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15 February 2006

Rachel Kennedy
Technical Officer
Transport Team.
Aberdeen City Council
Aberdeen.

Dear Rachel

**PROPOSED JUNCTION IMPROVEMENTS AT MARKET
STREET/VICTORIA BRIDGE**

Thank you for your letter of 26 January, concerning the preliminary statutory consultation on the revised junction layout. The Cycle Forum has had a subsequent meeting with officers to discuss the plans, and especially the integration of cycle facilities. We are thus making comments on the plans discussed at the meeting;

1. We welcome the integration of a mandatory cycle lane, north and south, to the junction at Albert Quay, and the commitment to investigate the extension of cycle lane provision to and from the Guild Street junction (which might involve a mix of mandatory and advisory lanes). We believe that full benefits will only be realised with a continuous cycle lane between Victoria Bridge and Guild Street. This should serve to retain and hopefully attract cyclists, despite this section of Market Street seeing a marked increase in traffic volumes.
2. Speed limits play a key role in keeping cyclists safe and we note that this area will be governed by a 30mph limit. There is often inadequate signing and drivers can often assume a dual carriageway has a higher limit. The Forum would wish to see the limit well signed and enforced.
3. The Cycle Forum welcomes to replacement of the roundabout with a signalised junction, together with the proposed distribution of ASL's. Signalised junctions are typically a safer junction arrangement for cyclists than roundabouts.
4. The Forum has concerns at the loss of right turning and straight on movements at the junction, approaching from the west. Cyclists approaching from the west will thus be compelled to use the QEII bridge. However, we are concerned that many cyclists coming from the W currently consider the College St roundabout and QEII bridge to be potentially dangerous. The Forum is aware that a number of cycle commuters prefer to dismount rather than cycle round the roundabout. We note that there are plans to signalise this junction and we welcome the commitment to further consult

with the Cycle Forum to ensure that cycle friendly measures are integrated into any plans.

5. A second concern is the extent of displaced traffic that will use the QEII bridge and South Esplanade West route to Torry, that would previously have turned right onto Victoria Bridge. We note that the effect on traffic volumes is not certain but we would urge a consideration of further measures to improve the attractiveness of this as a main link for cyclists into Torry eg measures along Sth Esplanade West.

6. Whilst it is beyond the immediate focus of this junction plan, the Forum is very supportive of proposals for a cycle path along the river to QEII bridge, providing that access issues (onto and off the path at either end) can be safely addressed. This would open up further recreation and utility cycling options, more so if it could be extended to Duthie Park.

Yours sincerely,

Aberdeen Cycle Forum
Derek Williams