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CB Currie & Brown



Cycle Lane Options Appraisal: Summary and Recommendations Market Streetscape

8153-LDA-02-XX-RP-L-2002

January 2024

Introduction

The purpose of this study was to investigate a series of proposed route options to create a cycle route through the Merchant Quarter in Aberdeen, running specifically from the railway station to Union Street, Union Street being the town centre and the main arterial route from which other destinations can be reached. Although diagrammed and noted in this direction, facilitating travel in the opposite direction is also considered, with the aim being a route which is travelled in the same way in both directions, for clarity and ease of wayfinding. Primarily, these routes were to be considered with a view to their capacity to offer segregated cycling.

As well as considering road capacity for cycling infrastructure, other conditions were taken into account, including motor vehicular movement, gradients, surface conditions, relative distances and potential and perceived dangers.

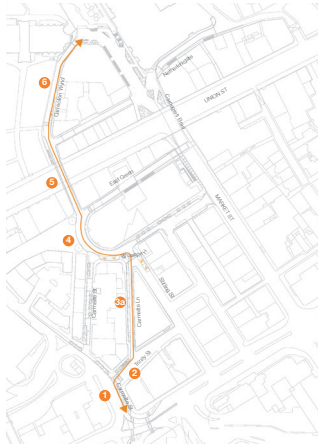
This study not only considers existing road layouts, but those proposed as part of the ongoing Aberdeen City Centre Streetscape project and traffic movements expected in 2028, following ETRO 2.

This document builds upon the initial options appraisal which was undertaken by Aberdeen City Council.

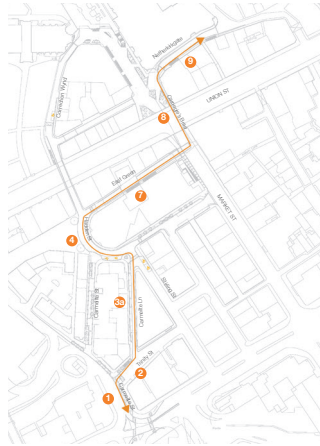
This document is a summary and update of the original 'Cycle Lane Options Appraisal: Merchant Quarter' of May 2023.

Methodology: Route options breakdown

A series of routes was considered by Aberdeen City Council, as part of the original options appraisal document, and these are diagrammed here. Stretches of routes were numbered, and these considered in turn.



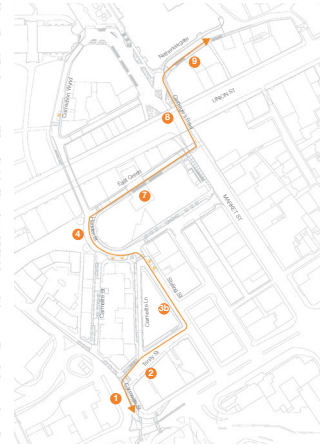
OPTION 1:
Via Carmelite Lane,
Hadden Street and
Correction Wynd



OPTION 2:
Via Carmelite Lane,
Hadden Street and
Carnegie's Brae



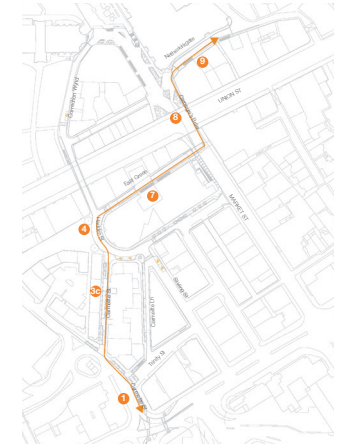
OPTION 3:
Via Stirling Street,
Hadden Street and
Correction Wynd



