

Appendix B – Summary of Consultation Responses

<p>Bon Accord Terrace and Area residents' association</p>	<p>Did not receive a copy of the consultation document, only read about it in the local press.</p>	<p>The initial leaflet drop was limited to properties with addresses directly onto the affected streets; subsequent extension extended the consultation to include the additional properties with access onto the proposed area. This process was combined with local press releases to publicise the proposals.</p>
	<p>Over an extended period residents of Bon Accord Terrace have met on a regular basis with representatives of Aberdeen City Council, Grampian Police, and a number of the local bar/nightclub proprietors in the area. We met to discuss the management of rowdy, disruptive and illegal behaviour in and around the area and looked at possible solutions for reducing anti-social behaviour. In all our previous discussions with ACC, Grampian Police and local businesses the aim of all of us has been to find ways to disperse the crowds using licensed premises as quickly and safely as possible. There has never been any discussion that this should not be the case. The problems identified by residents / businesses / ACC / Grampian Police include:</p> <ul style="list-style-type: none"> • Fouling of the streets. • The invasion of gardens by night time revellers to urinate, defecate and perform sexual acts. • The dealing and taking of drugs both on the street and in gardens. • Property damage. • Noise from (sometimes hundreds) of revellers leaving the local nightclub and not dispersing quickly enough due to what appears to be a lack of police presence and a lack of any perceived responsibility on the part of nightclub staff. • Late night illegal car parking. • Bottles thrown and smashed into gardens and general litter • Cars picking up/dropping off revellers. <p>We would be interested to hear how ACC/Grampian Police has gone from a policy of trying to clear the area as quickly as possible to encouraging hundreds of revellers to hang around very close to residential streets during the night? Frankly, we are incredulous that this is even being considered.</p> <p>In fact, the residents were about to re-establish contact with the above mentioned groups to highlight intensified problems resulting from a local nightclub a) increasing their opening hours and b) targeting the student fraternity, bringing increased footfall and even greater disruption to our neighbourhood. It seems to be that rather than work together to find a solution to anti-social behaviour, Aberdeen City Council are not only giving in to it, but encouraging it!</p>	<p>It is questionable whether the proposals to pedestrianise the area would exacerbate the specific problems already being experienced by the residents in the area.</p> <p>The lack of cars in the area should make the area safer for those who have enjoyed the licensed premises and should also encourage them to move off to taxi ranks, bus stops and other roads for collection by friends/family. We also invest in Home safe marshalls at the taxi ranks to manage the crowds and behaviour there and ensure these do not become areas of disruption.</p>

	<p>Lastly, we are also concerned about the potential increase in vehicle noise resulting from the proposed pedestrianisation. Most of the night-time traffic will now divert down Bon Accord Terrace and Langstane Place, the most densely populated residential location in the area.</p>	<p>Officers have reviewed the initial proposals and believe that extending the scheme to include Bon Accord Terrace between Union Street and Langstane Place would prevent drivers easily accessing the area to use it as a pick up / collection point. Access to the area would still be available for residents via a longer route through Willowbank / Hardgate.</p>
Local Resident	<p>Support the sentiments and issues raised by the acting chair of our local residents association. However, I would like to add my own personal view as to how these plans would affect me, as an individual.</p> <p>For the past few years, my life has been blighted by noise from revellers entering and leaving local nightclub. Up to 200 people can be queuing up to gain entry, from around 2315 to 2330 onwards, four nights per week (weekdays are just as bad as weekends). The noise from this is incredible, despite all my efforts at soundproofing. Disturbance continues throughout and peaks again from 0200-0230 when revellers leaving the nightclub congregate outside the premises (and neighbouring houses), entering gardens, leaving bottles and broken glass (among other littering and fouling) on the streets and in resident's gardens. I have had to phone the police on several occasions to ask them to move people on as they were creating a disturbance. The nightclub door staff have no interest in moving people on once they have left the premises, nor do the police seem to have a routine presence to disperse the crowds. It is generally left for people to disperse at their own pace, and being drunk (as most of them are); they are inclined to hang around, creating a disturbance.