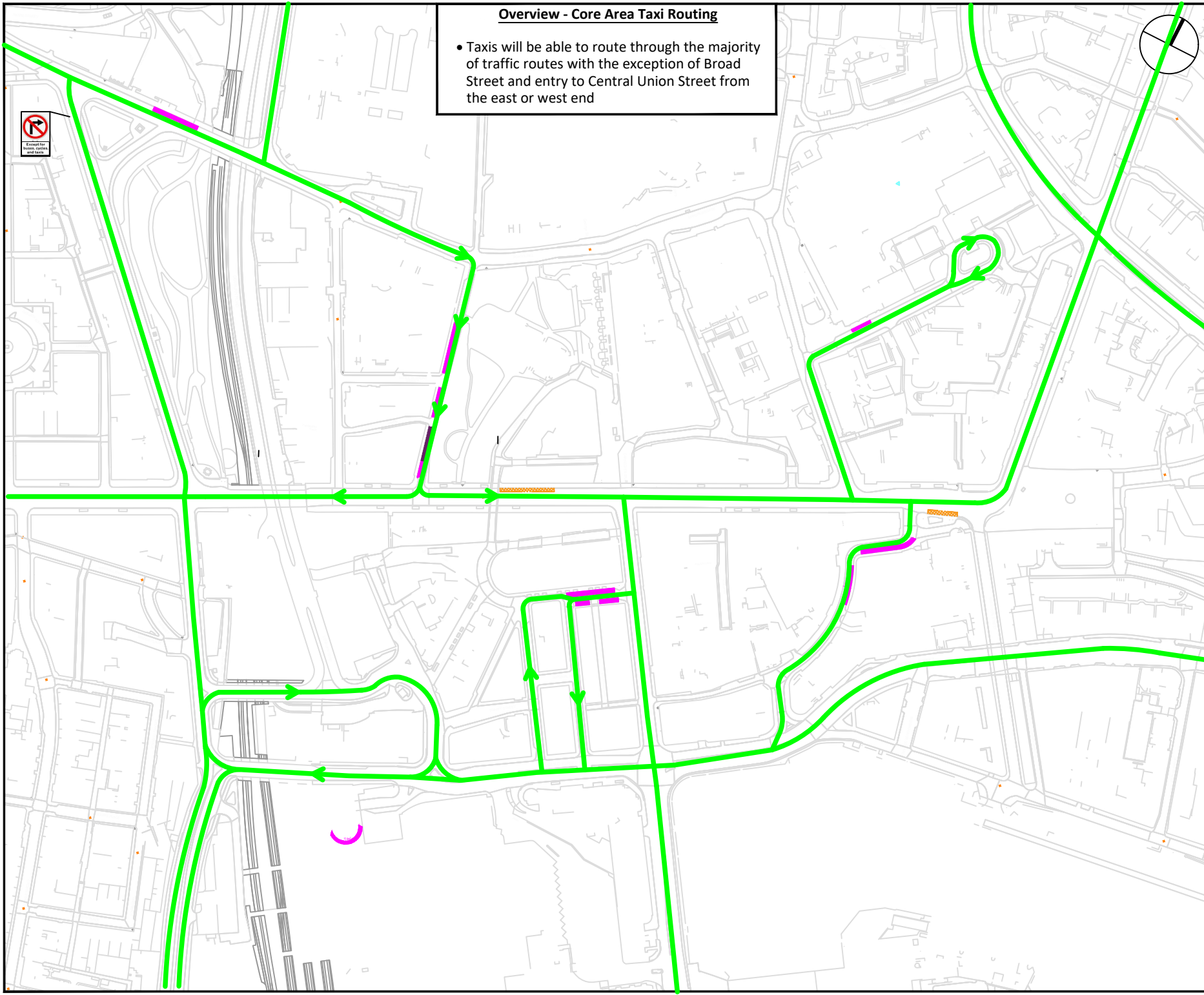
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Project
**Aberdeen City Centre
Masterplan Review
Traffic Management Plan**

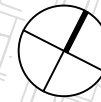
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Core Area Taxi Routing

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_4	A



Overview - Core Area Cycle Routing

- Cyclists will be able to route more easily around the core city centre area due to a significant reduction in general traffic



Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

- Core Cycle Route
- Low Traffic Cycle Route
- Approx. 100-300 Veh/h Directionally
- Very Low Traffic Cycle Route
- Approx. 0-100 Veh/h Directionally

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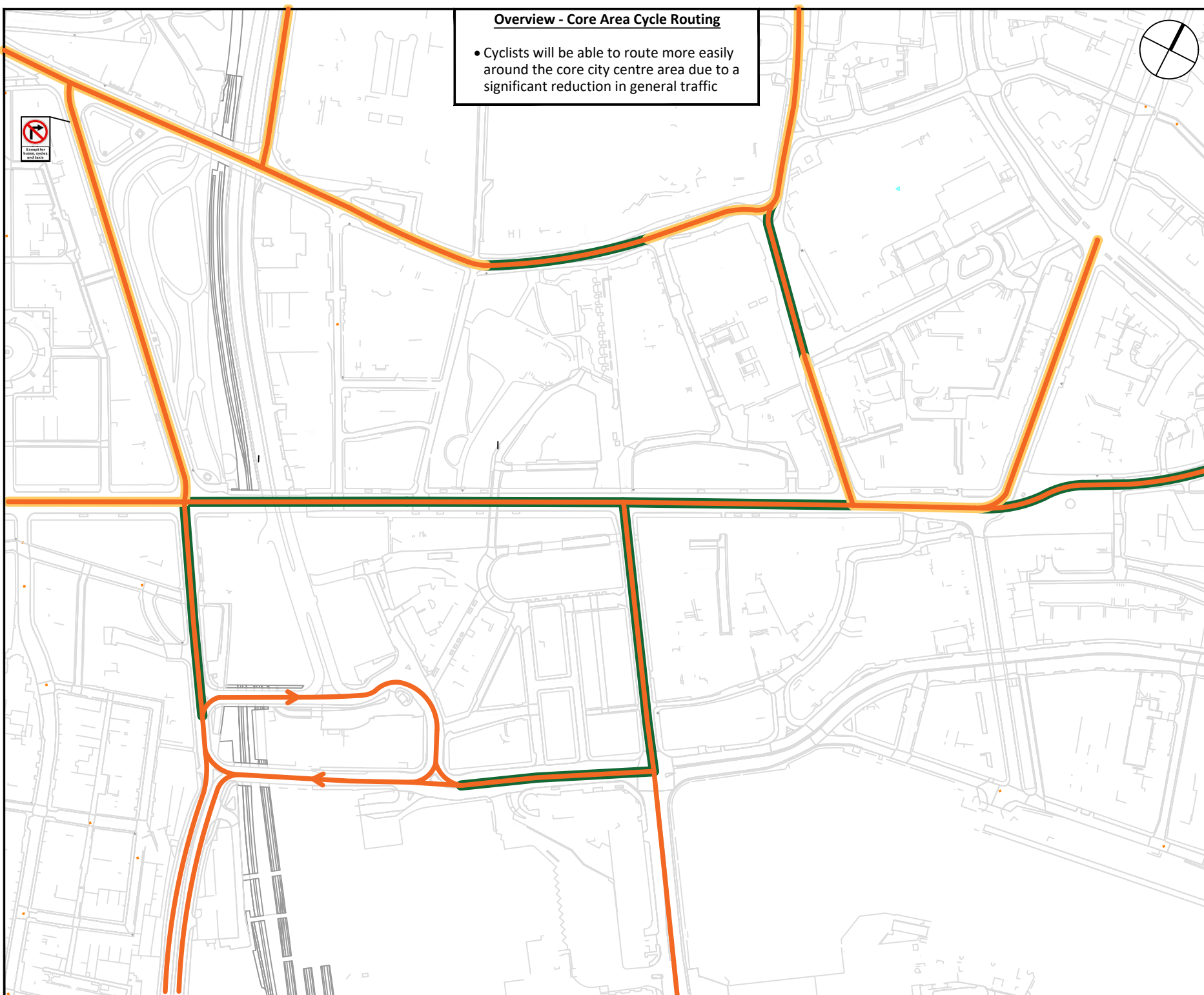
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Project
**Aberdeen City Centre
Masterplan Review
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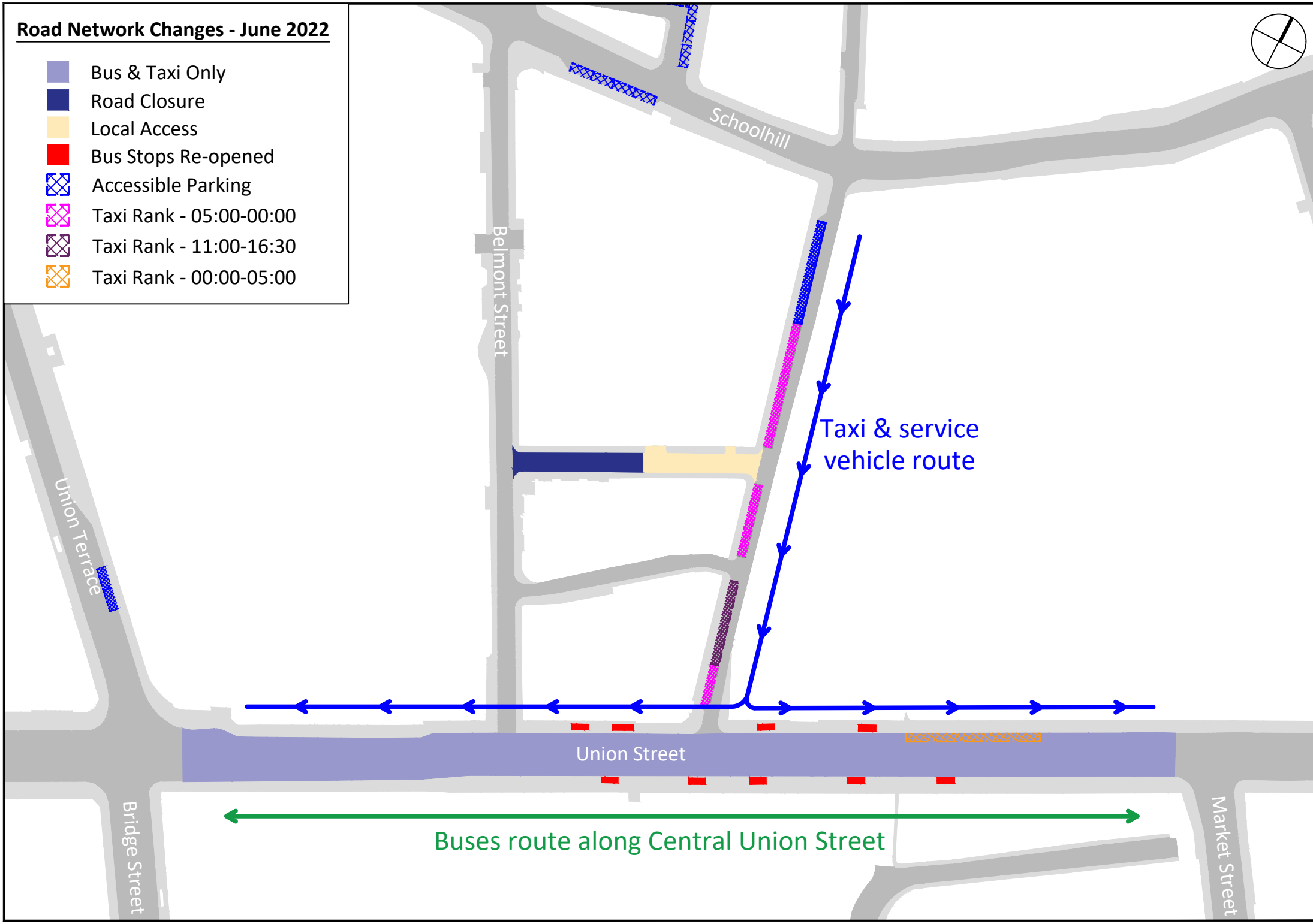
Title
Core Area Cycle Routing

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_5	A



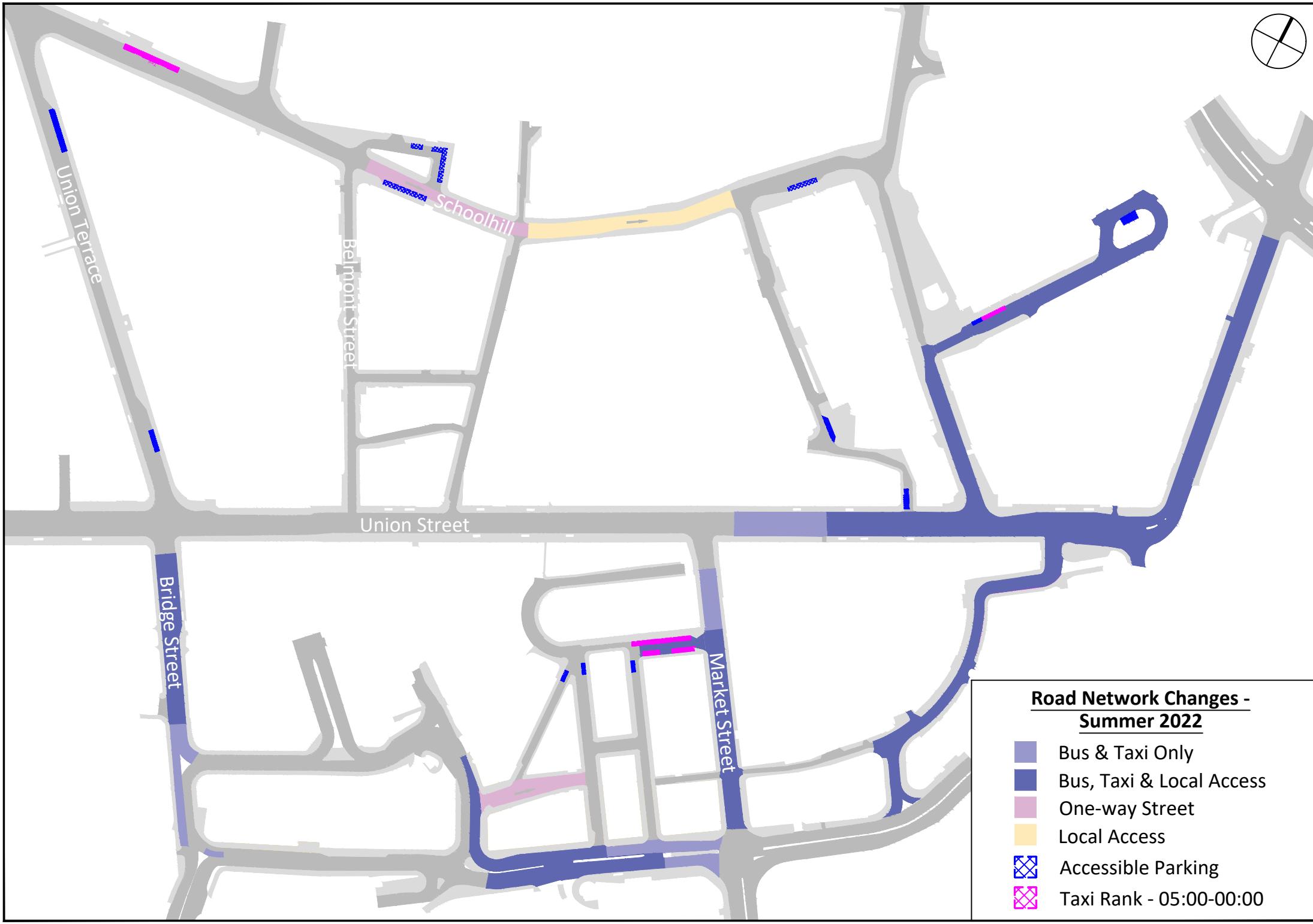
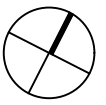
Road Network Changes - June 2022

