

Appendix 4 - Justicemill Lane to Windmill Brae overnight prohibition of motor vehicles – Summary of objections by theme

Theme	Summary of Objections	(Officers') Response	Recommendation
Objections on principle	<p>Objections on the principle that Aberdeen City Council are proposing measures to protect drunk pedestrians. Quotes such as:-</p> <ul style="list-style-type: none"> <li>• <i>"people are responsible for their own safety",</i></li> <li>• <i>"Licence holders should be responsible enough not to serve drink to people who are already so drunk they aren't aware of dangers around them",</i></li> <li>• <i>"I don't understand why we should suffer because a minority want to go out and drink.",</i></li> <li>• <i>"There should be evidence to show what you are planning will have some sort of positive affect.",</i></li> <li>• <i>"how does this improve utility for those who live and work in the area?",</i></li> <li>• <i>"what message does this give that Aberdeen clears part of the city of cars to allow drinkers to move around"</i></li> <li>• <i>"Maybe you should be looking at some of these bars and trying to control the amount of cheap alcohol they are serving to already drunk youngsters. If their customers can't walk on the pavements I would suggest they've had too much. Closing this road with a low density of bars isn't the answer to anything."</i></li> <li>• <i>"At a time when city centres are suffering due in part to the rate increases and continuing decrease in footfall we should be doing more to encourage people to visit the city centre by the way of cheaper parking on the street and fewer parking restrictions. I feel the one way system would deter people from visiting the city centre venues."</i></li> </ul>	<p>The proposals were initially identified as part of the Purple Flag assessment process. Whilst it is acknowledged some people may have consumed alcohol, it is the volume of pedestrians not the volume of alcohol that is the identified risk. The width and quality of many of the footways on these roads is less than the current design standards making walking on the carriageway more common place.</p> <p>The proposals are aimed at making these streets safer and more attractive to all user groups and not just specifically those attending pubs and clubs in the area.</p>	<p>These objections to the proposals are based on the principle of the scheme, officers recommend overruling the objections.</p>
Objection to process	<p>The Bon Accord Residents Association BARA have submitted an objection on the grounds that the engagement on the proposals started after a specific proposal had already been identified.</p> <p><i>"While many meetings between BARA and ACC have taken place, within the STATUTORY Process residents are required to comment on Vehicle Prohibition (Pedestrianisation) or not. BARA REJECTS THE PREMISE THAT PEDESTRIANISATION IS THE ONLY VALID SOLUTION TO PEDESTRIAN SAFETY. We consider that the failure to inform residents regarding the 2015 safety initiative, and the subsequent intransigence regarding the contents of the statutory proposal to prohibit vehicles is a failure of process."</i></p>	<p>As stated, the proposals to remove vehicles from the corridor originated as part of the Purple Flag assessment process, however the approved City Centre Masterplan, CCMP, also includes measures for the pedestrianisation of the corridor as part of project EN03 Langstane Place / Windmill Brae:-</p> <p><i>"This key area for evening economy activities will be enhanced as a pedestrian priority area with new cycle routes, improved streetscape and lighting."</i></p> <p>Prior to being approved by Aberdeen City Council the CCMP was subject to extensive consultation.</p> <p>An informal consultation on the current proposals was carried out in 2017/18, this consultation was advertised as the first step towards the CCMP project EN03 and was subsequently reported to the Operational Delivery Committee in April 2018.</p> <p>This informal consultation was not part of the statutory process, this was a consultation to get feedback from those effected in the area before the statutory process was commenced, later that same year. Whilst the consultation did ask residents to comment on the creation of pedestrian and cycle only areas in the evening, there was opportunity</p>	<p>Officers recommend overruling the objections.</p>

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		to suggest alternative proposals as part of that informal consultation process before the statutory process commenced.	
