

CONSULTEE COMMENTS

Consultee	Consultee Comments	ACC Response
<p>Stagecoach Bluebird</p> <p>Andrew Jarvis Managing Director Stagecoach Bluebird</p>	<p>Although this ban has increased the traffic on Union Street and Market Street it has more than offset by the ease of turning right off Guild Street into Market Street for all our services that operate via Guild Street. However in conjunction with this we would still like the local authority to look into improving the traffic lights/box junctions on both Guild Street and Market Street exits of the bus station.</p>	<p>Operational monitoring has confirmed that turning right from Guild Street into Market Street is now much easier and that adherence to yellow box markings remains an issue that detrimentally affects the operational efficiency of junctions.</p>
<p>Union Square</p> <p>Ryan Manson Union Square</p>	<p>We do not believe the changes made to the junction have had a significant effect on traffic using Union Square.</p>	
<p>Railway Station</p> <p>Allan Jones</p>	<p>Has been consulted but a response has not been provided.</p>	
<p>First Aberdeen Ltd</p> <p>Duncan Cameron (Director) Director & General Manager</p>	<p>Advised that his perception was that journey times between King Street and Union Street had been adversely affected by the alterations made at the Guild Street junction. However he advised that this was only his perception and was not confirmed by any evidence.</p>	<p>Operational monitoring and data extracted from the central traffic computer would indicate that these comments are not representative of the general situation.</p>

<p>Grampian Police</p> <p>Mike McDonald Traffic Management Manager</p>	<p>From a freight perspective, I have no evidence at hand to suggest the restriction has had any adverse effect. The fact the number of movement phases through the traffic lights at this junction has been reduced from four to three, appears to have significantly improved traffic flow through the junction and traffic, freight or otherwise coming through Guild Street, should find the movement considerably easier and quicker.</p> <p>Over the last few months a significant benefit from the ban has been noted, not in isolation, but as part of raft of minor measures that have been introduced in that area during 2012, including continued monitoring and minor adjustment to traffic light timings, revised traffic management along Stell Road, box junction enforcement and intelligent use of CCTV and the media.</p> <p>In my view, there is little doubt these factors have combined to improve traffic flow in that area and although at times it was still relatively slow, the traffic was always moving. We have not seen the regular traffic tailbacks as we have in previous years when at times, traffic was tailed half way down the Beach Boulevard. That said, there occasions, particularly mid afternoon on Fridays and also on Xmas Eve for example when traffic tailed back to the Beach Boulevard roundabout but to be fair, that was not unexpected at these peak times.</p>	<p>These comments reflect officer's observations during operational monitoring.</p>
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	<p>I am also aware that the Cycling community may well object to this being made permanent but I believe most are now aware of the restriction and have adjusted their routes accordingly.</p> <p>From a Police perspective, all the evidence I have at hand suggests the measures we now have in place have been beneficial to traffic flow in the city centre and in response to formal consultation re any proposal to make the temporary traffic management permanent; Grampian Police would be likely to support same.</p>	
<p>Grampian Police</p> <p>Keith Middler Taxi Inspector</p>	<p>I am the Taxi Inspector for Grampian Police and none of the taxi drivers have made any comments to me (positive or otherwise) regarding this.</p>	
<p>Grampian Fire and Rescue</p> <p>Colin Westwood Station Manager</p>	<p>I have investigated the new road layout and my crews do not see it causing us a problem.</p>	
<p>Grampian Fire and Rescue</p> <p>Darren Gibb Firefighter (Control) Green Watch</p>	<p>The only main concern we have as a service is the fact of how busy Market Street and Virginia Street are and with the entrance for Union Square being off Market Street this often causes extensive tailbacks as a result of vehicles queuing to enter Union Square beyond the "no waiting" sign before the slip road. As a result of this it can often cause issues trying to get emergency appliances past the area to respond to incidents.</p>	<p>The recent monitoring has shown that the alterations that were made to the traffic signals along the Market Street corridor have reduced the congestion and delays and addressed these concerns.</p>