- Bus & Taxi Only
- Road Closure
- Local Access
- Bus Stops Re-opened
- Accessible Parking
- Taxi Rank - 05:00-00:00
- Taxi Rank - 11:00-16:30
- Taxi Rank - 00:00-05:00









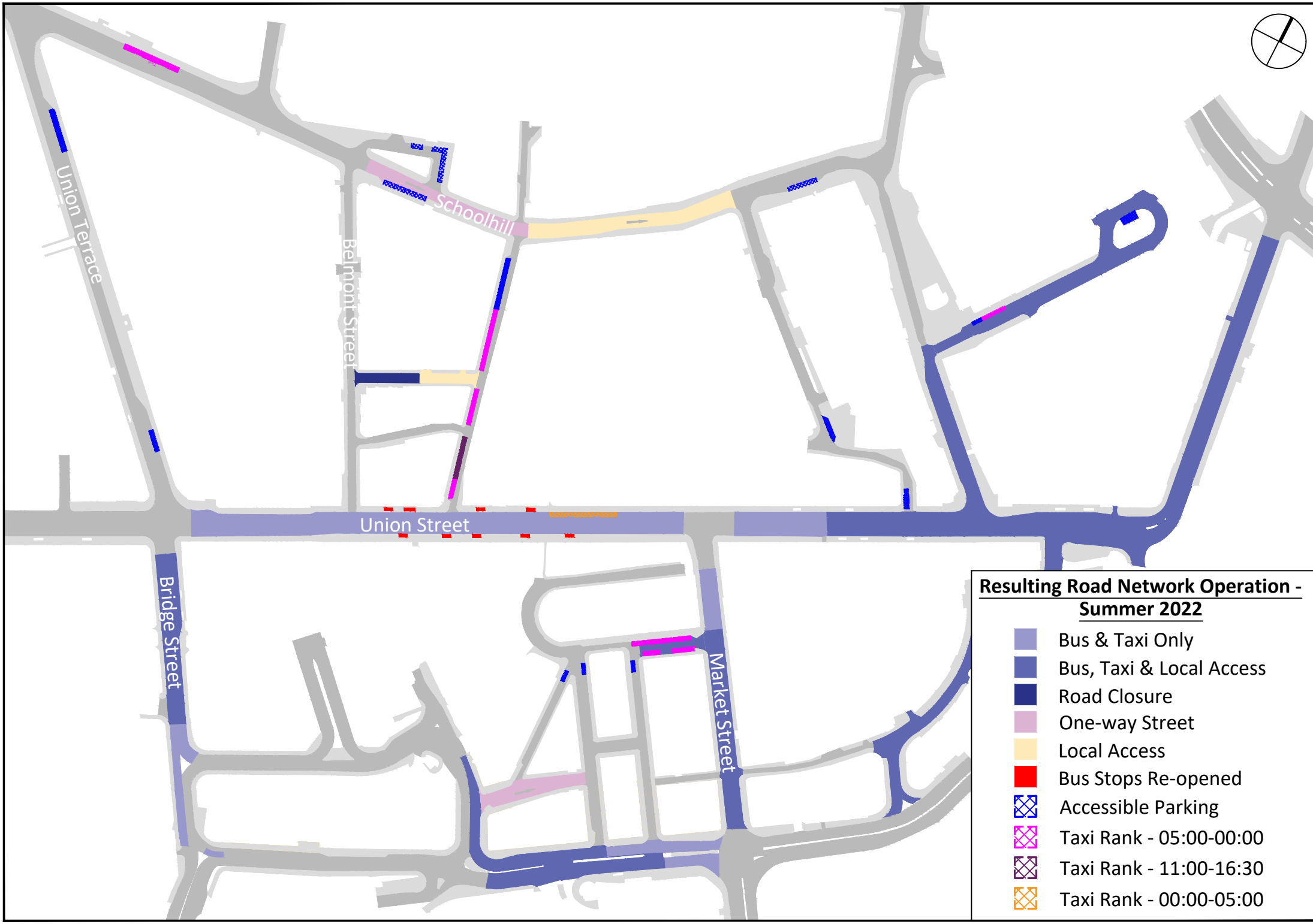
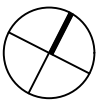
Taxi & service vehicle route

Buses route along Central Union Street



**Road Network Changes -
Summer 2022**

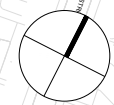
-  Bus & Taxi Only
-  Bus, Taxi & Local Access
-  One-way Street
-  Local Access
-  Accessible Parking
-  Taxi Rank - 05:00-00:00



Resulting Road Network Operation - Summer 2022

- Bus & Taxi Only
- Bus, Taxi & Local Access
- Road Closure
- One-way Street
- Local Access
- Bus Stops Re-opened
- Accessible Parking
- Taxi Rank - 05:00-00:00
- Taxi Rank - 11:00-16:30
- Taxi Rank - 00:00-05:00

Existing - 2019 City Centre Operation



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
 - Buses Only
 - Buses, Taxis, Loading & Local access
- Other Restrictions**
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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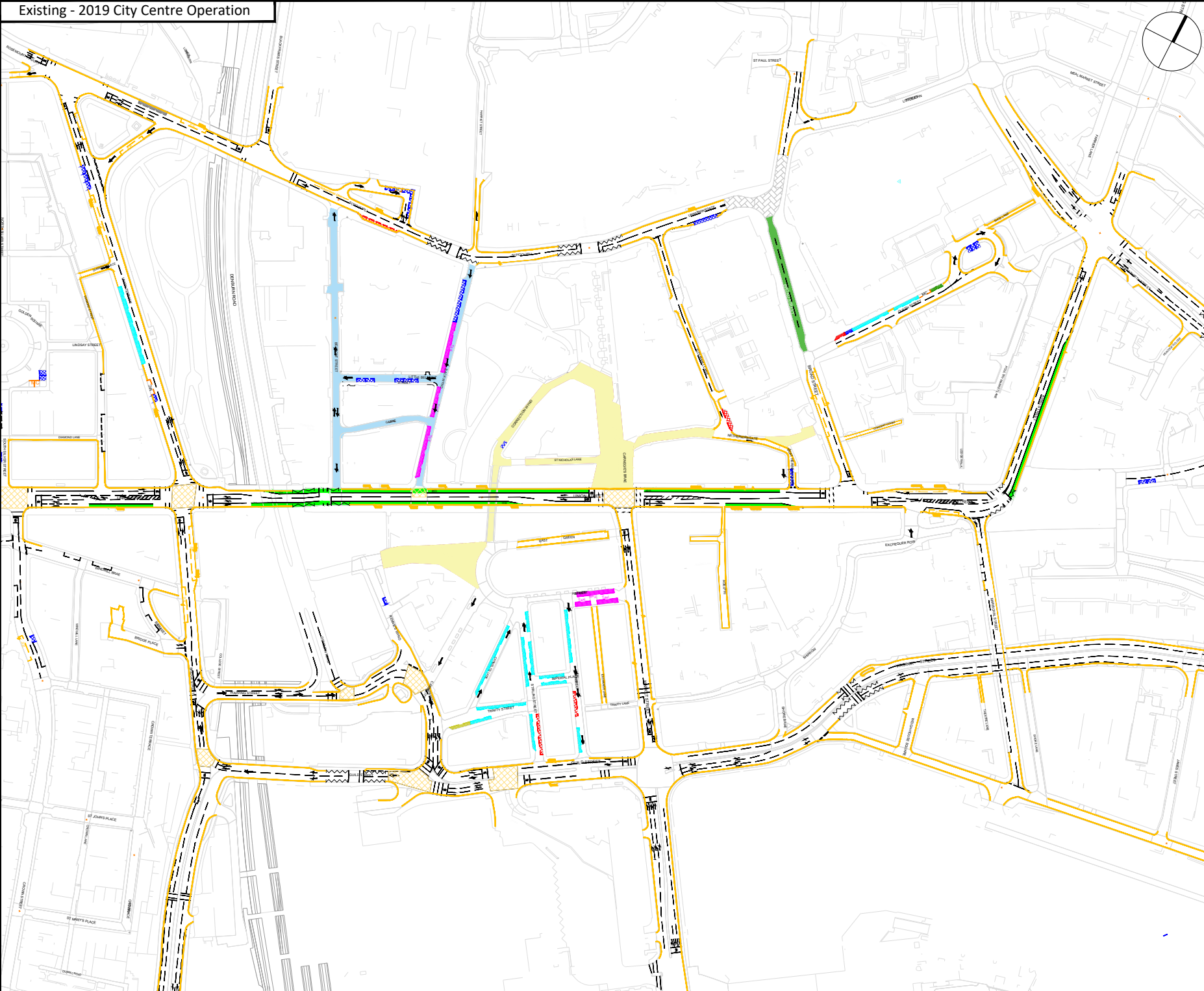
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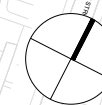
Client
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Project
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Masterplan Review
Traffic Management Plan**

Title
**2019 Existing City Centre
Operation**

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_9	A





Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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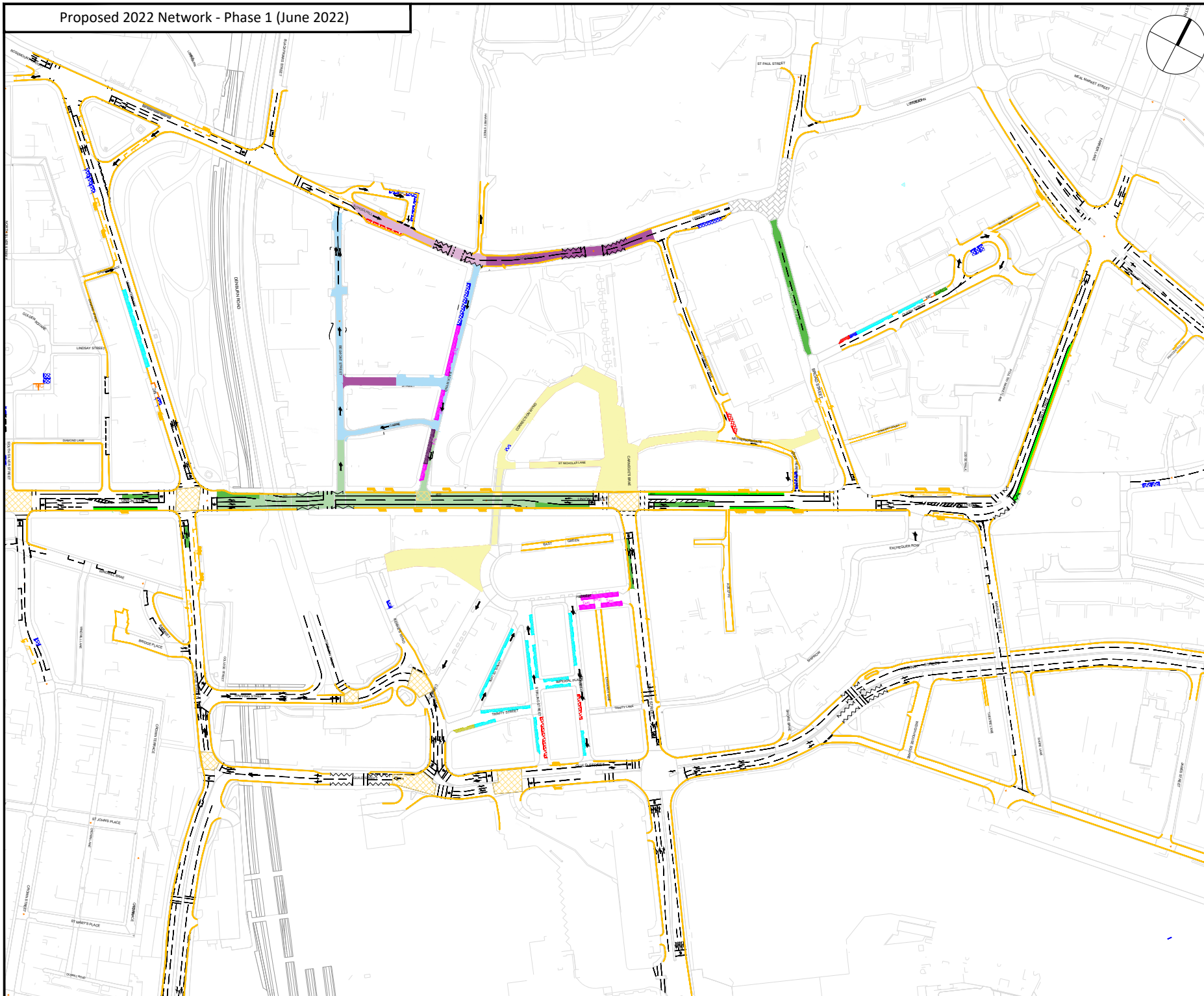
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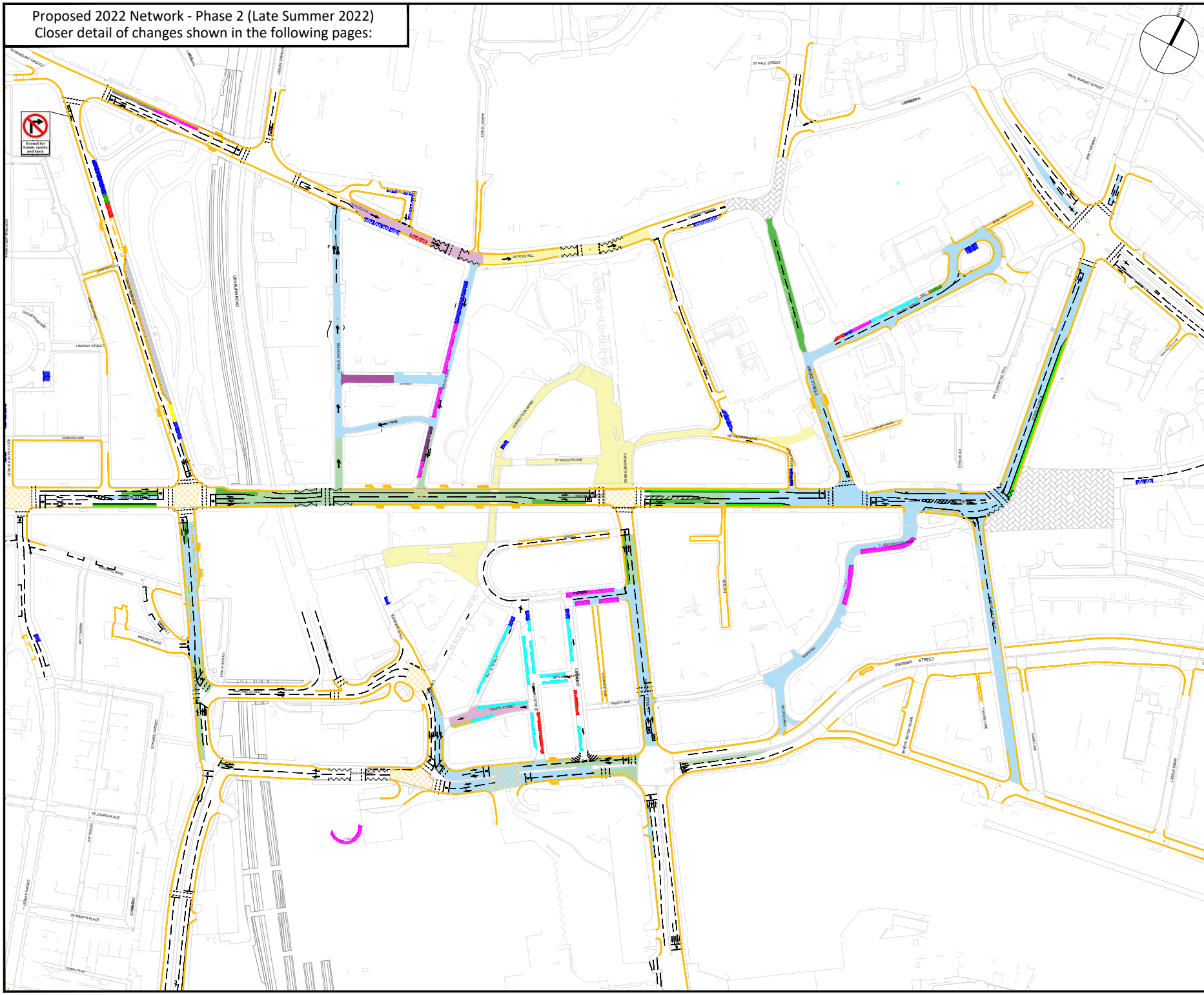
Project
**Aberdeen City Centre
Masterplan Review
Traffic Management Plan**