Objection other options have not been considered	The BARA objection suggests that there may be alternative measures that may address the issue of pedestrian safety, these include speed tables / humps, reduced speed limits, and Automatic Numberplate Recognition ANPR.	<p>Full pedestrianisation of the corridor was consulted upon and included within the CCMP, however alternative traffic management measures can be considered should the committee chose to do so.</p> <p>The entire corridor is already within a mandatory 20mph speed limit, the lowest legal speed limit permitted for a public road.</p> <p>The council is an active partner in North Safety Camera Unit which is responsible for the siting and management of speed safety cameras in this area. The Partnership has a set of strict criteria which must be met before a camera can be introduced. To qualify a route must be reviewed in terms of current speeds and have a verified history of personal injury collisions. None of the streets on this corridor would qualify under the criteria set out in the Safety Camera handbook and thus the installation of a fixed or temporary speed camera at this location would not be considered. This does not apply to speed enforcement activity undertaken by Police Scotland.</p> <p>ANPR is not used for moving traffic offences, other than those which have been decriminalized such as driving in a bus lane.</p> <p>Officers would highlight that the gradient and historic nature of Windmill Brae mean that speed cushions are not appropriate in this location, a one-way restriction is already included as part of these proposals.</p> <p>The average speed of vehicles on Langstane Place (between Dee street and Crown Street) is 12mph and the 85%ile is 14mph westbound and 16mph eastbound. The section of Langstane Place between Bon Accord Street and Dee Street is already one way and is traffic calmed with full width speed tables.</p> <p>Officers acknowledge that there are no speed cushions on the remainder of Langstane Place or Justice Mill Lane, however average vehicular speed are 14/15mph and the 85%ile is 18/19mph. The introduction of further speed reducing features such as speed cushions is unlikely to affect vehicle speeds however may discourage unnecessary vehicular trips.</p> <p>There is a separate scheme being progressed which includes the introduction of speed reducing features such as build outs and raised tables on Justice Mill Lane. This has previously been approved by Committee.</p> <p>Proposals for the introduction of a one-way restriction on Justice Mill Lane have previously been progressed by Roads Officers and reported to committee in 2011. However, following objections received during the public advertisement the then Enterprise, Strategic Planning and Infrastructure Committee ruled out the progression of such a scheme. For this reason, proposals have not been brought forward again.</p>	Officers recommend overruling the objections.
Cost	Objections based on the cost of implementation	Funding for the signage has been identified from the Bus Lane Enforcement budget. The money allocated originates from penalty charge notices and is being reinvested within the road network for the wider benefit.	Officers recommend overruling the objections.
Other Priorities	Various objections highlighted that Aberdeen City Council should be prioritising other areas particularly issues such	The proposals were identified as the first phase of City Centre Masterplan Project EN03, the CCMP is a long term plan and the implementation of future phases will	Officers believe that these proposals can be progressed at this point

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	<p>as street lighting, gully clearing, loose slabs or general footway condition.</p> <ul style="list-style-type: none"> <li>• <i>"In places the pedestrian surfaces are exceptionally narrow and in some parts badly broken-up with no evidence of maintenance in some considerable time, causing a real danger to all citizens not only those with sensory &amp; or, physical impairments; causing a serious trip risk &amp; resulting injury."</i></li> <li>• <i>"For such proposals to work effectively, we suggest that subterranean refuse bins be considered, thus removing the current obstructions and ask that the project team consider this as a viable option."</i></li> <li>• <i>"It was generally agreed that there's a need for more dropped kerbs throughout the area."</i></li> <li>• <i>The group feels that from a safety perspective, a general improve to the overall lighting would be highly desirable.</i></li> </ul>	<p>seek to address layout and surfacing improvements subject to available funding and opportunities.</p> <p>Ahead of the final scheme, any defects within the existing surfacing can be reported through the Council's website and repairs will be carried out.</p>	<p>with further upgrades being brought forward at a future date.</p> <p>Officers recommend overruling the objections.</p>
