



10 April 2023

AECOM

Per Andrew Robb

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Dear Andrew.

Ellon P&R to Garthdee Transport Corridor Study -

Thank you for the invitation to comment on this consultation. Our comments are phrased from the perspective of cyclists, who are our constituency. Although we cannot claim to speak for all cyclists, ACF has around 600 members. Our Objects, as set out in our Constitution, are noted at the foot of this page¹. We will comment on other road traffic or public transport only when relevant to our main interest.

We have reviewed the available information and have the following comments at this stage:

1. Our views are largely unchanged since the previous round of consultation and our response of 04 August 2021 and several of the points made at that time remain pertinent. [ellon-to-garthdee-acf-response-04-august-2021.pdf \(wordpress.com\)](#)
2. In particular it appears we correctly predicted the difficulty in prioritizing classes of users and that general traffic (including parking), buses and active travel would all be competing for the same space to a greater or lesser degree at points along the corridor. It does not appear that any solution to that has yet been found hence the options currently presented as alternatives i.e. active travel or public transport priority. The multi-modal option, which potentially delivers

¹ A) To encourage cycling and to promote the benefits of cycling to the individual and the wider community B) To advocate for a safer cycling environment and improved cycle facilities in Aberdeen. C) To campaign for cycling to be an integral part of planning and transport strategies and practice, in order to provide the widest possible access to cycling as a healthy and efficient means of travel for work and leisure.

both, is presented as being the most expensive and with other restraints or contingencies such as the need to acquire private land.

3. As set out in our previous response, we do not support the 'parallel routes' option whereby cyclists are detoured off the main thoroughfare and onto secondary streets. At a very basic level this fails to serve key destinations such as The University of Aberdeen and also takes cyclists away from shops, cafes and other popular destinations, undermining some of the potential economic benefit from more uptake of cycling as a daily mode of transport. Elsewhere, such as on Hardgate, the parallel route involves a significant descent and ascent which is likely to be off-putting to cyclists. Cycling by Design (Transport Scotland, 2021) says under 'Core Principles' (Section 2.3, p19)

Directness: Cycle users should be offered the most direct route based on existing and latent trip desire lines, minimising detours and delays. Directness has both geographical and time elements, with delays at junctions and crossings, as well as physical detours, affecting it.

Such indirect routes may have a role as part of a network providing greater accessibility, but should not be used as a substitute for proper infrastructure on the primary route.

4. We recognize that public transport is a key part of the solution to Aberdeen's transport problems but we cannot express support for the public transport priority option portrayed here when that is likely to be to the detriment of active travel. Although few design details are given at this stage, it is presumed that cyclists would not be expected to share the bus lane (Cycling by Design Section 3.7, p83 "*new cycle facilities should not be planned to share space with buses*") The **transport hierarchy**, as set out in local and national transport policies, should be followed.
5. Whatever measures are developed for this corridor, we would emphasize the need for a network of connected routes across the city, and for consistency of approach and design.
6. Although we hope that more innovative solutions can be found, as far as the options currently presented are concerned, we express support for the **active travel priority** and **multi-modal options only**.

We look forward to seeing the next stage of development of options although again we are frustrated at the slow pace of progress and would prefer to see Aberdeen City Council expediting measures in a way which reflects the climate change crisis and the need for urgent action.

Yours sincerely,

Gavin Clark

Chair, Aberdeen Cycle Forum