Title
**2022 Proposed CCMP
Union Street Bus & Taxi**

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_10	A



Proposed 2022 Network - Phase 2 (Late Summer 2022)
 Closer detail of changes shown in the following pages:



Exempt for heavy goods vehicles

- Notes:
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Accessible Parking
- Dual use - Loading and Pay & Display
- Drop Off Point
- City Car Club

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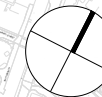
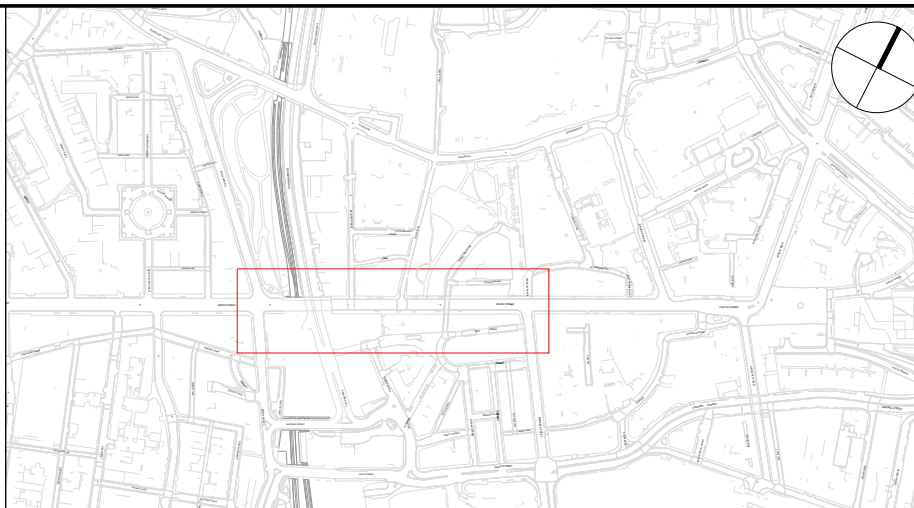
Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: 2022 Proposed CCMP Union Street Bus & Taxi

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_11	A

Central Union Street

- Closed to General Traffic, with access only for Buses and cyclists from either end.



Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

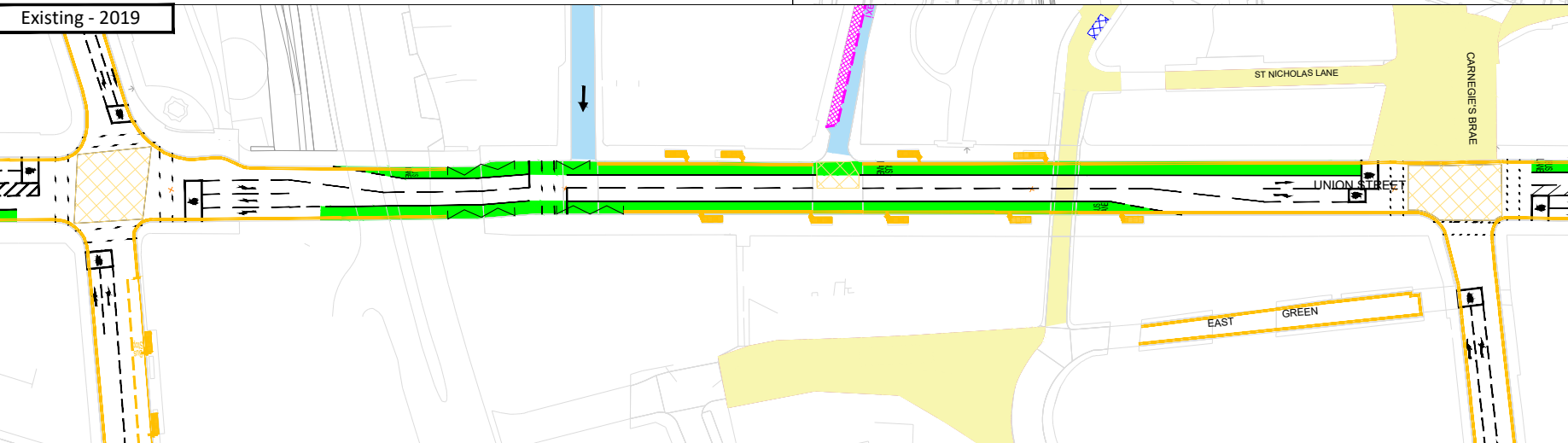
Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

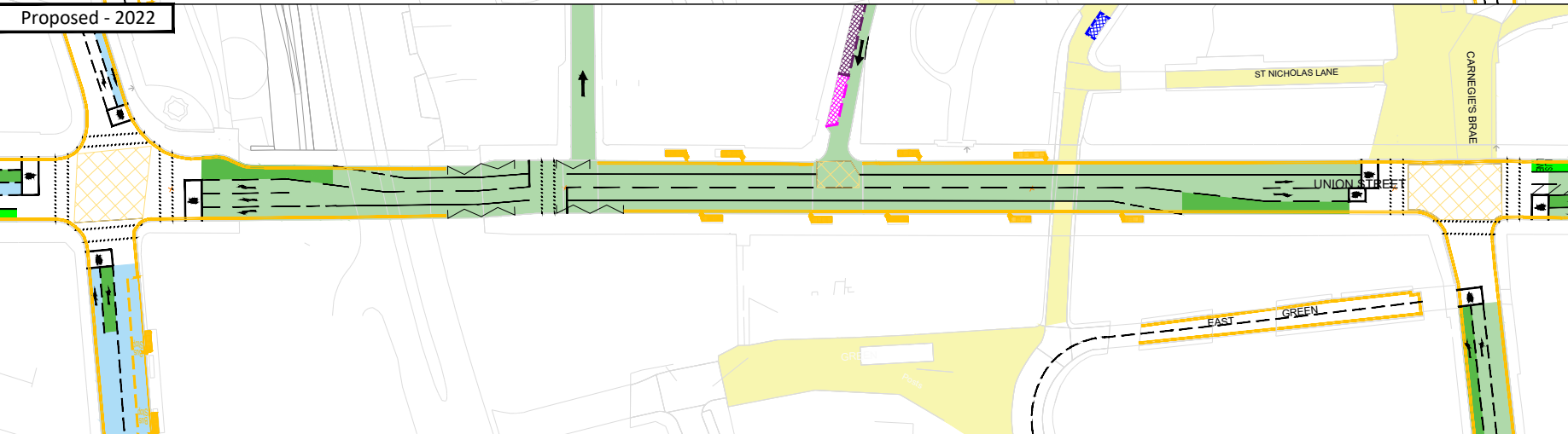
Kerbside Detail Key:

- Bus Stop
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking

Existing - 2019



Proposed - 2022



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Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Central Union Street

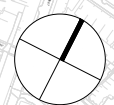
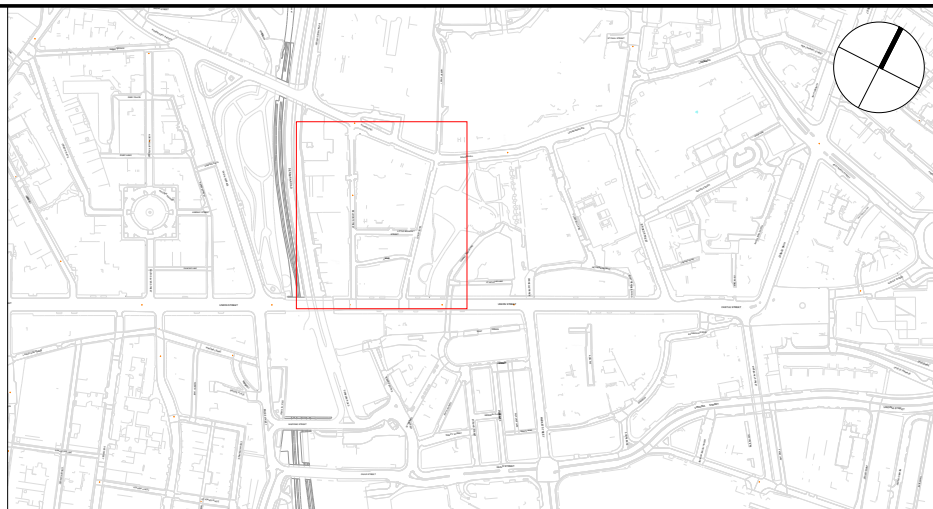
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_12	A

Back Wynd
 • Local Access only except for service vehicles and taxis

Little Belmont Street
 • Road Closed to all traffic
 • Relocation of Accessible Parking

Gaelic Lane
 • Local Access only

Belmont Street
 • Local Access only
 • 2-way local access at north end of Belmont Street



Notes:
 1. Do not scale from drawing
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Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

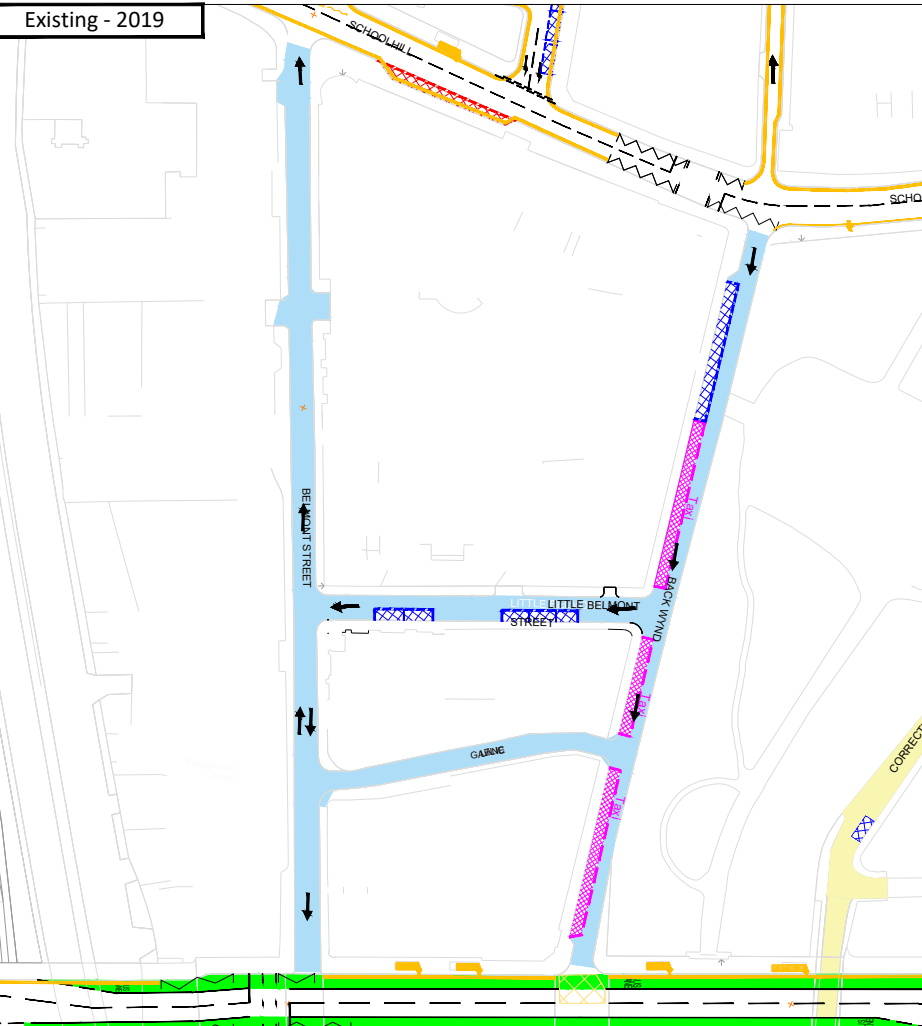
Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Road Closure
- Proposed one-way street