Enforcement	<p>Objections have been received based on the need and cost of enforcement.</p>	<p>Police Scotland will appropriately enforce any statutory traffic restrictions in the affected area. A period of grace would be appropriate in order to gauge level of offending while appeasing and educating the public regarding the new restrictions. Thereafter, Police have the power to use discretion when dealing with isolated cases of offending and will Police the area and enforce proportionately.</p>	<p>Officers recommend overruling the objections.</p>
<b>Objection anti-social behaviour</b>	<p>Objections have been raised based on the belief that there may be increased lingering and risk of anti-social behaviour in the area</p> <p>"It would increase lingering and antisocial risks, and potentially become a magnet to attract additional night-time economy"</p> <p>BARAs objection details a history of antisocial behaviour which the residents have encountered.</p> <ul style="list-style-type: none"> <li>• <i>"Physical threats from "patrons" inside and adjacent to our homes</i></li> <li>• <i>"Invasion of driveways, gardens and property</i></li> <li>• <i>Drug taking, buying and selling on our property,</i></li> <li>• <i>Defecation and urination inside our properties, in areas where children play,</i></li> <li>• <i>Sexual activity and disposal of materials used, also on our properties</i></li> <li>• <i>Significant sleep disruption from vehicle pick up / drop-off and patron noise."</i></li> </ul>	<p>Aberdeen City Councils aim is to encourage people to move into the city centre to live and work, any measures which contradict with this aspiration are not acceptable. If any proposal is implemented which exacerbates an existing situation then officers would be obligated to review and make changes. Again, it should be highlighted that this proposal was considered as a first step within a larger project for the City Centre Master Plan Project EN03, this is a long term plan which may adjust as circumstances change.</p> <p>Officers views differ from the residents in that we believe that the proposals are a positive enhancement for the area and could address many of the concerns and issues that they are experiencing. Officers believe that the removal of vehicles from the area is more likely to direct pedestrians towards Union Street</p> <p>We recognise that the objectors are residents of the area and as such will directly experience the impact of the scheme. As such officers are willing to work with BARA to establish baseline data against which the current proposals, if implemented, could then be monitored.</p> <p>This could include reports of anti-social behaviour, serious and violent crimes, and traffic volumes on surrounding streets. Issues such as noise monitoring could also be explored and considered as part of a future review.</p>	<p>Officers would recommend implementing this scheme as part of an experimental traffic regulation order. As such the scheme could be introduced with another Public Advertisement a year after the scheme has been in operation.</p>

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	<p>Previous objections received from residents during the informal consultation in 2017/18 have also been included within Appendix 5.</p> <p>Additionally, a previous</p> <ul style="list-style-type: none"> <li>• <i>"The rabble in the hotel and in the street was so great that we were forced to leave the hotel on the second day and return home",</i></li> </ul>		
Holistic Risk Assessment	The impact of the proposals have not been holistically risk assessed.	Roads Officers recognise that there are wider factors which can be directly impacted as a result of a roads traffic regulation orders. These consequences have been mentioned within the report for the members to consider.	Officers recommend overruling the objections.
Licensing	<p>Objections have been received based on the licensing laws within the city, these include;</p> <ul style="list-style-type: none"> <li>• <i>"Would it not be better for the council to restrict alcohol and late licensing to a specific part of the town such as Belmont street?"</i></li> <li>• <i>"What effect does concentrating night life in this part of the city impact on other areas such as George Street / Schoolhill etc which could loose out."</i></li> <li>• <i>"Licensing policy changes in late 2018 removed overprovision along EN03 (overprovision was inforce in 2016). Applications for new venues along the HALF MILE LONG EN03 corridor would be considered more favourably by the Licensing Board (which act has the statutory power to act independently of ACC)</i></li> </ul>	There are no plans to turn Justice Mill, Langstane Place and/or Windmill Brae into a centre for pubs or clubs. Both the planning and licensing process are reactive and deal with applications as they are made. Nevertheless, the Council is not seeking to group such uses in this location.	Officers recommend overruling the objections.