OPTION 4:
Via Stirling Street,
Hadden Street and
Carnegie's Brae

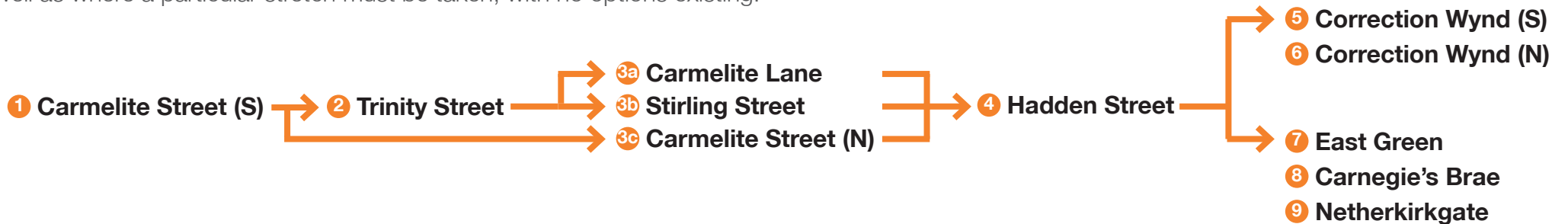


OPTION 5:
Via Carmelite Street,
Hadden Street and
Correction Wynd

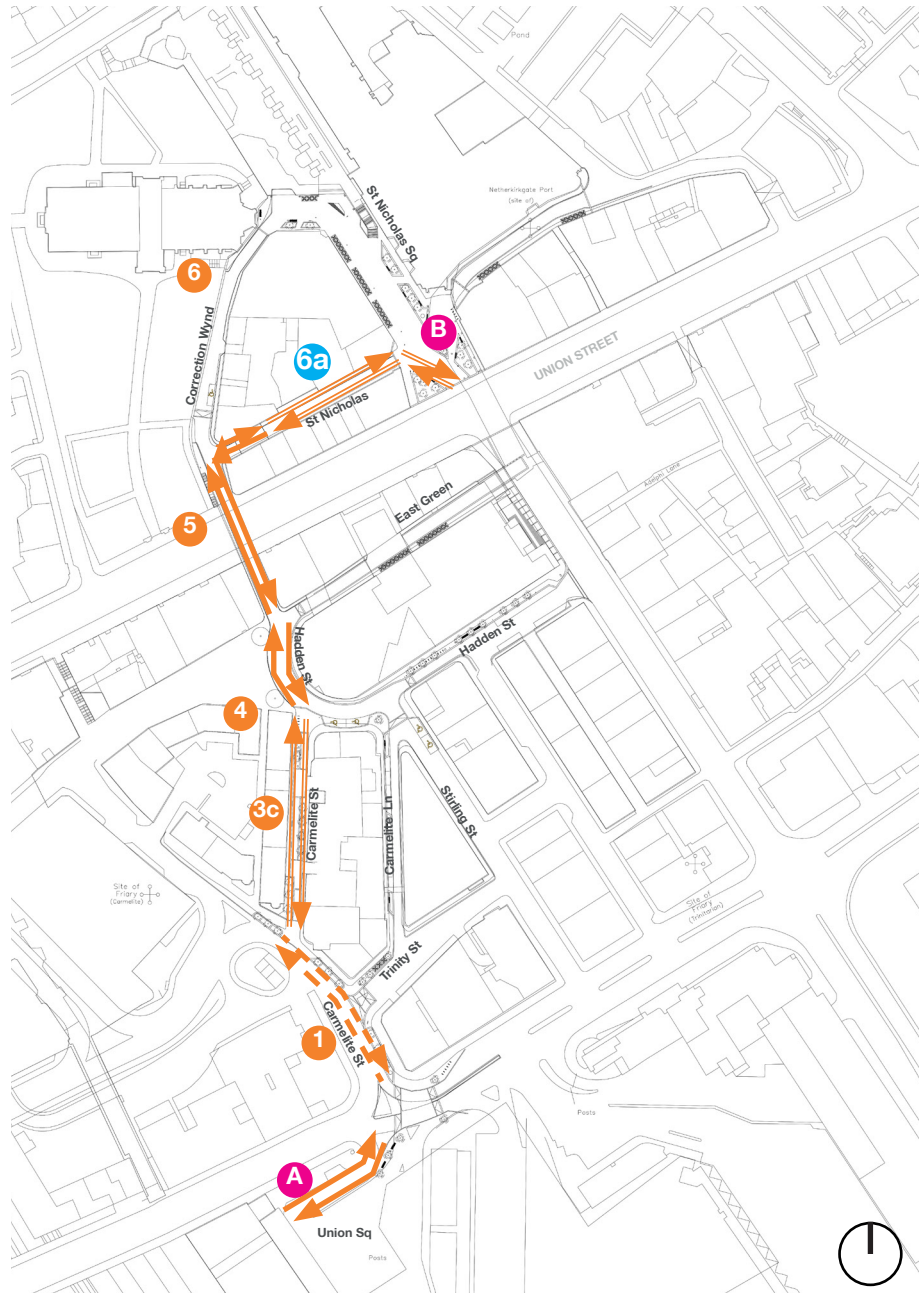


OPTION 6:
Via Carmelite Street,
Hadden Street and
Carnegie's Brae

The flow diagram below breaks down the options for all legs of the journey, as well as where a particular stretch must be taken, with no options existing.