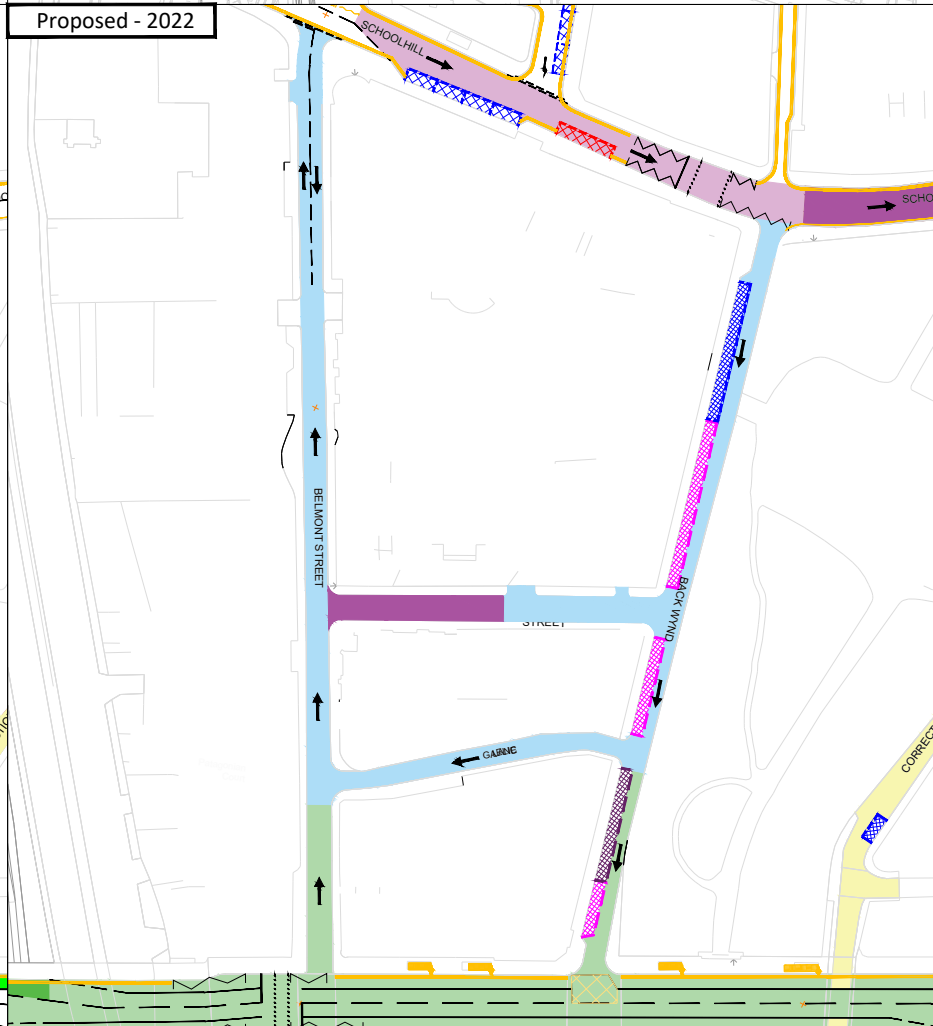
Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking

Existing - 2019



Proposed - 2022



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 Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

Title: Back Wynd/Belmont Street

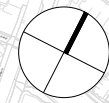
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_13	A

Union Terrace

- Closure of Union Terrace One-way southbound slip from Rosemount Viaduct, with bus stop relocated to Union Terrace Southbound.
- Banned right turn at north end of Union Terrace for general traffic except for buses, taxis and cycles.
- 2 lanes reduced to 1 lane at north end of Union Terrace.
- Footway widening on East side of Union Terrace.
- Relocation of 4 accessible parking bays on West side of Union Terrace.
- Removal of Pay & Display parking on West side of Union Terrace.
- Removal of Motorcycle bay on West side of Union Terrace.
- Introduction of 6 accessible parking bays on East side of Union Terrace.
- Introduction of City Car Club bay on East Side of Union Terrace.
- Introduction of 2 loading bays on East side of Union Terrace, 1 of which is a shared used bay for accessible Parking.

Rosemount Viaduct

- Pick up/Drop off bay changed to Taxi Rank and Pick up/Drop off bay.



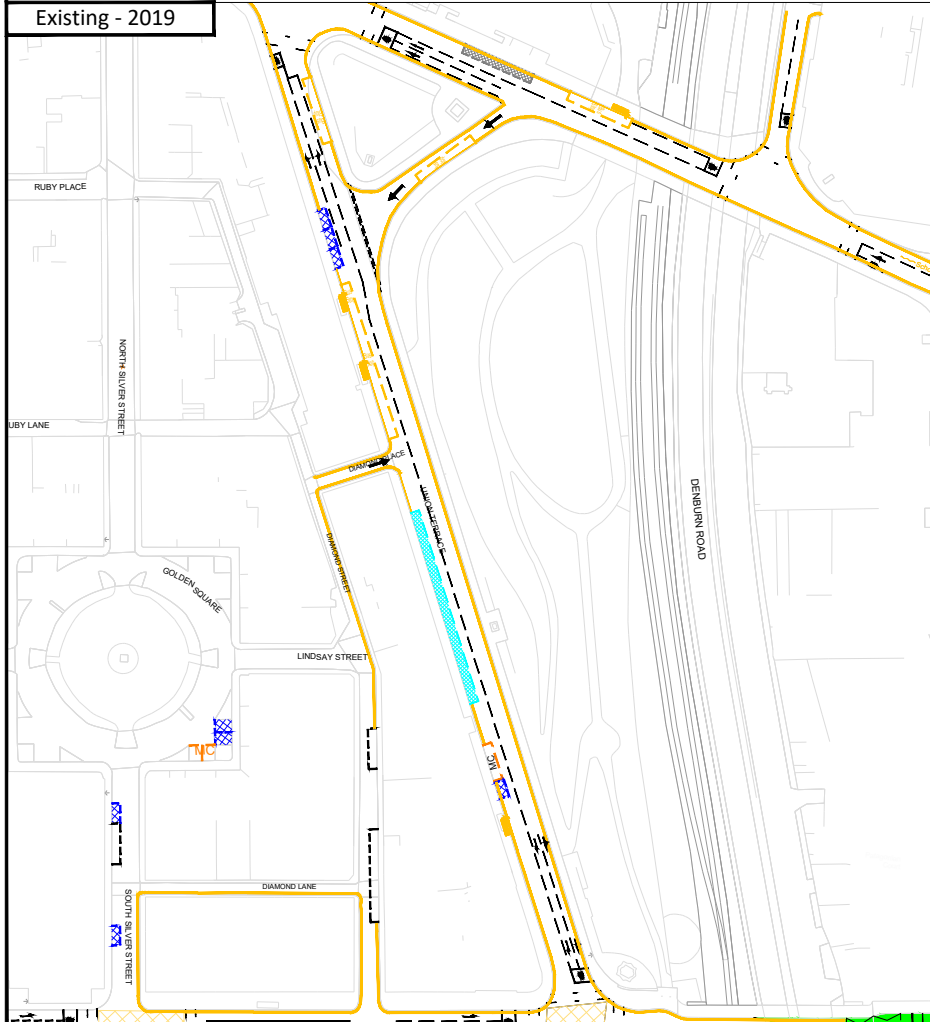
Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated

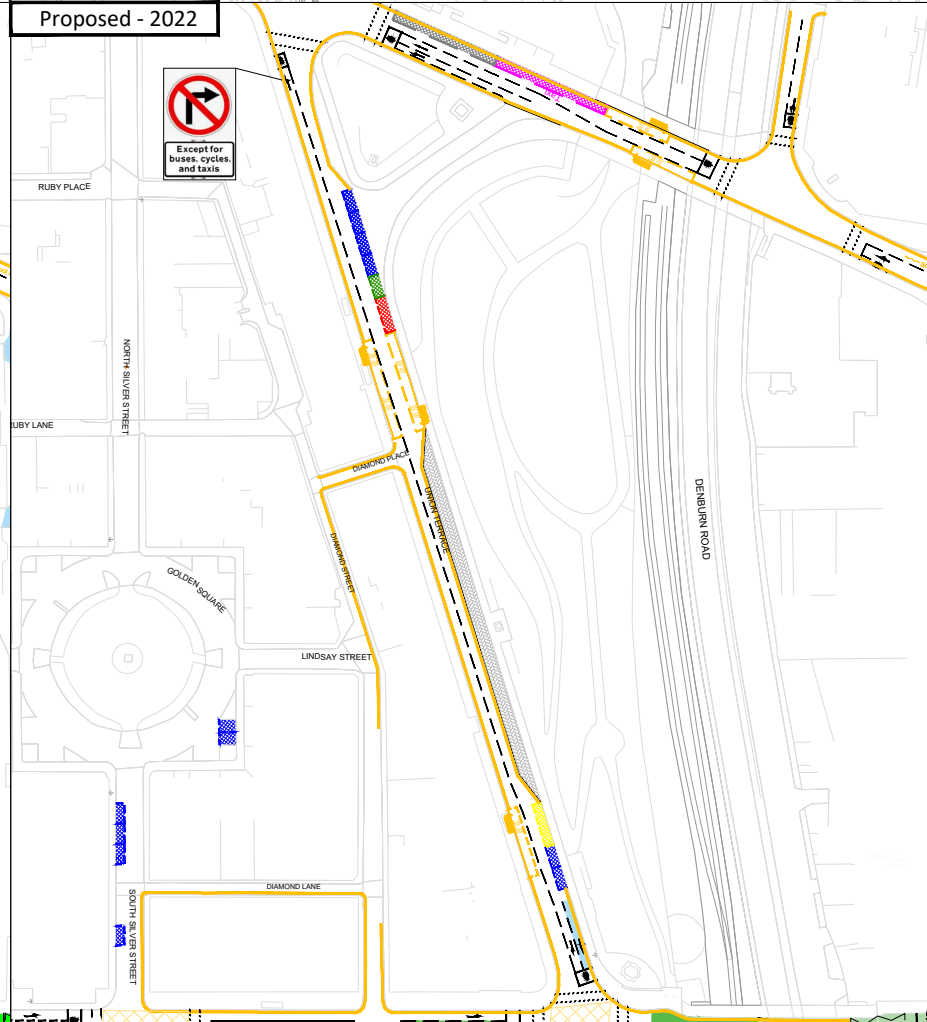
Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- Dual use - Loading and Accessible Parking
- Drop Off Point
- City Car Club

Existing - 2019



Proposed - 2022



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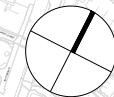
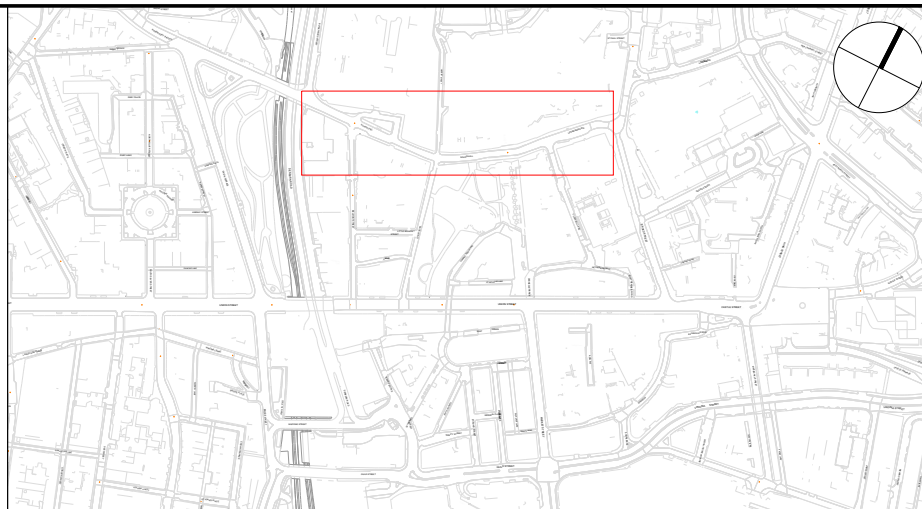
Project
**Aberdeen City Centre
Masterplan Review
Traffic Management Plan**

Title
**Union Terrace &
Rosemount Viaduct**

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_14	A

Schoolhill

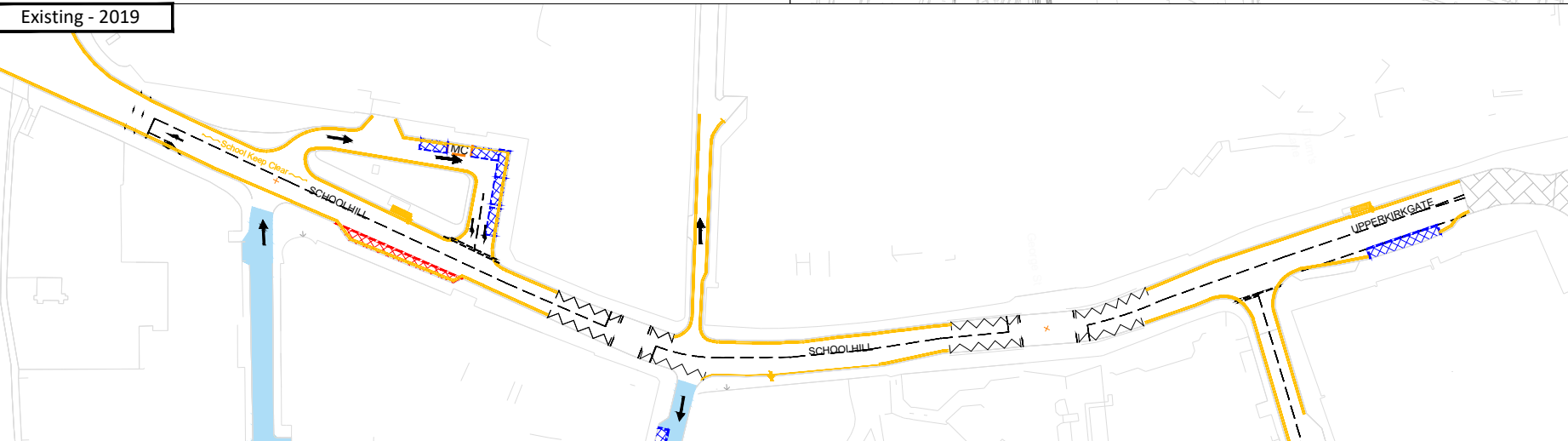
- Schoolhill closed to general traffic in both directions between Back Wynd and Flourmill Lane.
- Access to Harriet Street Car Park from west end of Schoolhill only.
- One-way routing Eastbound between Belmont Street and Back Wynd.
- One-way routing Eastbound between Back Wynd and Flourmill Lane - for Service vehicles and Cycles only.
- Loading bay in lay-by on South side of Schoolhill relocated directly east and replaced with 4 Accessible Parking Bays.