Access to off-street car parks	Concern has been raised by the agents acting on behalf of the Silver Fin building. Their clients require 24hour access to their car park which is accessed via Justice Mill Lane	The proposals include an exemption for access to off-street car parks, the proposals will not impact on the ability for vehicles to take access the Silver Fin	Officers recommend overruling the objections.
Pick Up/ Drop off friends/ family	<p>There have been a number of objections based on the impact that the proposals will have on drivers picking up/ dropping off people within the proposed streets. These can generally be split into two groups, those who work in the area and those picking up/ dropping off friends, family or patrons of establishments in the area.</p> <p>Objections based on those picking up friends, and family</p> <ul style="list-style-type: none"> <li>• <i>"I think for safety of those finishing a night out needing picked up. My uncle used to pick myself and cousin up on Justice Mill Lane after nights outs to ensure we were safe. I'm sure lots of other young woman rely on lifts and not allowing access to cars means lone females will have further to walk to get to their lifts"</i></li> <li>• <i>"I use this route a lot for dropping of my kids and family a lot in the evenings and I do not see the justification for the changes. Never seems to be that busy and traffic seems to flow OK. People have managed for years without any issues so</i></li> </ul>	The proposals will apply overnight from 10pm – 5am along the west to east corridor. Except for Bon Accord Terrace, all of the north south streets will remain accessible from Union Street or Willowbank / Springbank. Whilst we would encourage drivers to go elsewhere to arrange pick up / drop off of passengers, the longest section of restriction is 240m, the furthest distance a premises can will be 120m from a vehicular access point.	Officers recommend overruling the objections.

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	<p><i>please by all means explain to me why this is required?"</i></p>		
Pick up/ drop off staff	<ul style="list-style-type: none"> <li>• <i>Those who require access to the area as they work within the proposed area.</i></li> <li>• <i>"Where can people get close to or dropped off at work."</i></li> <li>• <i>"In my current role I often have to work late at night. I rely on my car to get to and from work due, to the public transport links being so poor in the city. Being able to park my car close to my place of work gives me peace of mind and enables me to do be able to do my job. As a woman the proposal to ban traffic will have a direct impact on my safety. I will no longer be able to park outside my place of work and have to walk some distance to pick up my car. It also has the potential to have a financial implication on myself and others and make it unfeasible to work in the city centre. There maybe additional costs such as buses and taxis. Most people who work in the city centre in the evening and at night are often on lower incomes. I feel this proposal will unfairly penalise these groups."</i></li> <li>• <i>"The staff at the club which includes bar or door staff will not be able to park in the street and some of the staff will not feel safe walking streets away at closing time to access their car or to get a taxi home"</i></li> <li>• <i>"This would cause me great inconvenience, my employment requires me to access many of these streets during the hours 10pm and 5am."</i></li> <li>• <i>"Many people who work in the city centre work unsociable hours. Many of these jobs are low paid and are in the hospitality sector. The proposal will make it more expensive to travel to work. As staff will have to find alternative means of travel."</i></li> </ul>	<p>The proposals will apply overnight from 10pm – 5am along the west to east corridor. Except for Bon Accord Terrace, all of the north south streets will remain accessible from Union Street or Willowbank / Springbank. Whilst we would encourage drivers to go elsewhere to arrange pick up / drop off of passengers, the longest section of restriction is 240m, the furthest distance a premises can will be 120m from a vehicular access point.</p> <p>With regard to on-street parking, vehicles parked before 10pm will be permitted to remain in the area, and will also be permitted to be removed from the area during the operational hours. The proposals will only impact on vehicles which are attempting to park after 10pm, in current practice there is no guarantee that a parking space will be available during those hours currently.</p>	Officers recommend overruling the objections.