	<p>If we were aware that this was to become permanent we would be able to approach incidents at the rail station and other premises on Guild Street via different means, i.e. Market Street and taking a right to Guild Street.</p>	
<p>Aberdeen & Grampian Chamber of Commerce</p> <p>Rachel Elliott Policy Executive</p>	<p>It has made it much more difficult for those coming from the north of the city to get about in the city centre. According to members who have businesses located on Union Street, there has been a definite impact on congestion on Union Street/Broad Street/ Market Street as traffic detours to access Guild Street. The Order has also added to traffic on King Street as traffic tries to avoid Virginia Street.</p> <p>It has not had any effect on congestion in the area (if anything it has made it worse).</p> <p>It has made access to the train station particularly difficult.</p> <p>It has caused delays to HGV's on the Virginia Street/Market Street route.</p> <p>One of our members has commented that the Order is an "incremental approach to traffic management with unintended consequences." What is required is a full analysis of traffic patterns across the city centre, so that a full transport strategy can be created, which manages congestion problems in the city centre.</p>	<p>Operational monitoring indicated that there has been no increase in congestion on the road network surrounding Market Street and Guild Street and no delays to HGV's travelling on Virginia Street and Market Street. While the number of available routes to access the railway station has been reduced it is not considered to be any more difficult than previously. There is a digital traffic model of the city, created using Paramics, which is used to help formulate and test potential solutions to the traffic related issues on the road network in the city.</p>
<p>Scottish Ambulance Service</p>	<p>Has been consulted but a response has not been provided.</p>	

<p>Aberdeen Harbour Board</p> <p>Captain Ray Shaw Operations Director</p>	<p>Have not provided a formal written response but did verbally advise that they were not aware of any complaints or issues.</p>	
<p>Freight Transport Association</p>	<p>Has been consulted but a response has not been provided.</p>	
<p>City Centre Traders Association</p>	<p>Has been consulted but a response has not been provided.</p>	
<p>Trinity Mall</p> <p>Linda Stewart General Manager</p>	<p>Has been consulted but a response has not been provided.</p>	
<p>Aberdeen Cycle Forum</p> <p>Derek Williams Chairperson</p>	<p>During the initial 2 weeks of the restriction being in place, Mr Williams contacted the Council to highlight his concerns regarding a perceived lack of signage provided to warn cyclists of the present restrictions on movements at the junction. He also inquired whether there could be an exemption for cyclists to allow them to continue to travel directly from Virginia Street to Guild Street.</p>	<p>Consideration was given to Mr Williams' concerns and it was felt that sufficient signage and publicity had been issued relating to the restrictions at the junction. In addition no complaints had been received from cyclists at that stage and it was felt that any commuter cyclists would be aware of the restriction by now so further signage was not required. It is felt that an exemption for cyclists would be inappropriate as it would likely reduce the benefit that would be gained from preventing all traffic carrying out the manoeuvre but also may lead to an increased road safety hazard to cyclists who do so.</p>
<p>Councillor Andrew May</p>	<p>Has been consulted but a response has not been provided.</p>	

Councillor Jean Morrison	Has been consulted but a response has not been provided.	
Councillor Nathan Morrison	Has been consulted but a response has not been provided.	
Aberdeen City Council Public Transport Unit	Has been consulted but a response has not been provided.	
Various Taxi Companies/Named Drivers ComCab Central Taxis/Coaches Rainbow City Taxis Aberdeen Taxi Centre	Has been consulted but a response has not been provided.	
Taxi Driver Gordon Anderson	The closure of access to Guild Street from Trinity Quay has from my observation done nothing to alleviate congestion in this area and indeed has made it worse by either forcing more traffic on to an already congested Market Street or diverting traffic up on to Union Street.	Operational monitoring and data extracted from the central traffic computer would indicate that these comments are not representative of the general situation.