Preferred route through the Merchant Quarter



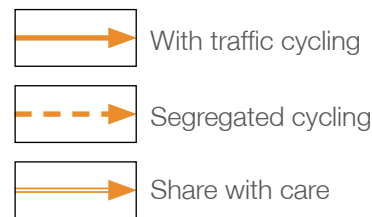
Following analysis of each of the routes, as well as the additional legs required to exit the station and to access Union Street, and in coordination with Fairhurst, the preferred route for cycling through the Merchant Quarter was determined. This route requires and can only accommodate a short stretch of segregated cycleway.

Between the station and the Guild Street junction, cyclists will share the carriageway with traffic before joining a bi-directional cycle lane along Carmelite Street (S). From there a re-designated Carmelite St (N), 'Pedestrian and cycle zone (with local access)'. From Hadden street to St Nicholas Lane, cyclists will be sharing the carriageway with traffic in both directions. Through St Nicholas Lane and St Nicholas Square, cyclists will be in a 'Pedestrian and cycle zone' (as currently) before joining Union Street.

This route is direct and legible, with turns and stages minimised.

Requirements:

- Reworking of the Guild Street/Carmelite Street junction to allow traverse from Union Square to Carmelite Street with a cycle
- Instigation of a bi-directional cycleway on Carmelite Street between Guild Street and the turn to Carmelite Street (N).
- Changing the street designation of Carmelite St. (N) to a 'Pedestrian and Cycle Zone' (with local access). Reconsideration of proposed planter locations on Carmelite Street (N)
- Signage, to encourage confidence and use



Changing the street functionality of Carmelite St. (N) to a 'Pedestrian and Cycle Zone' (with local access) would be desirable, even if it is not to be used as the cycle route. This should not be considered a general traffic route as per the 2028 plans, particularly given the exit onto Carmelite St. (S), over the footway. However, with such restrictions in place, no cycling infrastructure, even contraflow, would be necessary on this stretch.

This would mean the only infrastructure required on this route would be at its outset, on Carmelite St. (S).

Without formal infrastructure, wayfinding and signage would be required to advertise the route.

Challenges:

The exit from St Nicholas Lane across St Nicholas Street to Union Street-cyclists in whichever direction may attempt to bypass the Union St./Market St. junction, spreading then across the entirety of St Nicholas Sq., potentially in conflict with pedestrian movement. However, implementation of this route does not deviate at this point from how St Nicholas Street currently operates.

Addendum- connections to Shiprow

Although the aim of this project is to connect the railway station to Union Street by cycle, it is worth considering how connections can be made from the station to Shiprow, the only existing designated cycle infrastructure in the vicinity. Useful connections can be made from the station via Shiprow to connect Union Street and onwards, including towards the beach via Castlegate.

From the station to Shiprow, no clear efficiencies can be made with routes to Union Street. There is no direct route through the Merchant Quarter towards Shiprow. The block at Stirling Street/Exchange Street blocks direct through access from Trinity Street to Trinity Lane, and the one-way system would require contraflow cycling. This being the case, it has not been considered that the connection to Shiprow could be facilitated by the Merchant Quarter connection to Union Street.

The simplest route to Shiprow from the station is along Guild Street and up Market Street, with consideration given to the placement of the pedestrian crossing, which could be placed and operate in a different way to facilitate a right turn onto Shiprow if necessary.

Full segregation option

Consideration of routes outside of the scope of the original cycle study was given, and it was determined that should a route be desired that had fully segregated cycling infrastructure, from the station to Union Street, then Guild Street to Market Street was the only option, although this route is outside the scope of the original cycle study, and outside the scope of the market Streetscape project.