	<p><i>"I am also concerned the proposal will have a detrimental effect on customers who have a disability and their ability to easily access shops, clubs and pubs"</i></p>	<p>The proposals include an exemption for vehicles displaying a blue badge, and also vehicles accessing off-street car parks. A vehicle being driven to pick up a blue badge holder would be subject to relevant and appropriate enforcement.</p>	Officers recommend overruling the objections.
Pick up and drop off impacting on residents	<p>BARA have raised the issue of vehicle pick up and drop off in the area,</p> <p><i>"Vehicle drop-off and pick-up at the junction of Bon Accord Terrace and Justice Mill is a serious ongoing issue."</i></p>	<p>Officers recognise, and it is evident from objections received, that the practice of picking up and dropping off occurs in this area. However, officers consider that the proposals will deter drivers from entering the area, and rather than exacerbate the problem, the proposals will assist with moving the practice to more desirable locations such as Union Street.</p>	Officers recommend overruling the objections.
Other Access Requirements	<p>Other objections based on the need for access into the streets during the operational hours includes:-</p> <ul style="list-style-type: none"> <li>• <i>"Can ACC explain to me what do we say to customers sorry we can't drop you there or pick you up from there as ACC aren't allowing taxis"</i></li> </ul>	<p>The furthest point any property would be from an open section of road is 120m. This is not an unreasonable distance to expect a customer or visitor to walk to their end destination or to arrange for a taxi collection.</p>	Officers recommend overruling the objections.

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	<p>or PHV to use these roads between 22:00 and 05:00”</p> <ul style="list-style-type: none"> <li>“I think this idea is totally wrong we have lots of older customers that we cater for that if this goes ahead will not be able to get a taxi to and from the club which will affect our trade as the street is already quiet with the closure of the night club across Rd and the bar and nightclub next door to us”</li> <li>“There are 2 takeaways on street who will not be able to do delivery's that are picked up and delivered by car or scooter.”</li> </ul>	<p>During the operational hours access will also be permitted to the off-street car parks which will assist those picking up or dropping off from the hotels and businesses in the area.</p> <p>Patrons attending the club after 10pm can be picked up or dropped off from Bridge Street. Furthermore any elderly patrons with mobility impairments who may struggle to walk this distance may be entitled to a blue badge and would therefore be exempt from the proposals.</p> <p>It is acknowledged that the proposals may introduce a slight operational issue for the takeaways on Windmill Brae, however it should be highlighted that this will only affect takeaways being delivered between 10pm – 5am and delivery vehicles without direct access to their premises is not unprecedented within Aberdeen.</p>	
Personal Safety	<p>A number of objections have been received based on concerns over personal safety.</p> <ul style="list-style-type: none"> <li>“There are areas that Aberdeen residents may need to get to and don't feel safe walking to at night because of drunken revellers, accessing by car would be essential. Personally walking through city centre in evening can be very scary as drunk people often tend to be loud and aggressive and can act in threatening manner. “</li> <li>“In addition this will cause a very serious safety issue for example many premises employ mainly young personnel. I feel this proposal puts them at a greater risk than what we have at present. All staff should be able to park close to their place of work for those who work till 2, 3 or 4am.”</li> </ul>	<p>Parking is permitted within the surrounding area and drop off pick ups can be carried out at the periphery of each stretch of road. This is a maximum distance of 120m. Similar restrictions operate in other areas of the city with no significant safety concerns raised.</p> <p>The area will also be safer for pedestrians and there will be more space available for pedestrians walking through the area, rather than being confined to the narrow footpaths.</p>	Officers recommend overruling the objections.
Economic impact	<p>The proposal of closing the streets will only make an already quiet part of Aberdeen even quieter and will therefor affect the trade of local businesses which are already struggling please take my views on board</p>	<p>The proposals have been developed in consultation with Aberdeen Inspired, have been discussed with the Uptown Business group and were part of the Purple Flag accreditation scheme.</p> <p>The measures are intended to reducing conflict for pedestrians by removing the corridor as a through route for vehicles. Drop off and pick up is still possible at the periphery of each stretch therefore the environment is enhanced for patrons and businesses.</p>	Officers recommend overruling the objections.