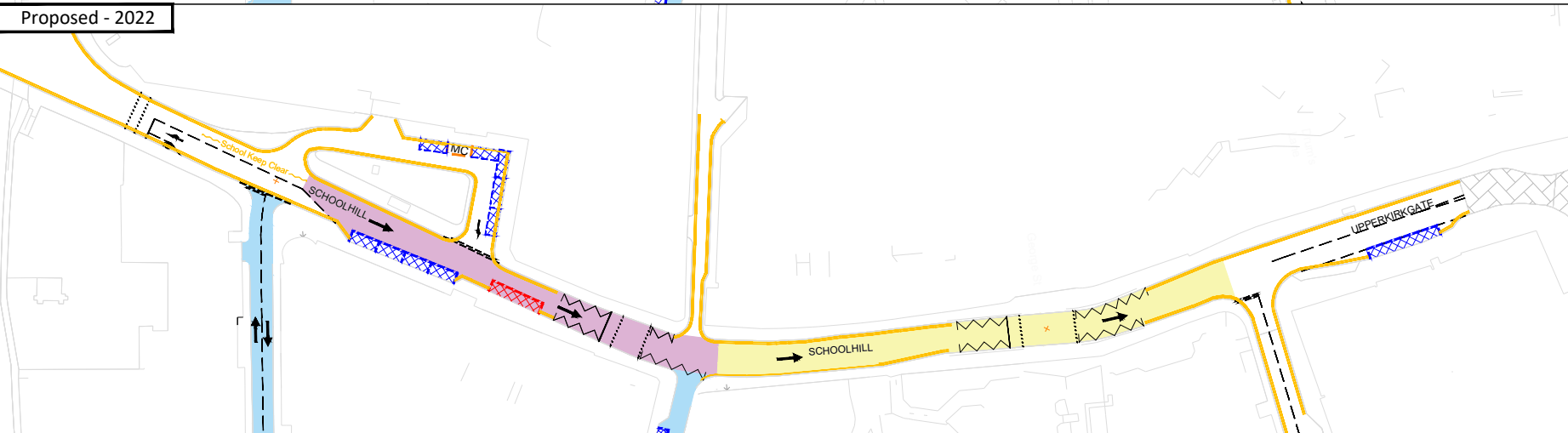
- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

- Prohibition of Motor vehicles except:**
- Loading
 - Buses, Taxis, Loading & Local access
- Other Restrictions**
- Proposed one-way street
- Kerbside Detail Key:**
- Bus Stop
 - Loading Bay
 - Accessible Parking

Existing - 2019



Proposed - 2022



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Title
Schoolhill

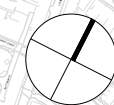
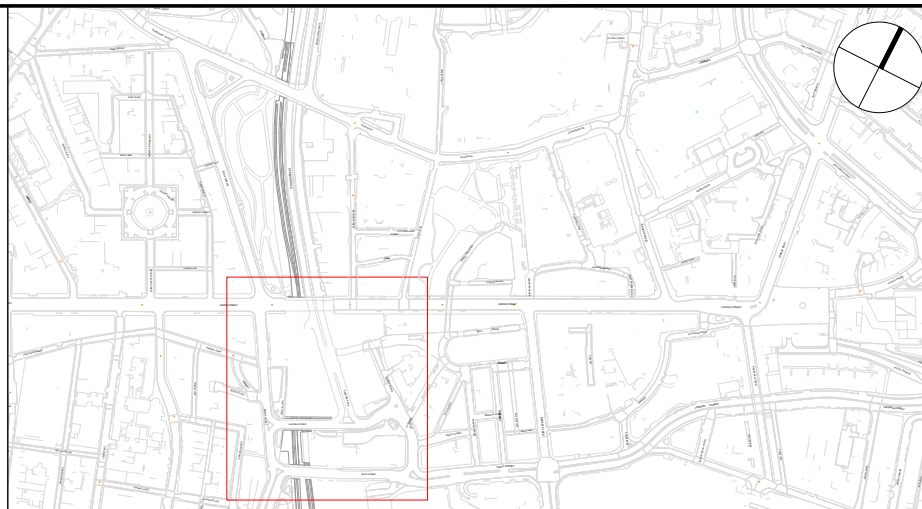
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_15	A

Bridge Street

- Closed to General Traffic, with access only for Buses, Taxis and local access.

Wapping Street Gyratory

- 2 lanes on East side of Carmelite Street changed to Buses, Taxis and local access.



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

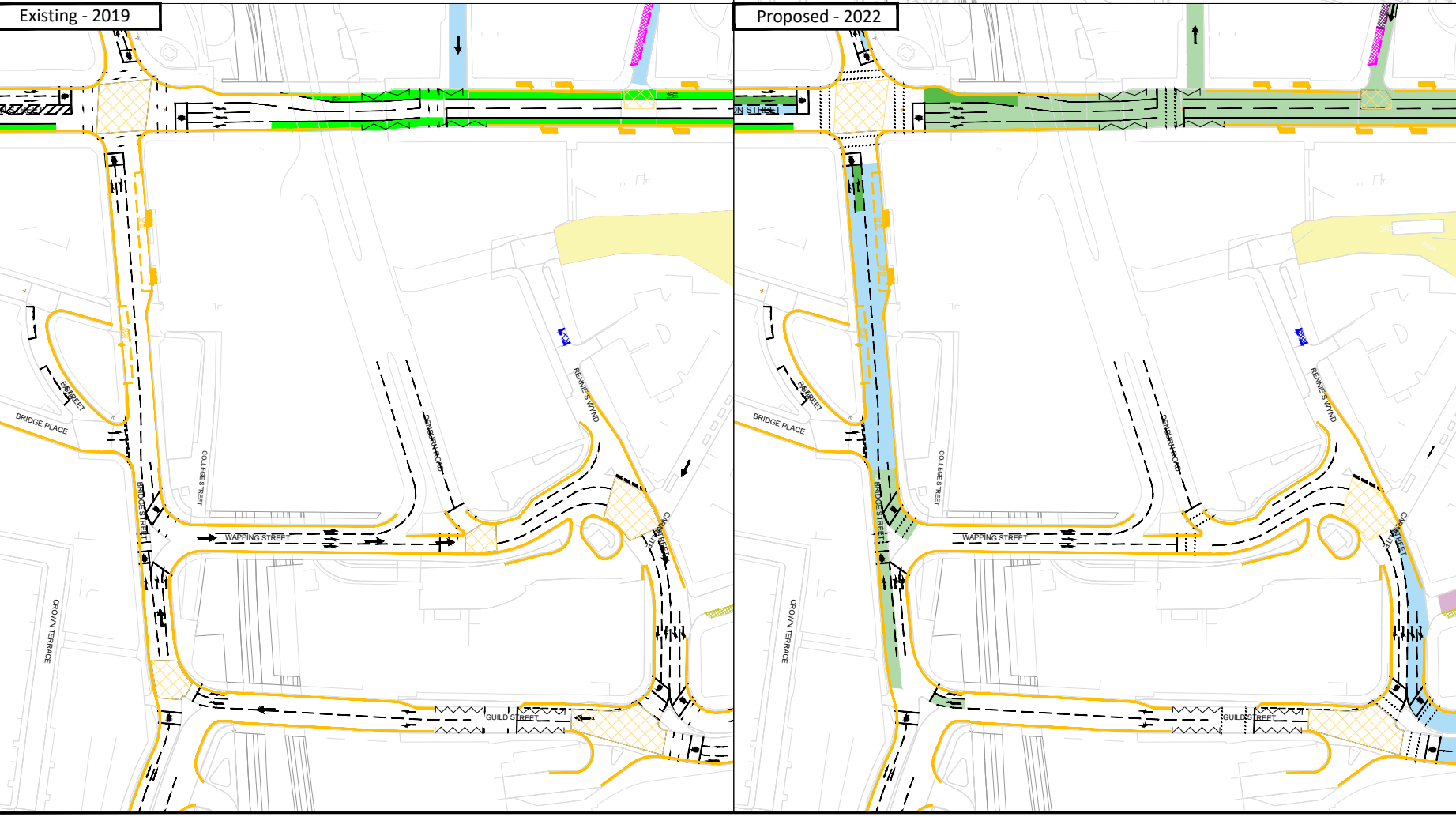
- Loading
 - Buses Only
 - Buses, Taxis & Loading
 - Buses, Taxis, Loading & Local access
- Other Restrictions**
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
 - Proposed one-way street

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Taxi Rank 11:00-16:30
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display

Existing - 2019

Proposed - 2022



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Title
Bridge Street & Wapping Street Gyratory

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_16	A

Market Street(North of Guild Street)

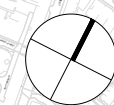
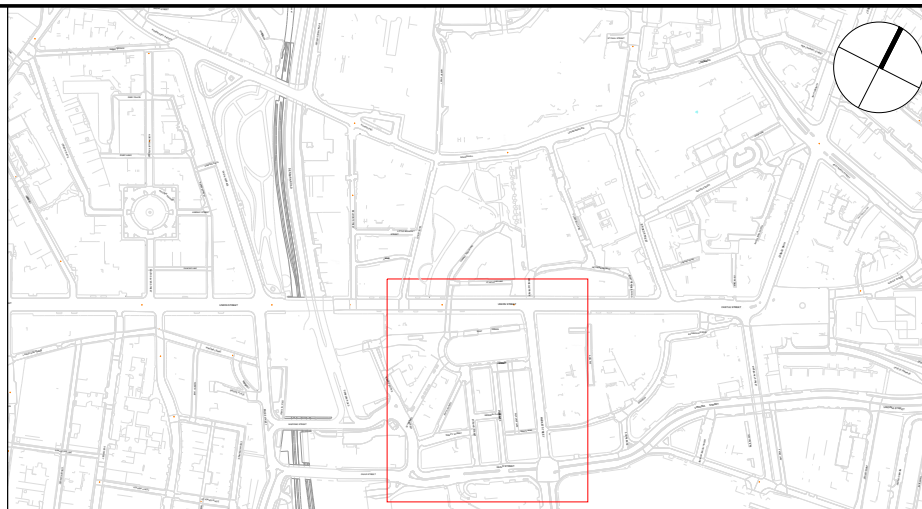
- Closed to General Traffic, with access only for Buses, Taxis and local access.

Guild Street

- Closed to General Traffic, with access only for Buses, Taxis and local access.

Merchant Quarter

- Hadden Street - Closed to General Traffic between Exchange Street and Market Street, with access only for Taxis and local access.
- Trinity Street - Changed to One-way Eastbound
- Carmelite Lane - New Accessible Parking at north end of Carmelite Lane
- Stirling Street - One bay of Pay & Display parking replaced with Accessible parking bay at north of Stirling Street
- Exchange Street - One bay of Pay & Display parking replaced with Accessible parking bay at north of Exchange Street



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

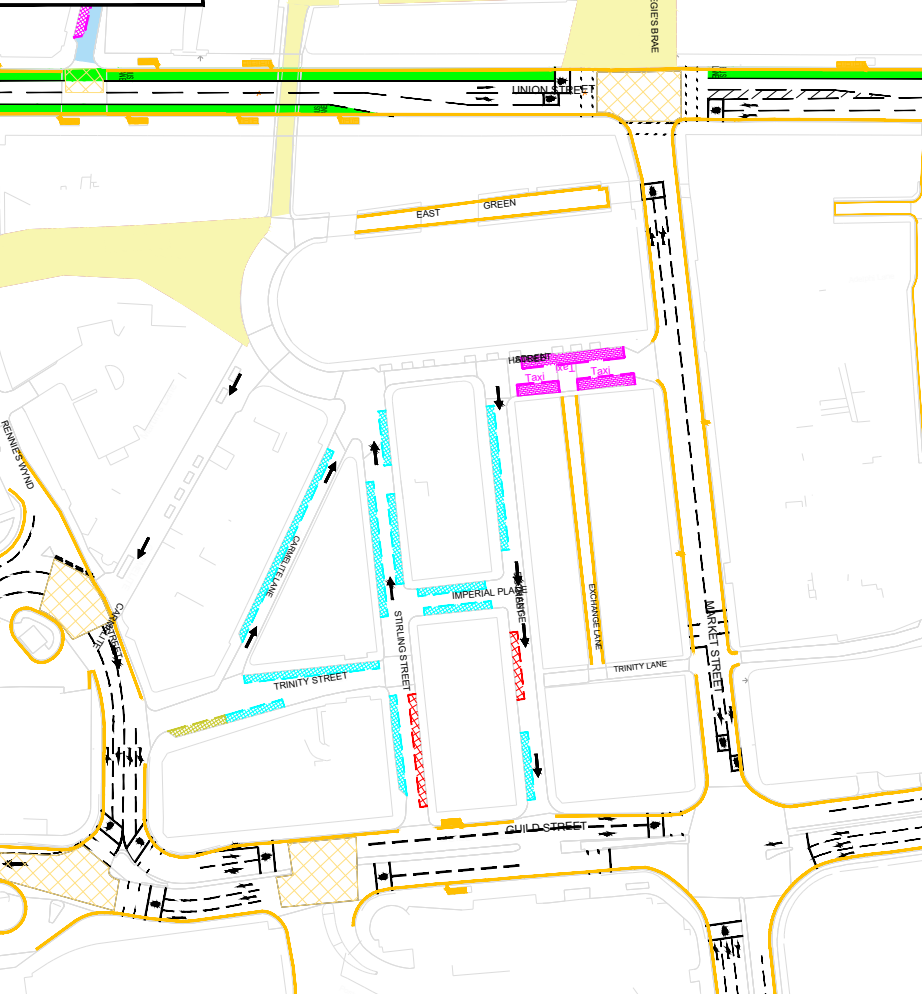
Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access
- Other Restrictions**
- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only
- Proposed one-way street

