

## Note of ACF meeting with ACC - 27 May 2019

Present: ACF: Gavin Clark, Rachel Martin

ACC: Three council officers from ACC

RM presented the designs that had been submitted under our design competition for King St. There were several from Seaton Primary School. They had embraced the competition as it had fitted with a project they were doing at the time on air quality. RM had presented them with certificates and the winner had also received a prize voucher from Edinburgh Bike Cooperative. ACF had also received 2 professionally produced design entries. One of those has been taken and worked up into a visualisation, made possible by funding ACF had received from LUSH.

A second visualisation (with the same funding from LUSH) has been produced for Market St. RM highlighted the bigger picture of creating a route which could connect all the way from Torry to Bridge of Don, connecting key locations such as the University of Aberdeen with the railway station and harbour. With a little more work that could also time into a route serving RGU's Garthdee Campus.

ACC welcomed the designs and thought they could be useful in support of papers to go to committee shortly on the SUMP (sustainable urban mobility plan) and roads hierarchy. Papers for those would be publicly available shortly. Agreed that ACC could use them for that purpose, with a suitable credit to ACF.

GC asked about what plans are being developed to use the AWPR mitigation money. ACC replied that there are 4 schemes in various stages of development. These are:

- Murcar to Blackdog. Off-road SUP. Consultation expected summer 2019, for build in 2020.
- Ellon Rd link path
- Craibstone P&R to Dyce Drive 'missing link'
- Marywell to Wellington Rd

GC asked if that used all the money or whether there would be further projects at a later date? The reply was that this would use all the funds, keeping in mind that some had already been spent on the Ellon Rd (AECC to Murcar) section.

GC enquired about the various stages of design and consultation on these projects. Previously, ACF had been treated by ACC as a statutory consultee and consulted at an early stage, it wasn't clear that was still happening? In reply it was noted that the process of consultation and approval can be cumbersome and procedure has to be followed. ACC don't want things going into the public domain before they are ready, so the easiest approach is public consultation all at the same time. GC noted that Schoolhill had been a recent example where we had been consulted as a stakeholder and had respected the confidentiality. We had given feedback although we didn't feel reassured that our concerns had been listened to or taken account of. We had asked for a follow up meeting to better understand what was proposed and why it didn't appear to fit with the aspirations of the City Centre Master Plan, but no response had been received.

ACF hoped to follow that up with Cllr Sandra Macdonald, noting that she has taken over the role of Transport spokesperson from Cllr Ross Grant.

ACC asked about how ACF fits with Grampian Cycle Partnership? GC explained the differences between the 2 groups as far as he sees it. ACF has joined under the umbrella of GCP and we hope that we can work with them in a constructive and complimentary way.

RM presented the letter that ACF had received from Police Scotland in relation to our PoP event. She asked how ACC felt about the fact that the Police were saying roads were unsafe for slow-moving traffic such as cyclists to be on?

RM also noted that Diamond Bridge is sometimes cited as a good example of a segregated cycle path provision. However she had an email of feedback from a contact at Aberdeen University who uses that route which highlights several shortcomings in the design of the route. GC added that two ACF members had previously carried out an audit of the whole section from Tillydrone to Parkway, and that had been submitted to ACC when a review was being conducted shortly after the route had opened. That critique is still available on the ACF website.

<https://aberdeencycleforum.org.uk/third-don-crossing-and-tillydrone-avenue-cycle-path-a-wasted-opportunity/>

RM asked about the idea of car free Sundays, such as recently introduced in Edinburgh. ACC has no current plans, although will keep an eye on how this works in Edinburgh. Noted that ITWMC is being run again (15 September 2019). There was a discussion on how this event works and that it is really more of a family fun event. The weather-related cancellation in 2018 was most likely down to the fact that high winds made some of the activities planned (bouncy castle or zip wire) unsafe. ACF believed from previous survey work that the event still attracted lots of people who were travelling by car so wasn't really achieving its objective. There was a contrast with how this sort of event ran in European cities where the approach was just to close roads and allow all forms of non-motorised transport to dominate for a day.

