

# Aberdeen Cycle Forum

## Minutes of meeting

**Ma Cameron's – Tuesday 30 October 2018 @19:30**

Attending:

Gavin Clark (Chair), Colin Wright, Liz Lindsey, Sheila Tuckwood, John Tuckwood, Fiona MacDonald. Iain Hamilton (AECOM, Engineering Consultants)

### **0. Welcome & Apologies**

Apologies received from Mike Neiman. GC welcomed IH who had attended as part of a stakeholder consultation on the post-AWPR roads hierarchy study that AECOM have been commissioned to produce by NESTRANS. GC also welcomed FMcD who was attending her first meeting.

### **1. AECOM – Roads Hierarchy study – Iain Hamilton**

IH introduced the work they are doing, commissioned by NESTRANS. Their study will report back by Jan or Feb 2019, and includes some stakeholder consultation (such as this evening) but not a full public consultation. The last time a roads hierarchy exercise was done for Aberdeen was the early 1990s. Recommendations will be made but these will not be in street-by-street detail. Decisions will ultimately be made by ACC.

It is intended to relate to post-AWPR traffic management in Aberdeen city (within the arc of the AWPR). Ultimate aim, along with the Masterplan, is to create a better city. The city centre should be a 'destination' but not used by through-traffic which it is intended should travel around the periphery. Through traffic will be directed (by road signage) to the AWPR, but that probably isn't sufficient so other traffic management measures will be needed.

The study will take account of traffic projects that are already committed. That includes the Haudagain improvements, Berryden corridor dualling, South College St improvements (not defined yet) and Bridge of Dee (ditto). Also those still in development including transport connections to the new harbour in Nigg Bay and Wellington Rd. Equally the roads hierarchy could have a bearing on those projects which are further off – such as the Masterplan proposals for Union St, Union Terr etc

The previous hierarchy had all been done based on volume of traffic, but the new one will use 'Designing Streets' a Scottish Government manual based on sense of 'place'. Therefore the first step is to identify destinations that people want to travel to: this includes the main city centre retail and employment areas, transport hubs, hospitals and universities, sports facilities. Parks aren't currently being included which stimulated some discussion as to whether they should be. AECOM currently envisage designating the city centre (Masterplan area) as the main place/destination with some other neighbourhoods such as Rosemount and Torry being in the next tier of 'town centres'. Other localities would be identified as 'neighbourhood areas'.

The next step and provisional indications are then that there will be a hierarchy of routes being i) primary, ii) secondary and iii) local. Likely primary routes would be the main radial roads from the city centre out to the periphery. Making active travel and public transport a more accessible option is very much under consideration and ACF members were pleased to hear that protected cycle lanes were being considered. Essentially road space needs to be reallocated away from private car and given over to active travel and public transport.

AECOM were likely to present 3 options in their study, which could be summarised as a) do the minimum, b) road space reallocation, c) city centre 'access only' (no through traffic allowed).

There was a good discussion of what could work. The unsatisfactory nature of current cycle infrastructure was mentioned and in particular that cycle lanes are unprotected and intermittent: if significantly more people are to be attracted to cycle they need to feel safe, which needs protected space. Parking in the current advisory cycle lanes is a big issue and JT asked whether Clearways were being considered e.g. for North Deeside Road. He also asked if congestion charging is being looked at.

LL asked if a carbon study is being done i.e. has anyone calculated the impacts of sending traffic on a longer peripheral journey, e.g. from Bridge of Don to Altens. IH thought this hasn't been done but the assumption is that the peripheral journey will be at constant speed and not stop-start so should be more efficient. It also helps to address the current air pollution problems in the city centre and could free-up road space for public transport and active travel.

GC thanked IH for his time and it was agreed that we could solicit further comments from ACF members and submit them in due course.

The remainder of the agenda was condensed into the available time given that the above had taken longer than expected.

## **2. Minutes of last meeting and matters arising.**

Thanks to MN for writing up the minutes.

A944 petition. CW had checked and it appeared that rather than being brought back to Committee as had been promised, this had now been dropped from the Council's list of outstanding business. Most of those present thought this was undemocratic. GC recalled that it was Cllr Yuill who had originally requested that it be brought back to Committee, so he would contact him to find out if he was aware of what had happened.

Community empowerment: CW was prepared to talk to this but as limited time was available we agreed to carry forward to a future meeting.

MN reported that he had yet to speak to Cllr Laing about St Machar Drive lane layouts.

## **3. Campaigns and PR**

GC gave a resume of what had been going on and was proposed, mostly with Rachel Martin leading:

- Website refresh: well received.
- Via our facebook page, RM had had a short crowd-funding appeal and had raised £130 for the specific purpose of buying 2 copies of a new design manual<sup>1</sup>, which were to be presented to the City and Shire Councils respectively. The money had been raised in just 2 days. RM had already presented one copy to Cllr Martin Ford for Aberdeenshire, and GC hoped to present the other to Cllr Ross Grant sometime in November. The presentation to Cllr Ford had received good coverage in the Evening Express.
- Following from the We Walk, We Cycle, We Vote campaigner's day we were proposing to have a campaign jointly with Friends of the Earth on the topic of air pollution. There would be a campaign event sometime in late November.
- King St. RM has applied to Lush for funding. If successful the intention is to use it as prize money to run a design competition for King St. We won't know the outcome of the funding application for several weeks.

#### **4. WCV campaigner's day - 29 September**

GC, CW and FMcD had all attended, as had RM. It was worthwhile and some good ideas had come out of it.

#### **5. Consultations**

As reported last month, GC had submitted a response to the consultation on the 'South Harbour' transport connections.

There is a live consultation on 'Cross City Connections' which looks at active travel and public transport between development sites / growth areas most of which are on the periphery of the city. The rationale for prioritising peripheral links was hard to understand: not that they are 'bad' in any way, just that in many cases the more obvious need for routes were radial ones. GC has already circulated a link to regular attendees. Members are encouraged to submit their own responses.

<https://consultation.aberdeencity.gov.uk/planning/aberdeen-cross-city-transport-connections>

#### **6. Grampian Cycle Partnership**

Most of those present had attended the RGU evening meeting last month. It had been well attended, which goes to show the interest there is in cycling. GC had attended a follow-up meeting yesterday of those who had said they were willing to be considered for a steering group. Approx 17 had attended this second meeting. It had been another long meeting with lots of ideas being discussed, but no clear way forward yet for the structure or governance of the new body. There was to be another meeting in late November. GC would stay involved for the meantime.

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<sup>1</sup> Designing for Cycle Traffic – International Principles and Practice, by John Parkin. Published by the Institute of Civil Engineers. ISBN 978-0-7277-6349-5