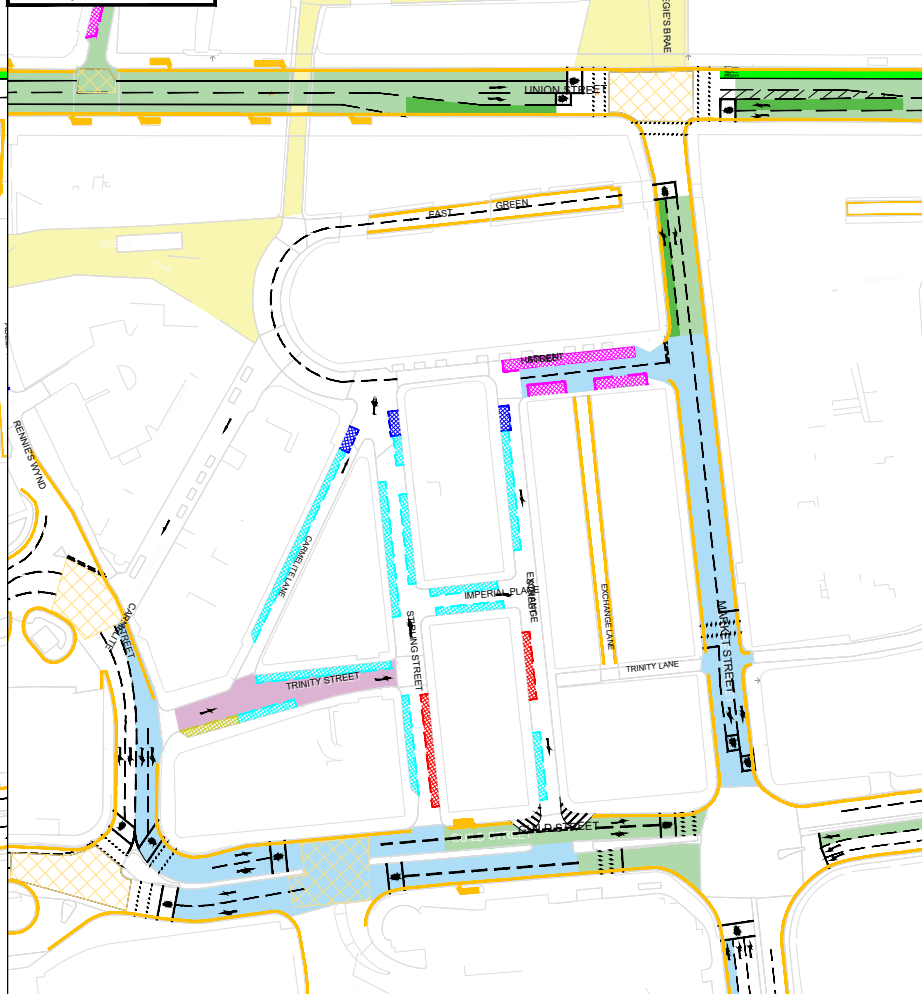
Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- Dual use - Loading and Pay & Display

Existing - 2019



Proposed - 2022



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Title: Market Street & Merchant Quarter

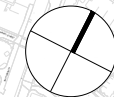
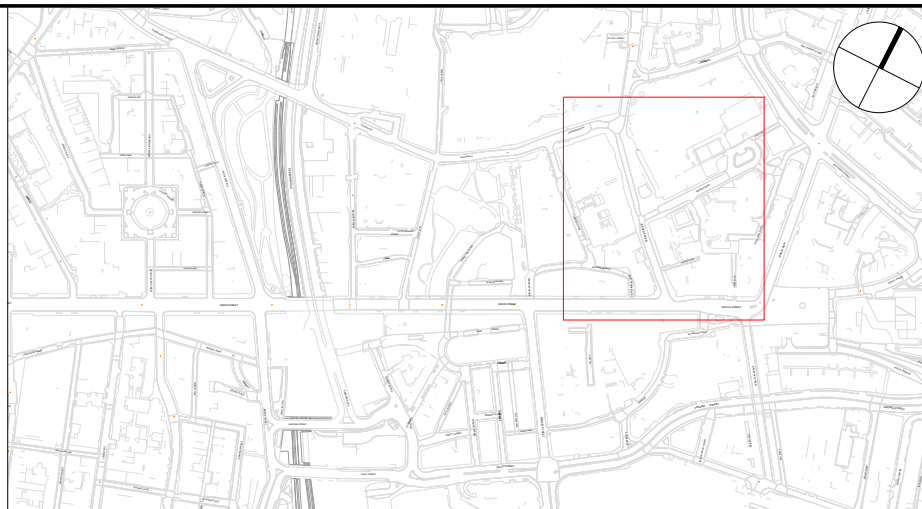
Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_17	A

Broad Street

- Broad Street, between Union Street and Queen Street, closed to General Traffic, with access only for Buses, Taxis and local access.

Queen Street

- Closed to General Traffic, with access only for Taxis and local access.



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

Prohibition of Motor vehicles except:

- Loading
- Buses Only
- Buses, Taxis & Loading
- Buses, Taxis, Loading & Local access

Other Restrictions

- Bus Lane - Bus, Taxi, Cycles & Authorised Vehicles Only

Kerbside Detail Key:

- Bus Stop
- Loading Bay
- Taxi Rank 05:00-00:00
- Accessible Parking
- Pay & Display
- City Car Club

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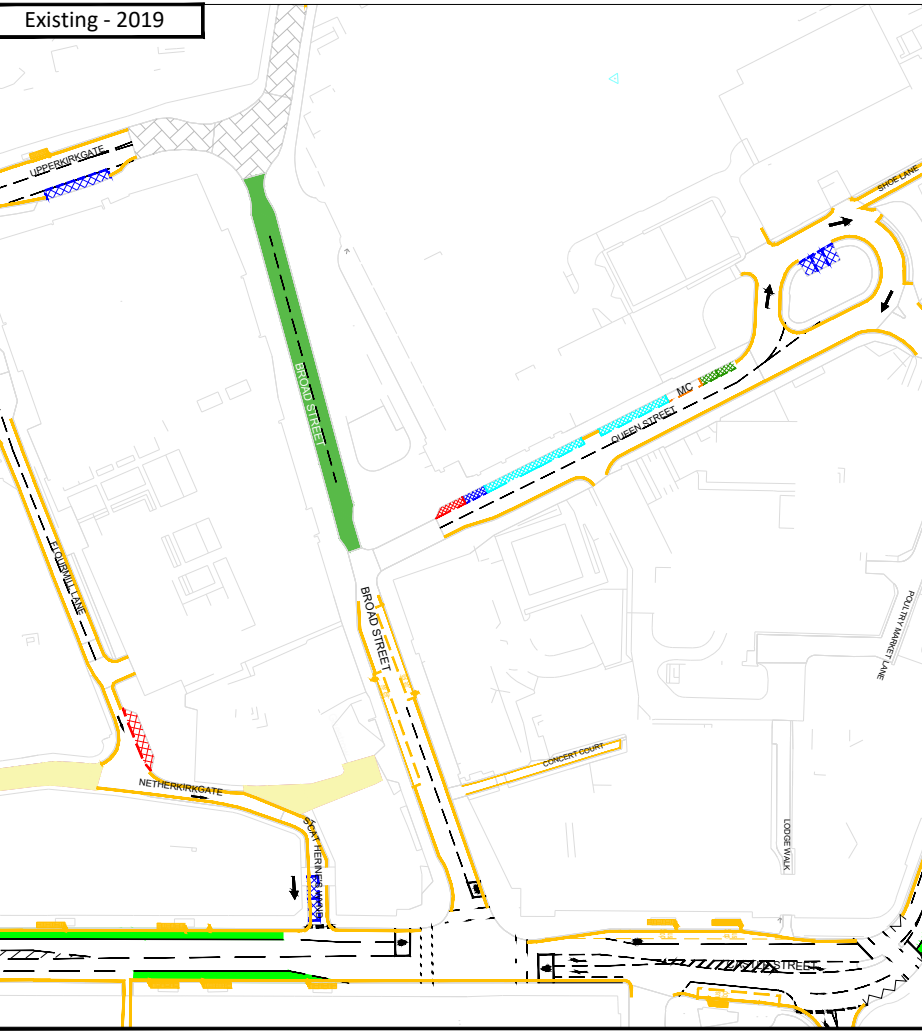
Client: Aberdeen City Council

Project: Aberdeen City Centre Masterplan Review Traffic Management Plan

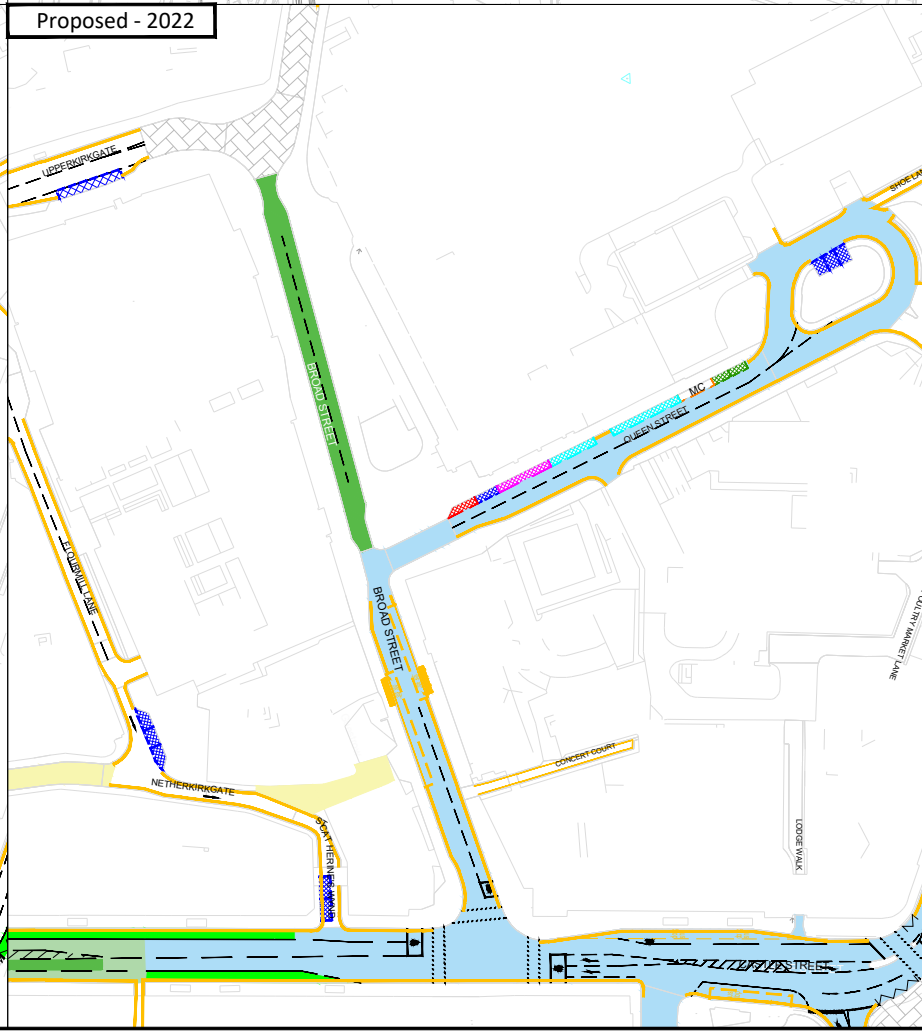
Title: Broad Street & Queen Street

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_18	A

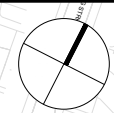
Existing - 2019



Proposed - 2022

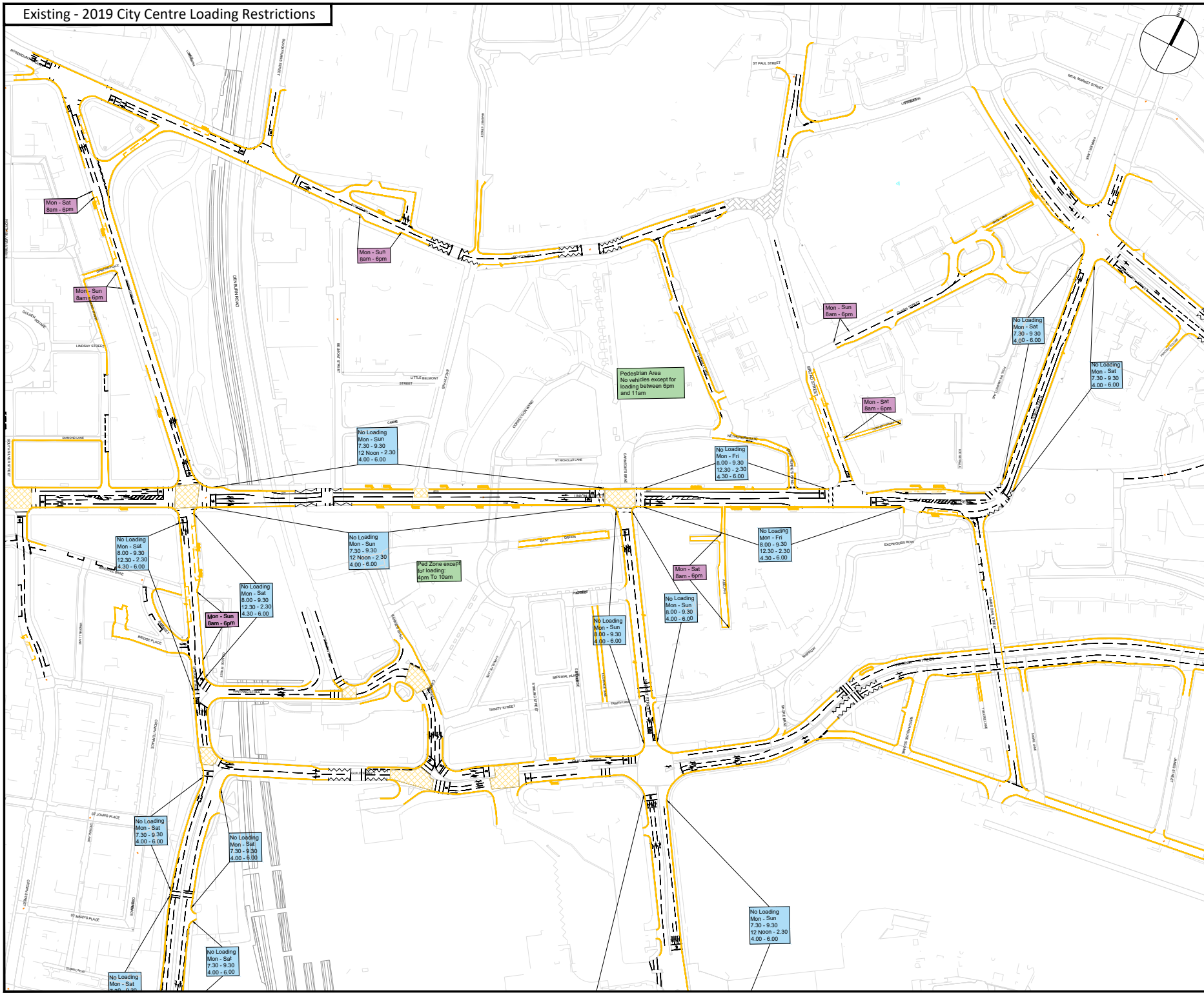


Existing - 2019 City Centre Loading Restrictions



- Notes:
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- Peak Loading Restrictions (PT Related)
- Loading Restrictions (Traffic Related)
- Loading Restrictions (Pedestrian Related)



