



29 November 2023

Aberdeen City Council

Transport Strategy

By email: transportstrategy@aberdeencity.gov.uk rstevenson@aberdeencity.gov.uk

Dear Sirs.

Aberdeen South Harbour Link Road

Thank you for the opportunity to comment on this road scheme. Our comments are limited to the active travel elements.

Route

We have some doubts about the appeal of the route as an active travel corridor. It is not clear to us how attractive it will be for people using active travel and therefore how much use it will get. However we agree that all new (or substantially upgraded) roads should include dedicated infrastructure to encourage active travel and therefore we support the provision of segregated active travel here.

Quite recently, the reopening of Greyhope Road south of Girdleness lighthouse does reinstate what is an appealing leisure ride which would link to Coast Road and this new provision. As you will know some of the route is also designated as a part of National Cycle Network Route 1.

As a means of accessing most *city centre* or *west-lying* destinations, the route proposed is indirect and involves a significant change of elevation, both of which makes it unappealing for active travel. We would also like to see (i.e. in addition) a more direct active travel corridor created from South Harbour, for example using Girdleness Road and Abbotswell Road. As well as being more direct and flatter, this would be of more use to local residents and businesses.

Where the proposed route connects to Wellington Rd there is currently very poor provision for onward active travel, except southwards via Wellington Rd. We hope that this will change soon. As a minimum, a connection to the new infrastructure currently under construction in Craigshaw Drive should be provided as a matter of priority.

Design

We understand that much of the design detail has still to be finalised. On the basis of what we have seen so far:

- Crossing points will be key and in our view should be signal controlled, particularly at or near the railway bridge where the active travel provision appears to change from the west to the east side of the road. Experience would suggest that traffic speeds are likely to be quite high, irrespective of any posted limit.
- The route includes 2 or 3 junctions which are currently roundabouts which would generally not be considered safe or appealing for cyclists and therefore need to be carefully redesigned.
- The logic of changing priority at the junction of Coast Rd and Hareness Rd seems sound, and may improve conditions for active travel on the remainder of Coast Rd towards Cove, perhaps such as by introducing traffic calming and a reduced speed limit. This would provide a more useful connection to Cove. We feel Coast Rd is inherently more appealing (at least for recreational cycling) than following Hareness Rd.
- We have no strong view whether the cycle lane provision is uni-directional or bi-directional however it should be done in a way which is coherent, in terms of other infrastructure it may connect to, and which is easily understood by users. If a bi-directional option is favoured, then additional crossing points may be needed especially on Hareness Road.
- We note that the existing section of shared use path between Gregness and South Harbour has significant gradient which creates speed issues in both directions. We have also seen that it is used from time to time for rogue parking and we request that measures are included in the designs which prevent or strongly dissuade vehicle access.

As with other active travel routes, we emphasize the need for ongoing maintenance such as regular sweeping and of course winter treatment at times of snow & ice.

I hope you find these comments useful.

Gavin Clark

Chair, Aberdeen Cycle Forum