</p> <p>On the face of it, the proposals sound as though they are aimed at improving quality of life. However, far from promoting a café society, if that is the plan, what they will do is to encourage large groups of intoxicated people to gather in the street outside residential premises, late at night and in the early hours of the morning. Vehicular traffic is light anyway, so pedestrian safety should not be an issue, but pedestrianisation of these thoroughfares will just encourage mob behaviour. Far from encouraging people to live in the city centre, this will have the opposite effect of driving people away.</p>	
Local Resident	<p>If Langstane Place was pedestrianised access to Gordon Street could only be from the south. Once traffic had moved into the section of Gordon Street north of Bon Accord Lane egress would only be possible by either reversing along Gordon Street or negotiating a 3 point turn. Both would be very difficult in a very narrow street, in darkness and with a number of potentially very drunk pedestrians in the area.</p>	<p>The proposed operational hours for the scheme would be between 10pm – 5am, the likelihood of any vehicle not accessing a particular property on Gordon Street during this time is extremely low. However, it is possible and with the absence of a suitable turning area officers suggest extending the proposals to include the section of Gordon Street between Bon Accord Lane and Langstane Place.</p>
Crown Terrace Baptist Church, 1 Crown Terrace, Aberdeen AB11 6HE	<p>Thank you for the work put into the proposal for overnight changes to the Justice Mill Lane, Langstane Place and Windmill Brae and some of the surrounding Streets. Our building is on the corner of Crown Terrace and Windmill Lane, so we will be affected by the proposals. While our main doors are on Crown Terrace, access to our hall, back rooms and lounge is from Windmill Lane.</p>	

	<p>Could you clarify the timings that you envisage the pedestrian priority area operating? From our perspective, the majority of users of our premises are finished by 10pm, and don't start before 9am. If the pedestrian priority area only operated from late evening to early morning it would not impact us to any great extent.</p>	<p>The initial consultation did not give details of operational hours to allow officers the opportunity to tailor the operation to match the needs of the residents and businesses. The proposed timings which officers wish to progress would operate between 10pm – 5am, 7 days a week.</p>
	<p>Access to the top end of Crown Street from Union Street would be affected with the permanent closure of the short stretch of Langstane Place between Dee Street and Crown Street, are you considering allowing traffic heading down Union Street from Holburn Junction to be able to turn right onto Crown Street (at the moment only buses can do this, so traffic has to access Crown Street via Dee Street and Langstane Place)? If you are considering this, would you also consider altering the priority of the lights on Union Street with Crown Street and South Silver Street and including filters? This is a bad junction partly due to the offset nature of Crown Street and South Silver Street, which may be helped with separate green lights.</p>	<p>Officers have reviewed the possibility of allowing all vehicles to turn right onto Crown Street however as there are alternative routes available there are no proposals to bring this forward at this time.</p> <p>Officers within the ITS team have been asked to review the operation of the Crown Street / South Silver Street junction if considered appropriate may look to progress alterations out with the scope of this project.</p>
	<p>Parking is always an issue in the proposed area. At present, it is already tight, and more will be needed if Crown House, the former Council office on Crown Street (backing onto Windmill Lane) is turned into flats and two restaurants as has been proposed). Has any calculation been made as to the number of parking spaces that would be affected in the priority area, and has consideration been given to the provision of other parking by way of compensating for the loss of these?</p>	<p>There are approximately 30 pay and display bays within the proposed area, with a further 50 spaces available in the evenings on the timed restrictions. With the proposed timings being set between 10pm – 5am vehicles will only be prohibited from entering the zone after 10pm, by which time the majority of demand for new on street parking spaces will have subsided. It is acknowledged that this may have some effect on residents however this is considered to be limited.</p>