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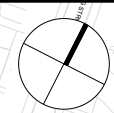
Client
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Project
**Aberdeen City Centre
Masterplan Review
Traffic Management Plan**

Title
**2019 Existing
Loading Restrictions**

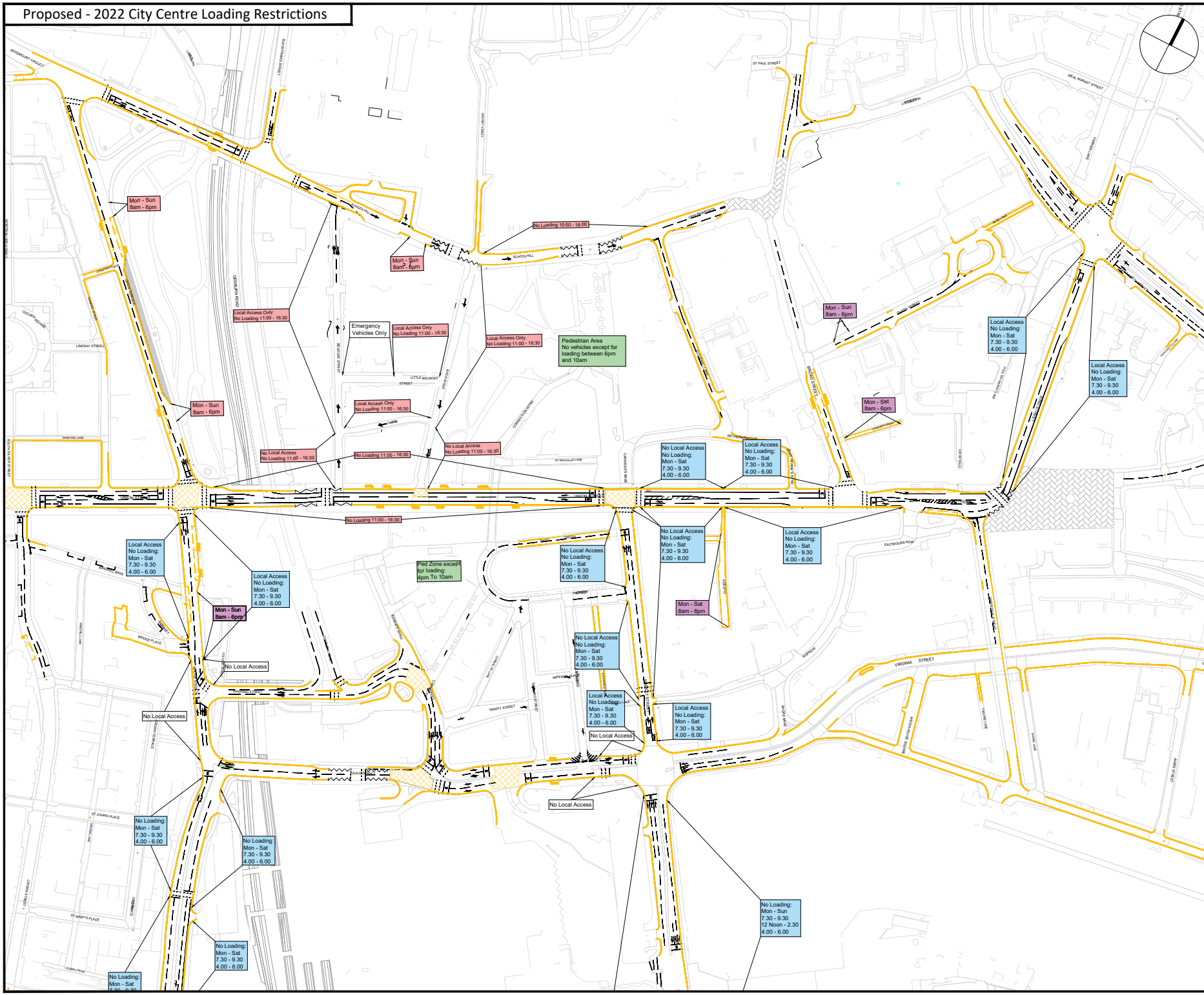
Drawn	Checked	Approved
SFM	CG	CG
Original dwg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_19	A

Proposed - 2022 City Centre Loading Restrictions



- Notes:
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated

- Peak Loading Restrictions (PT Related)
- Loading Restrictions (Traffic Related)
- Loading Restrictions (Pedestrian Related)
- New Loading Restrictions (Pedestrian Related)



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Tel: 0131 460 1847

Client
Aberdeen City Council

Project
Aberdeen City Centre
Masterplan Review
Traffic Management Plan

Title
2022 Proposed CCMP
Loading Restrictions

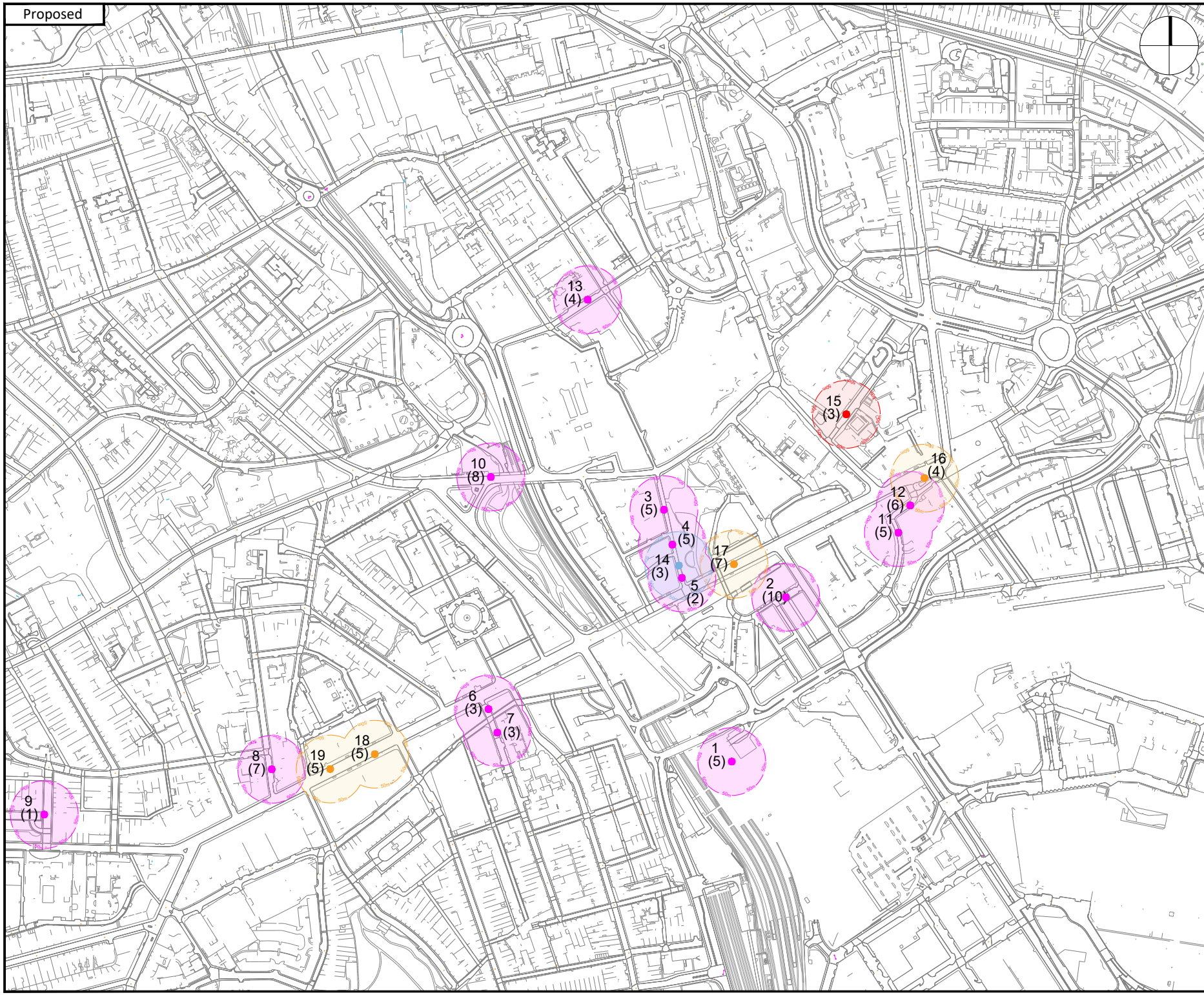
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SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_20	A

Taxi Ranks

Ref.	Location	Direction	Estimated No. of Spaces	Existing/Proposed	Time Period
1	Rail Station	N/A	5	Existing	Station Operating Hours 5:00-24:00
2	Hadden Street	EB & WB	10	Existing	
3	Back Wynd	SB	5	Existing	
4	Back Wynd	SB	5	Existing	
5	Back Wynd	SB	2	Existing	
6	Dee Street	SB	3	Existing	
7	Dee Street	SB	3	Existing	
8	Chapel Street	SB	7	Existing	
9	Rubislaw Place	NB	1	Existing	
10	Rosemount Viaduct	EB	8	Existing	
11	Exchequer Row	NB	5	Existing	
12	Exchequer Row	NB	6	Existing	
13	St. Andrews St	EB	4	Existing	
14	Back Wynd	SB	3	Existing	11:00-16:30
15	Queen Street	EB	2	Proposed	5:00-24:00
16	Castle Street	WB	4	Existing	24:00-05:00
17	Union Street	EB	7	Existing	24:00-05:00
18	Union Street	WB	5	Existing	24:00-05:00
19	Union Street	EB	5	Existing	24:00-05:00



- Notes:
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated



- Day Time Taxi Rank
05:00-00:00
50m Isochrone
- Day Time Taxi Rank
11:00-16:30
50m Isochrone
- Proposed Day Time
Taxi Rank
05:00-00:00
50m Isochrone
- Night Time Taxi Rank
00:00-05:00
50m Isochrone

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Traffic Management Plan

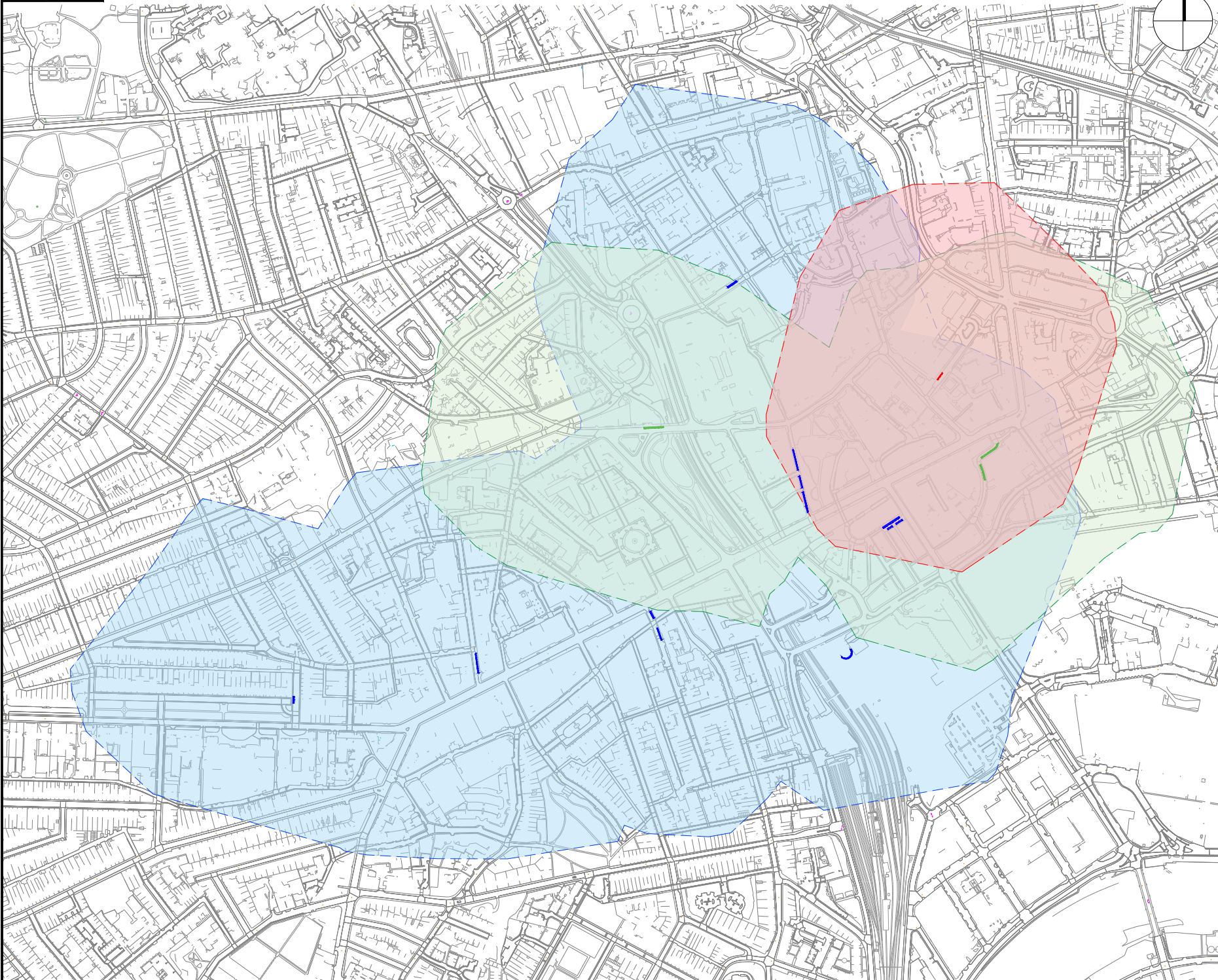
Title
2022 Proposed CCMP
Taxi Rank:
Taxi Rank Locations