School traffic-free zones. Some proposals had been brought forward for Danestone a couple of years ago but hadn't progressed due to concerns from ACC Traffic Management.

LEZ ACC is still working on proposals and has a baseline report from SEPA. Studies have also shown that there could still be 'exceedance' failures and that AWPR-related reductions in traffic wouldn't by themselves be enough. An options appraisal is likely to be developed with a report submitted to Councillors early in 2020. It was difficult to see how Scottish Government's ambition for these to be implemented by 2020 could be achieved. Part of the challenge was cleaning up the bus fleet.

Union St petition: this has been included in the SUMP, and that will reinforce what is in the CCMP. It should be presented to the relevant committee on 6 June and a consultation would then follow.

Bikelife survey <https://www.sustrans.org.uk/bikelife> was raised. ACF not currently aware of that but will look into it. Meantime, GC gave the provisional results of our annual cycle count which had taken place a couple of weeks ago. Results were fairly unremarkable: up in a couple of locations and down in others. Some individual locations had suffered more obvious drops and it would be useful to think about why that may be once the full results are available. Awaiting data from ACC automated counters before the results can be finalised.

Active Travel Hubs: noted that the previous proposal for a facility at Bridge of Don had been dropped due to lack of match funding. One ACC colleague has been looking at examples elsewhere and carrying out some analysis. GC was also aware that one of the Community Planning Partnership sub-groups ('Sustainable City') had proposed active travel targets which were now included in the LOIP (Local Outcome Improvement Plan) and one project they were looking at developing for the future was an active travel hub.

Cross-city connections: ACF had contributed to this study carried out by AECOM, which looked at connecting development areas on the periphery of the city, both by public transport and active travel. The outcome from this to be put to committee shortly.

Ferryhill petition: This petition had been arranged by RM previously and she was awaiting an update. There wasn't much progress, although it may feed into a refresh of the Active Travel Action Plan. Noted that a School Travel Plan from Ferryhill Primary would be helpful in demonstrating support. Also would be useful if they participated in the 'Hands Up' travel survey annually.

Westhill petition: No news of what had happened to that. GC had asked Cllr Grant about it previously and he had made some enquiries so GC would now follow up with Cllr Macdonald, and also Cllr Yuill who had taken an interest in the original decision.

Roundabouts safety: long ago ACF had been advised by ACC that some of the problem crossing points of Anderson Drive (roundabouts such as at Broomhill Rd, Queens Rd, Kingsgate, plus the lack of a pedestrian phase on the junction at Lang Stracht) would be re-examined once the AWPR was open. The Lang Stracht junction was to be looked at this summer. Otherwise, these intersections would be looked at as part of the individual East-West corridor studies which may in due course follow from the Roads Hierarchy exercise. Broomhill and Kingsgate were likely to be looked at first.

GC noted anecdotally that the reduced congestion on Anderson Drive is resulting in the approach speed of vehicles onto roundabouts being higher and so they may actually feel more dangerous.

Deeside Way: Some ACF members had expressed thanks that the crossing at Milltimber Brae had now been sorted. However there were still issues with missing signage where it is now necessary to come off the railway line onto Station Rd. Also at the new over-bridge there is no signage to tell a cyclist whether they are expected to be on the road, or behind the railings.

Other comments had been received recently about maintenance of the route: particularly flooding near Newton Dee, and the surface becoming broken by tree roots, especially at Garthdee and east of Hardgate. Some of these had been reported some time ago using the fault-reporting tool, but no action had been taken to fix them. It was acknowledged that maintenance is an issue everywhere and ACC struggles to find enough resources for repairs or resurfacing. The very poor state of the on-road cycle lane on North Deeside Road had also been raised by ACF members recently. As cyclists and pedestrians are more vulnerable, surely hazards to them should be given highest priority?

Incidentally noted that ACC's fault-reporting system now uses 'drop a pin' to indicate the location, but won't allow a pin on the Deeside Way because it doesn't recognise it as a 'road'.

Community Links Plus: noted that Sustrans have replaced the former funding channels with a new one called 'Places for Everyone'. ACC have submitted bids although these have yet to be made public.