PROs

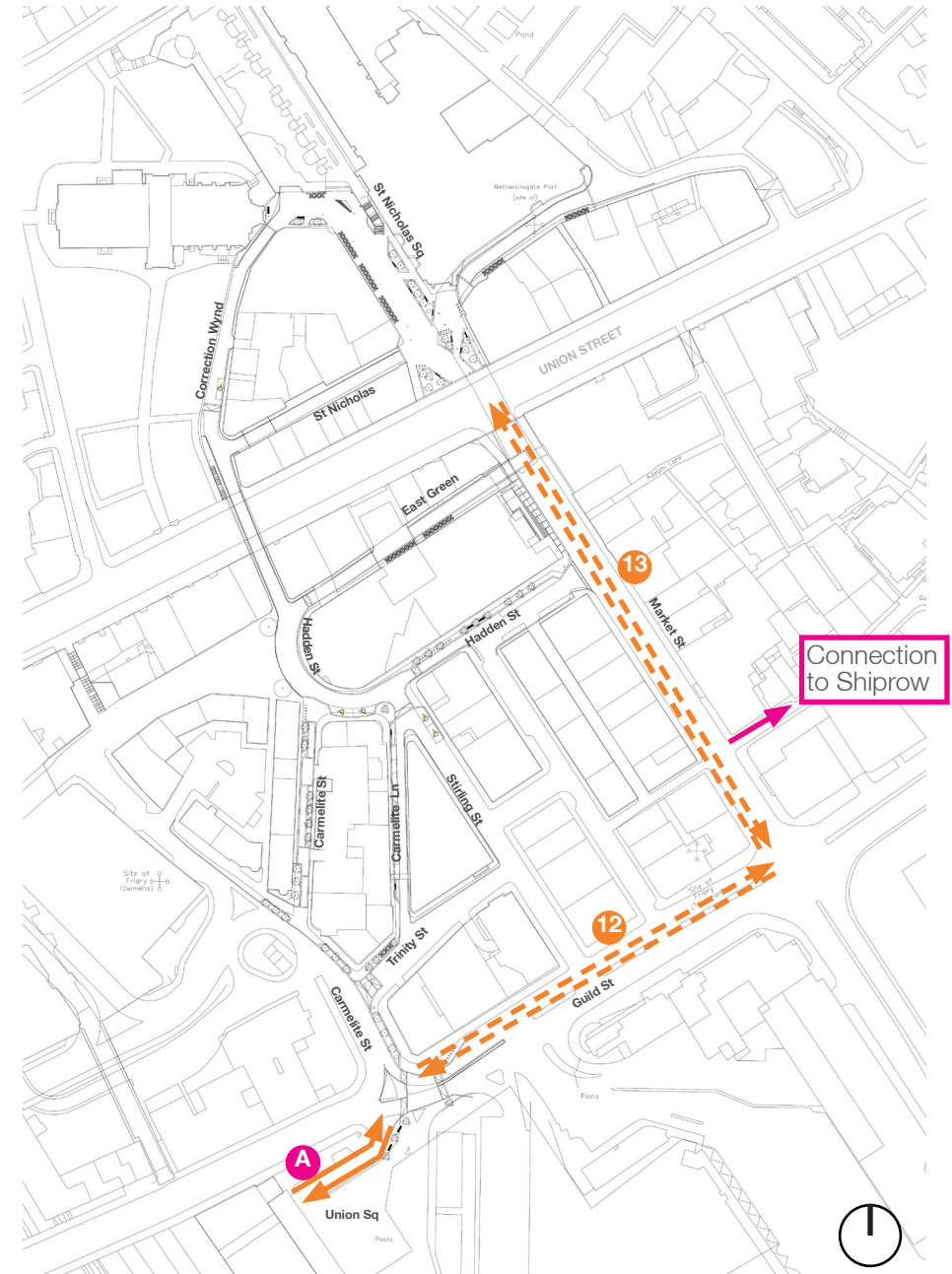
- Fully segregated route
- Formal joining of the proposed Union Street cycleway through the Union Street/Market Street junction
- Connections with Shiprow

CONs

- Gradient on Market Street
- Utilising key bus routes (conflict/perception of conflict)



Guild Street > Market Street



SUMMARY AND RECOMMENDATION

Recommendation

- Instigation of a fully segregated, likely bidirectional, cycle route from the station to Union Street utilising Guild Street and Market Street.
- Instigation of the minimal cycling infrastructure and wayfinding means through which to cycle to and through the Merchant Quarter:
 1. A leg of bidirectional cycleway between the Guild Street junction and Carmelite St (N), taking in Carmelite St (S).
 2. Reconsideration of proposed planters on Carmelite Street (N)
 3. Re-designation of Carmelite Street (N) to 'Pedestrian and Cycle Zone. Local access only'.

This approach allows for the desired segregated route, whilst also facilitating cycling through the Merchant Quarter, to allow people to experience this area of the city centre, and to encourage under-confident or slower cyclists who may prefer 'back road' cycling, and to avoid the buses and gradient at Market Street.