	<p>Could a trial period be considered to see how the proposals work out in practice? This could be over a few weekends (or in the run up to Christmas when it's particularly busy and the area is at it's darkest and wettest) when the area is much busier and could give a truer picture of how it would pan out before making the proposal final.</p>	<p>Should the scheme progress to implementation a 6 month review of the impact on the residents / businesses and effected organisations could be undertaken.</p>
	<p>Why is it just a small stretch of Windmill Brae that is to be made one-way? Why not include Bath Street? By keeping Bath Street as two way, traffic heading towards Windmill Brae along Bath Street will be forced to perform a U-turn, which may not be easy in the space available.</p>	<p>The proposed one-way was introduced because there are a number of on-street parking spaces and a couple of car parks within this section of the scheme. If vehicles were to be removed during the hours of operation then it would be desirable for vehicles to travel in a consistent direction, Bath Street was to remain two way to facilitate access / egress to the hotel off-street car park.</p> <p>There is an existing turning area on the old section of College Street which will allow vehicles to turn.</p>
	<p>Would a further reduction in the speed limit along these roads, to say 10 mph, have the desired effect of improving safety for those using these streets overnight?</p>	<p>The minimum speed limit that we are permitted to implement on a public road is 20mph. This area is already within the city centre mandatory 2mph speed limit.</p>
	<p>Improved lighting in this area is a great idea, as it can often be dark and intimidating walking along the streets. Many avoid these streets after dark as it is safer to use Union Street which is better lit and more populated.</p>	<p>The lighting element of the City Centre Masterplan is being progressed as a separate phase of the project.</p>
	<p>A better streetscape would certainly enhance the look of the area. It is not the most aesthetically pleasing area of Aberdeen, mainly because they are regarded as backstreets, and treated as such. Justice Mill Lane has improved greatly over recent years with the creation of new offices, hotels and clubs. The down side is that this makes the rest of the area look even more tired and forgotten. It may be worth considering making grants available for premises in the affected area to</p>	

	improve the look of their frontage onto these streets.	
GDPM Ltd 4 Bon Accord Square	My main concern is, will we still have vehicular access to our property in an evening? We provide Well Management services for international companies, this can require our engineers to work in the evenings to tie in with our clients needs, therefore access to the office is essential at all times.	
	I'm not sure if you have walked along Langstane Place recently? Mornings are the worst as you often have to negotiate the previous nights vomit, chewing gum, cigarette ends and packets. The car park of the office next to Prohibition is always a mess as everyone throws the debris through the gates. Langstane Place certainly doesn't look like an area where you could envisage a cafe culture attracting more trade.	
Optima Financial Services Ltd. 2 Bon Accord Square Aberdeen AB11 6DJ	My office is on Bon Accord Square with car park access off Langstane Place. We need 24 hr access to the car park. We need to drive from the car park onto Bridge Street. We need to clean our car park every Monday and often daily	
Tubular Products Unit, Holburn House	<p>Car parking access to our office (Holburn House) is via Justice Mill lane. As an international trading company dealing with countries across different time zones it is not uncommon for early morning or late evening video conferences to be held. We often have international visitors which results in staff members entertaining them over dinner. Consequently access to our car park is often required from 06:00am until midnight during week days.</p> <p>Under your proposal, clarification is required regarding how we will be able to enter or leave our office car park if these restrictions are in place.</p> <p>With regards to enhancing the night time environment on these particular streets, the main activities (night clubs) are located between the Hardgate junction and along Langstane Place. Rather than closing the full length of Justice Mill Lane under these proposals an alternative solution would be to close access to Justice Mill Lane at the Hard Gate junction end of the road while continuing to allow car access from Holburn Street. This would provide a pedestrian area around the night club cluster while still maintaining access to the multiple car parks located on Justice Mill Lane (i.e offices, hotel and gym facilities).</p> <p>We are fully familiar with the busy night time activity on Langstane Place and if leaving the office late our staff typically leave the car park and turn right to access Holburn Street in order to avoid the pedestrians on Langstane Place.</p> <p>In conclusion, closing access to Justice Mill Lane has the potential to impact directly on the operational efficiency of our business.</p>	
