



07 June 2020

By email to:

roadsprojects@aberdeencity.gov.uk

Dear sirs,

Thank you for consulting us on the proposed city centre measures. In the limited time available we have not had the opportunity to discuss these fully with our members, nevertheless there are some points we wish to make.

13CC – Phase 2 North

Footway widening - especially Union St, King St, Guild St. Our concern here is that the widened footway will reduce the space available for cycling. Unless protected space is provided for cycling, cyclists will have to share a reduced road width with vehicular traffic. In most of these places this would make the cycling environment significantly worse than it is at present, where at least cyclists have the protection of a bus lane. This is a fundamental point. We acknowledge that one of the primary purposes of these measures is to widen pavements to allow for queueing and proper social distancing for pedestrians. But this should not be done at the expense of cyclists.

Particularly on Union St there would appear to be ample width to widen footways and still provide a protected bike lane. Protection should be physical (not just paint) and a range of temporary barriers are available which can be quickly and inexpensively installed. For example:

<https://www.rosehillhighways.com/products/cycle-lane-defenders/>

<https://www.cyclehoop.com/news/february-2014/introducing-the-armadillo-the-latest-creation-in-cycle-lane-safety-to-hit-the-uk/>

<https://www.barriersdirect.co.uk/covid-19-products-c1262/delineation-and-separation-c1267/flexible-post-extremely-robust-highway-use-self-righting-perfect-for-demarcation-p613>

Pedestrian & cycle areas – we believe people have been confused as to whether cycling is permitted in these areas (e.g. Phase 1 Union St) so signage should be provided to make it clear that cycling is permitted. We would also prefer to see some kind of demarcation for cyclists rather than the closed street being just a shared space with pedestrians. In the absence of vehicular traffic, a painted cycle lane would be adequate. We believe shared spaces with the potential volume of foot and cycle traffic to be expected here does not work well and leads to conflict.

Closure barriers – these need to be permeable by bikes and that should include space for adapted bikes or cargo bikes for example.

New one-way system – where roads are to be made one-way, contra-flow cycling should be permitted to prevent having a detrimental effect on the permeability of the city centre for cyclists. As many Aberdeen drivers will be unaccustomed to cycle contra-flows, signage should be provided to make it obvious that cycling is permitted.

10CC Phase 2 West

Footway widening – Union St. As per comments above. In Thistle St the same applies but has the opportunity to be mitigated by removal of on-street parking (provided enforced).

Pedestrian & cycle areas – as per comments above.

Closure barriers – as per comments above.

New one-way system – as per comments above.

12CC Phase 2 East

Back Wynd – we note the absence of a closure barrier. In our experience the existing traffic restrictions applying to Back Wynd and associated streets (Belmont St, Little Belmont St) are regularly abused. How will the new restrictions improve this situation?

Belmont St – we don't understand the need for a different treatment at the North end.

Schoolhill – We would prefer to see the one-way system start from the junction with Blackfriar St. This is because the existing pavement widening outside Cowdray Hall, carried out last year, creates a dangerous pinch-point where there is not sufficient space for vehicles to pass a cyclist safely. The obvious solution is to make this one way (indeed that was what was provided for in the CCMP).

Pedestrian & cycle areas – as per comments above

Closure barriers – as per comments above

New one-way system – as per comments above

11CC Phase 2 Central

Footway widening – Union St – as per comments above

Pedestrian & cycle areas – as per comments above

Closure barriers – as per comments above

New one-way system – as per comments above

I hope you find these comments useful. We would be glad to discuss further points of detail should you wish.

Yours faithfully,

Gavin Clark

Chair, Aberdeen Cycle Forum.