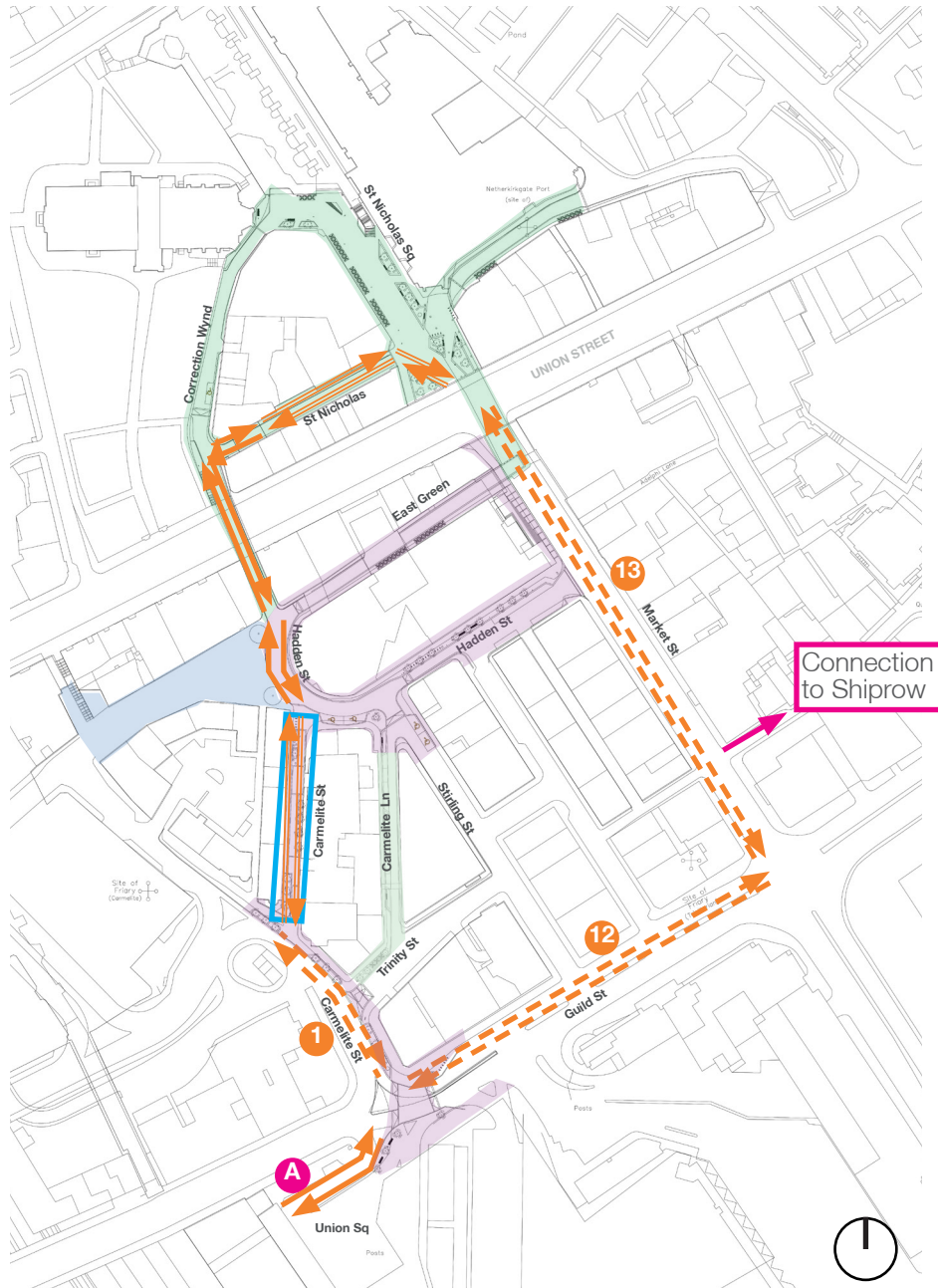
Facilitation of this recommendation relies on detailed consideration of the Guild Street/Wapping Street junction.








Ties with scope:

Guild Street to Market Street are outwith the scope of the current City Centre Streetscape projects, barring a small section to the north of the new Market building, which is within the scope of the Market Streetscape project, Phase 2.

A bidirectional cycleway at Carmelite Street (S) and reconsideration of planters in Carmelite Street (N) is within the scope of the Market Streetscape project, however it would require a revision the approved Phase 1 Stage 3 plan.

Overall recommendation and relation to scope



-  Market Streetscape, Phase 1
-  Market Streetscape, Phase 2
-  Market Streetscape, Phase 3
-  Re-designation of roadway; reconsideration of planters
-  With traffic cycling
-  Segregated cycling
-  Share with care

TO THE MARKET

