



11 May 2005

**Response To Public Consultation on Berryden Road/Hutcheon Street junction options**

The Aberdeen Cycle Forum has three main comments:

(1) The Cycle Forum is concerned that the prohibition of right turns at this junction will force cyclists into onerous detours and/or onto routes that carry higher risk to cyclists. The prohibition of right turns will impact significantly on cyclists, especially from Berryden onto Westburn Road, and from Hutcheon Street onto Berryden. We remind you that cyclists expend physical energy! A simple detour for a motorist can be onerous for a cyclist.

By not being able to turn right from Berryden onto Westburn Road, cyclists heading for Rosemount, for example, will be forced down Skene Square and then a difficult right turn at the Skene Square roundabout (which will get even busier under these proposals). Similarly, cyclists faced with no right turn from Hutcheon onto Berryden will be faced with potentially long detours

Whilst we accept that these right turns are not ideal at the moment for cyclists, we would prefer to see them made safer, not removed altogether.

(2) The large increase in traffic on the roads around Rosemount will discourage cycling and act as a deterrent to new cyclists. Rosemount is both a through route for cyclists and a destination to access the retail area. We prefer a vision of Rosemount as an urban 'village', safe for cycling and walking – not choked with traffic.

(3) Some of the options see huge increases in traffic down Mount St. As this is a signed cycle route, we think this is highly unsatisfactory. This implies that the continuation of two way traffic along Rosemount Terrace is to be preferred (options S6 - S8).

Our previous response to the pedestrianisation proposal highlighted our view that, if pedestrianisation is to benefit all the surrounding communities, it should be at the heart of an integrated plan aiming to reduce traffic levels across the city centre. By failing to do this, the gain for Union Street is inevitably at the expense of areas like Rosemount.

Should the Council choose to go ahead with one of the options, the Cycle Forum would wish to see:

(i) Measures to facilitate the continuation of right turns by cyclists at the Berryden Rd/Hutcheon Street junction, or measures that allow cyclists to bypass this junction without onerous detours;

(ii) Mitigating measures for cyclists to offset the increased traffic levels through the Rosemount area (preferably as part of a wider traffic reduction plan for the area).

ACF  
11<sup>th</sup> May 2006