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Residential Parking	Where are the residents who actually live on these streets supposed to park or get even remotely close to their home?	<p>The proposals to remove overnight parking on Langstane Place between Bon Accord Terrace and Crown Street were at the request of Police Scotland, they have stated that this is a key safety element in the proposals. Currently, parked vehicles cause narrow channels in which people will walk through resulting in congestion and potential conflict.</p> <p>Parked vehicles also cause obstruction to CCTV cameras in the area making viewing difficult and offending to go unseen. Vehicle themselves may also be targeted for vandalism.</p> <p>Observational surveys indicate that there are often between 10 to 20 vehicles parked in this area between 10pm – midnight (some of which were parked illegally). However, at the same time there are available space nearby in Bon Accord Square and Bon Accord Terrace.</p> <p>For the remainder of the scheme the proposals do not prevent residents from accessing their cars, however it is acknowledged that returning their car to park in this area is not possible. It should be noted that whilst parking opportunity is available on street it is never guaranteed regardless of these proposals and drivers will on occasion have to park elsewhere and walk.</p>	Officers recommend overruling the objections.
	"Blue Badge spaces over the length of the scheme would allow for a greater participation from this diverse user-group."	Additional disabled parking spaces have been incorporated into the scheme on Dee Street, however these spaces primarily replace blue badge parking which has historically occurred on the waiting restrictions on Langstane Place between Dee Street and Crown Street. There are already disabled spaces on Justice Mill Lane to the west of the Hardgate and the topography of Windmill Brae means that it is not possible to install additional disabled spaces at this location	Officers recommend overruling the objections.
Public transport	<p>An objector has highlighted that public transport in the Ferryhill area is limited and stops at 18.30.</p> <ul style="list-style-type: none"> <li>• <i>"There are no public buses (the number 17) after 18.30 at night so anyone from Ferryhill has no alternative than to use their own transport"</i></li> </ul>	The proposals will not prevent residents of the Ferryhill area from utilising their cars, the proposals will restrict the east/ west movement along the corridor however access to Ferryhill can be made from a range of alternative routes.	Officers recommend overruling the objections.
	An objection from the owner of the IQ public car park, accessed via the Hardgate, has been included regarding the inclusion of Bon Accord Terrace should be part of the proposal.	<p>Bon Accord Terrace was introduced as part of the proposals to address concerns expressed by residents that this area would become the focus for drivers doing pick up/ drop off of friends and family after a night out. Preventing vehicles from accessing Bon Accord Terrace from Union Street will encourage drivers to go elsewhere.</p> <p>Additionally the night time closure of this section of Bon Accord Terrace reduces the number of vehicle movements at this busy location.</p>	Officers recommend including Bon Accord Terrace as part of an Experimental Traffic Regulation Order and reviewing its inclusion before a decision is

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Traffic Routing	<p>A number of objections were received based on traffic routing.</p> <ul style="list-style-type: none"> <li><i>"I live in Ferryhill and Bon accord is one in my only direct routes into town without many sets of traffics lights - no entry or other road changes."</i></li> <li><i>"I believe the 10pm ban is too early and should be from roughly 11pm or 12am onwards. There is still alot of people who do shift work who use these roads to get through the city rather than going onto Union Street as there is too many traffic lights on Union Street so these side roads are a god send. "</i></li> <li>All this will do is to increase traffic on union Street when it is already one of the most polluted roads in the country.</li> </ul>	<p>The proposals predominantly operate outwith peak traffic when junctions are significantly within capacity. These proposals are unlikely to have a significant impact on vehicles moving through the city.</p> <p>The Justice Mill Lane, Langstane Place, and Windmill Brae corridor should not be considered as an alternative through route to Union Street, these proposals will discourage any unnecessary use by through traffic.</p>	<p>made as to whether the order will become permanent.</p> <p>Officers recommend overruling the objections.</p>