Drawn	Checked	Approved
SFM	CG	CG
Original dwg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_22	A



Notes:

1. Do not scale from drawing
2. All dimension in meters unless otherwise stated



- Taxi Rank: Existing 5 Minute Walking Isochrone
- Taxi Rank: SFP Existing 5 Minute Walking Isochrone
- Taxi Rank: Proposed 5 Minute Walking Isochrone

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Title
2022 Proposed CCMP
Taxi Ranks:
5 Minute Walking Isochrone
Coverage

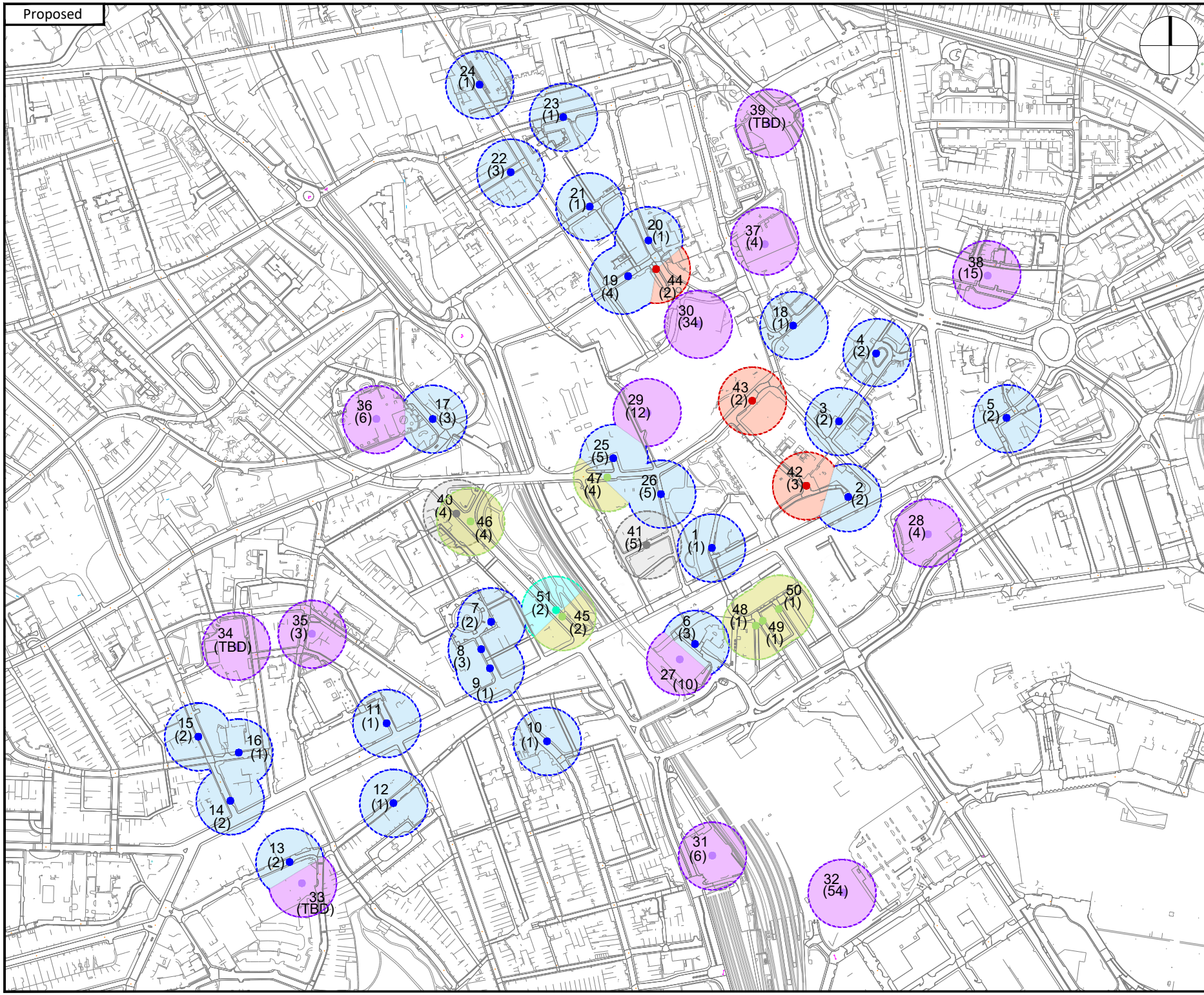
Drawn	Checked	Approved
SFM	CG	CG
Original drg. size A4	Date 09/05/2022	Scale N/A
Drawing Status DRAFT	Drawing Number CCMP_IP_23	Rev. A

Accessible Parking Bays

Ref.	Location	On-Street / Off Street	Dir.	No. Spaces	Exisitng / Proposed	Time Limit
1	Correction Wynd	On	SB	1	Existing	3 hours max
2	St. Catherines Wynd	On	SB	2	Existing	3 hours max
3	Queen Street (East)	On	WB	2	Existing	3 hours max
4	Queen Street (West)	On	WB	2	Existing	No Limit
5	Justice St	On	WB	2	Existing	3 hours max
6	Rennies Wynd	On	NB	3	Existing	3 hours max
7	Golden Square	On	Circ.	2	Existing	No Limit
8	South Silver St (North)	On	NB	2	Existing	3 hours max
9	South Silver St (South)	On	NB	2	Existing	3 hours max
10	Crown Street	On	SB	1	Existing	3 hours max
11	Union Row	On	SB	1	Existing	3 hours max
12	Langstane Place	On	WB	1	Existing	3 hours max
13	Justice Mill Lane	On	WB	2	Existing	No Limit
14	Rose St (south)	On	NB	2	Existing	3 hours max
15	Rose St (north)	On	NB	2	Existing	3 hours max
16	Thistle St	On	EB	1	Existing	3 hours max
17	Spa Street	On	SB	3	Existing	No Limit
18	Little John Street	On	WB	1	Existing	3 hours max
19	S. Andrews St	On	WB	4	Existing	3 hours max
20	Loch St	On	SB	1	Existing	No Limit
21	John St	On	EB	1	Existing	3 hours max
22	Craigie St	On	WB	3	Existing	3 hours max
23	Spring Garden	On	WB	1	Existing	3 hours max
24	George St	On	SB	1	Existing	3 hours max
25	Schoolhill (At RGU)	On	EB	5	Existing	3 hours max
26	Back Wynd	On	SB	5	Existing	3 hours max
27	Q-Park Trinity Centre	Off	-	10	Exisitng	As per operating hours
28	NCP Aberdeen Shiprow	Off	-	4	Exisitng	As per operating hours
29	Bon Accord Car park - Harriet Street	Off	-	12	Exisitng	As per operating hours
30	Bon Accord Car park - Loch Street	Off	-	34	Exisitng	As per operating hours
31	College Street Car Park	Off	-	6	Exisitng	As per operating hours
32	Union Square Car Park	Off	-	54	Exisitng	As per operating hours
33	Aberdeen Car Parks - Hardgate	Off	-	TBD	Exisitng	As per operating hours
34	Chapel Street Car park	Off	-	TBD	Exisitng	As per operating hours
35	Summer Street Car park	Off	-	3	Exisitng	As per operating hours
36	Denburn Car Park	Off	-	6	Exisitng	As per operating hours
37	Gallowagate Car park	Off	-	4	Exisitng	As per operating hours
38	Frederick Street Car Park	Off	-	15	Exisitng	As per operating hours
39	West North Street Car Park	Off	-	TBD	Exisitng	As per operating hours
40	Union Terrace	On	NB	4	Relocated	
41	Little Belmont Street	On	SB	5	Relocated	
42	Flourmill Lane	On	SB	3	SFP - Retained	3 hours max
43	Upperkirkgate	On	WB	2	SFP - Retained	3 hours max
44	Loch St	On	NB	2	SFP - Retained	No Limit
45	Union Terrace South	On	SB	2	Proposed	3 hours max
46	Union Terrace North	On	SB	4	Proposed	No Limit
47	Schoolhill	On	WB	4	Proposed	3 hours max
48	Carmelite Lane	On	NB	1	Proposed	3 hours max
49	Stirling Street	On	NB	1	Proposed	3 hours max
50	Exchange Street	On	SB	1	Proposed	3 hours max
51	Union Terrace South	On	SB	2	Proposed - Shared	3 hours max



Notes:
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 2. All dimension in meters unless otherwise stated



- Accessible Parking: Existing 50m Isochrone
- Accessible Parking: SFP Existing 50m Isochrone
- Accessible Parking: Proposed 50m Isochrone
- Accessible Parking: Proposed Shared Bay 50m Isochrone
- Accessible Parking: Car Park 50m Isochrone
- Accessible Parking: Relocated 50m Isochrone

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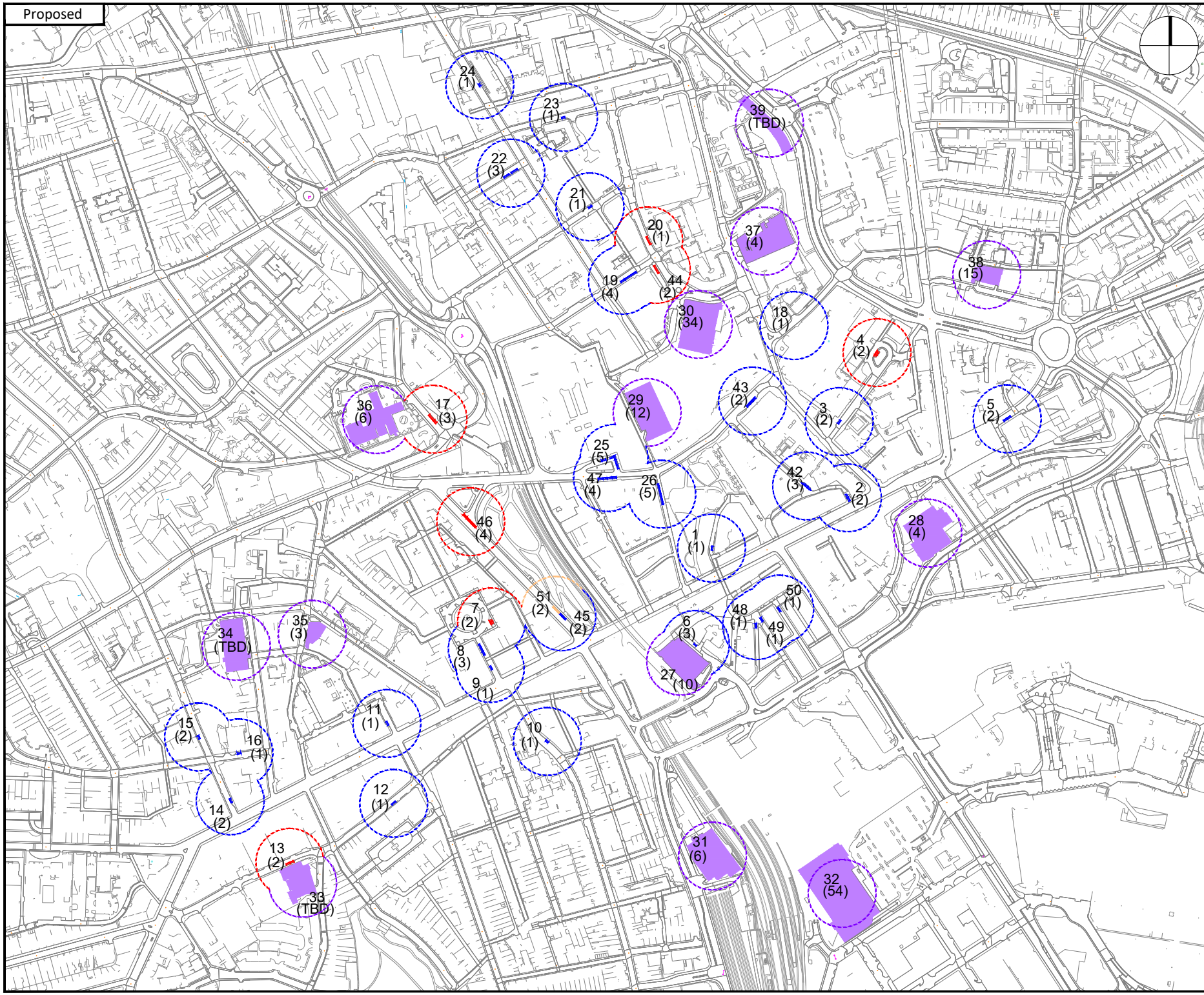
Project
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Title
 2022 Proposed CCMP
 Accessible Parking:
 50m Isochrone Coverage

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_25	A



Notes:
 1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated



- Accessible Parking:
08:00-20:00
3hr max stay
- Accessible Parking:
10:00-18:00
3hr max stay
- Accessible Parking:
long stay
- Accessible Parking:
Within car park
operating hours

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Title
 2022 Proposed CCMP
 Accessible Parking:
 Time Restrictions

Drawn	Checked	Approved
SFM	CG	CG
Original drg. size	Date	Scale
A4	09/05/2022	N/A
Drawing Status	Drawing Number	Rev.
DRAFT	CCMP_IP_26	A

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