		The original proposals did not extend to the junction with Holburn Street as this

<p>The Glentanar Bar / The Wee Glen</p>	<p>We are fully supportive of the proposals. It will lead to a much safer environment for our customers and will raise the safety and amenity for all in the area.</p> <p>In a P&J Infographic, there appeared to be a gap in the part time closure at the Holburn Street end. It's showed there may be access to JML briefly to allow access down the side of Nuffield Sports Centre and down Justice Mill Brae.</p> <p>I'm pretty sure this was a mistake as this would cause an un- rat run which would put evening revellers and members of the public at risk.</p> <p>I think the part time pedestrianisation should be taken all the way to the end of JML.</p>	<p>would have a subsequent impact on Justice Mill Brae and the adjacent residential properties. However if the option to promote a "no motorised vehicles except for access to off-street car parks" is chosen then this would allow the extension of the zone to include Justice Mill Brae from its junction with Union Glen. Officers agree that this is a desirable option as the surveys suggest that this is the busiest vehicular junction on the corridor.</p>
<p>John Michie</p>	<p>VERY SUPPORTIVE As you know I have been canvassing for over 25 years to have retractable bollards installed</p> <p>I support all the sections mentioned being pedestrianised in evenings from top of Hardgate down to foot of Windmill Brae (allowing for crossings at Bon Accord Street, Dee Street, Crown Street etc) but NO element permanently pedestrianised as I have seen mentioned.</p> <p>I also support the renewed entry in off Holburn Street into Langstane Place. The delivery drivers, and we have 8 to 16 some days, are ecstatic as it greatly improves their route options. It also greatly releases pressure on the Holburn Junction lights and allows for one of the best approaches to the Rail and Bus Station for MVs coming from South and West, otherwise they have a difficult journey down Union Street with very limited R H Turns</p>	<p>The permanent pedestrianisation of the section of Langstane Place between Dee Street and Crown Street has been identified as part of the City Centre Masterplan. The removal of vehicles from this area creates an opportunity for the introduction of a public open space / outdoor seating area. This route is not a suitable alternative to accessing the train station from the south and west where there are existing routes which are more appropriate.</p>
<p>Aberdeen Street Pastors</p>	<p>We at Aberdeen Street Pastors thank you for seeking comments on this and would wholly support the proposal to pedestrianise these roads and areas during these periods.</p> <p>This support is based on our ten years of experience and observations serving the community on the streets of Aberdeen City through almost every Friday & Saturday night and for many major events & festivals over that time.</p> <p>We would especially note the following as direct benefits. It would:</p> <ul style="list-style-type: none"> Reduce the likelihood of accidents from collisions with moving vehicles as people walk (& sometimes stagger) along and across the roads (often without looking properly) between clubs and pubs Reduce the "Boy Racer" & "Distracted Cruiser" elements on these roads Potentially make the area more pleasant generally Reduce the road traffic noise (recognising that the crowds are no less likely to be quieter 	

	<p>Proposals would potentially enable more flexibility in having the truck there to help better serve the community at that time of night too.</p> <p>We do have a slight concern re cyclists moving at speed along the roads.</p>	
The Grill,	<p>We should like record that we are in favour of the above proposal as part of the CCMP as we believe it will enhance the night-time environment and create safer streets for people using this area.</p> <p>We are also in favour of creating an outdoor public area on the short part of Langstane Place.</p> <p>Our support for the proposals is given on the understanding that allowance is made for delivery access for premises and also consideration of the needs of disabled patrons who may require vehicular access for taxis.</p>	<p>It is proposed that the section of Langstane Place between Dee Street and Crown Street would include a timed exemption for deliveries by goods vehicles, between 6am – 10am. To facilitate any future outdoor public area it would also be necessary to omit any exemption for blue badge holders over this 40m section.</p>