	<p>Various objections focus on the impact of the 24 hour prohibition of motor vehicles on the section of Langstane Place between Crown Street and Dee Street. The current right turn ban from Union Street onto Crown Street, except buses, results in vehicles turning right into Dee Street before turning left onto Langstane Place then right onto Crown Street.</p> <p>These objections include:-</p> <ul style="list-style-type: none"> <li><i>"Looks like the proposals will send a ton of traffic down Dee Street and either on to Academy Street or Dee Place, all of which are quiet residential roads."</i></li> <li><i>"All this will do is make Summer Street/ Crimon Place/ Golden Square a rat-run so folk can then cut across Union Street to head south on Crown Street."</i></li> <li><i>"Under the proposed plans it makes it extremely difficult to come from the north of Union Street to access the south of Union street."</i></li> <li><i>I am a taxi driver and use this route on a regular basis to and from the railway station. It is a vital part of the route from the north side of Union St and parts of the west end to the station. Unless the ban on right turns at either Union St/Crown St or Union St/Bridge St are rescinded for taxis and PHV's.</i></li> <li><i>I support overnight prohibition and the one-way proposals but cannot rationalise the permanent closure of the only access from the top of Union Street onto either Crown Street or Bridge Street. Is this coupled with a change to the right hand turn onto Crown Street or a proposal to turn right onto Bridge Street? Why can't the whole stretch of Langstane Place to Crown Street be one-way?</i></li> </ul>	<p>The traffic utilising this specific route will predominantly be going to or from the north and west side of the city centre, as such alternative routes like Union Street/ Market Street/ Guild Street, Holburn Street/ Springbank or Bon Accord Street/ Springbank are available.</p> <p>A traffic survey undertaken in May 2019 confirmed that there were 1743 vehicles travelling eastbound, and 391 vehicles heading westbound, in a day. The peak hour for eastbound trips is a weekday between 5pm-6pm, where 135 – 139 vehicles travel from Dee Street to Crown Street. The peak westbound trips generally occur during weekday lunchtime period and consist of approximately 30 vehicles in an hour.</p> <p>Officers consider that any displacement caused by the rerouting of traffic from Langstane Place onto the surrounding road network will be negligible, however it is acknowledged that short internal city centre trips, such as taxi journeys from Rose Street to the Train station will be impacted.</p>	<p>Officers recommend overruling the objections.</p>



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	<p>This will cause significant issues for taxi drivers who use the Dee Street taxi rank and will add a lot of distance on to fares pick up from this taxi rank.</p>	<p>This issue has been raised with and discussed at the Taxi Consultation Group. The group suggested that the likely additional fare for pick ups on the Dee Street rank would be approximately 40 pence.</p>	<p>Officers recommend overruling the objections.</p>
<p>Other proposals / obstructions</p>	<p>With the potential plan to pedestrianise Union Street any other obstruction to moving through the city would just be stupid. This plan feels like another case of enforcement from the council on high without any actual thought.</p>	<p>Whilst the pedestrianisation of Union Street is part of the City Centre Masterplan, this will require additional road alterations and traffic management measures to prevent roads such as Justice Mill Lane, Langstane Place and Windmill Brae becoming through routes for motor vehicles, officers consider that these proposals will complement any future plans for Union Street, at which time further potential adjustments and alterations can be made as necessary.</p>	<p>Officers recommend overruling the objections.</p>
	<p>An objection from the owner of the IQ public car park, accessed via the Hardgate, has been included regarding the signage that will stop all but local customers.</p> <ul style="list-style-type: none"> <li>• <i>"Signs prohibiting drivers will dissuade a lot of customers even though on further reading it will tell them the hours."</i></li> </ul>	<p>Access to the car park will be maintained at all times however it is acknowledged that vehicles accessing or exiting this car park will require to utilise an alternative longer route during the hours that the scheme will operate.</p>	<p>Officers recommend overruling the objections.</p>