Park Inn	<p>Believe that the area will benefit significantly from an improved look and feel, making it a safer, more attractive place to be at night.</p>	
SOUL	<p>The pedestrianisation of Langstane Place will create an attractive, sophisticated street and improve the physical appearance and perception of the area.</p> <p>It will encourage an increase in footfall whilst decreasing the amount of traffic accidents. Perhaps it could be then used as an area for markets, festivals and events hence further enhancing the night time economy.</p> <p>As mentioned, the street lighting will be looked at and if any of the options from the City Centre Masterplan are chosen it will create a safe, clean and attractive area.</p> <p>Being a pedestrian priority area, I assume that the footpaths will be replaced creating a more user-friendly street in particular for wheelchair and pushchair users?</p> <p>Hopefully alongside this, the possibility of new hanging baskets, planting of trees (similar to the Merchant Quarter), seating could be reviewed. Similarly, will communal bins be put into use?</p> <p>Lastly, how will long term parking on Langstane Place be affected?</p>	<p>This initial phase of the Masterplan does not include the upgrade of the footways in the area; however there are separate measures being progressed to improve some of the footways on Justice Mill Lane. Similarly the introduction of seating, hanging baskets and lighting will be progressed separately as part of the Masterplan for the area.</p>
Aberdeen Inspired	<p>Aberdeen Inspired have been involved in this consultation from a very early stage. Our members, who we have spoken to, have been universally supportive of this plan. We believe it will make this a more informal and relaxed area for people to meet and socialise. We also believe it will address a serious safety concern where cars use this route as a short cut to avoid the traffic controls on Union Street, this</p>	

	<p>results in cars interacting with members of the public who are out in town to have a good time and perhaps not so alert to the dangers of cars and pedestrians mixing in this area.</p> <p>Aberdeen Inspired support the goals and vision of this project and look forward to its introduction.</p>	
Member of DEP	<p>Concerned about the outdoor public area, will this restrict access for wheelchair users and shopping buggies and also difficult for visually impaired people.</p>	<p>The proposals are for the prohibition of motor vehicles in this area. Any further proposals such as an outdoor seating area will need to take access requirements into consideration as the proposals are developed.</p>
	<p>Cycle path - will it encourage adults to cycle on the footpath, at night, maybe without lights, high Vis vests, no bike lights or bells? Again, potentially dangerous for Disabled people and visually impaired people.</p>	<p>There are no proposals to redetermine the footways to allow cyclists to use these areas. The proposals are to prohibit the use of motor vehicles during specific hours and as such cyclists would be exempt but would still be expected to use the carriageway.</p>
	<p>With regards to the One Way system, will this restrict locations for Disabled parking and/or make it more difficult to access the likely places where they might want to go?</p>	<p>The proposed one way restriction would not change the ability for blue badge drivers to park, however it may change route choices when driving a motor vehicle.</p>
	<p>Main concern is lack of adequate Disabled parking. If we start at Justice Mill Lane and continue to the bottom of Windmill - this would mean that from Holburn St, all of Union Street, down Dee St, Crown Street then down Windmill Brae becoming No Go Areas for Disabled People. Bon Accord Terrace and Bon Accord street have cobbles making parking very difficult if not impossible to use. This is not transforming our city centre; it is excluding our city centre for disabled people. How many parking bays have been allocated for Disabled People's parking since the rebuilding of our City ??</p>	<p>The removal of motor vehicles from the short section of Langstane Place will result in the loss of on-street parking opportunity for blue badge holders.</p> <p>Having reviewed the parking arrangements in the locality, officers believe that there is an opportunity to reintroduce up to 11 parking spaces on Dee Street, as it is relatively wide and also a one way, Whilst these bays are further away from Union Street there is an opportunity to convert 3 existing spaces outside the Job Centre to blue badge parking with the new spaces offsetting the loss.</p>
	<p>Why are the looking to block off the area between Crown Street and Dee Street on a permanent basis - is this another 'outside sitting area? This is one of the very few areas Disabled People could park.</p>	