

SW – Union Street / Albyn Terrace

4 Haudegain Roundabout Consultation

Due to communication issues DW was not able to forward to everyone before the deadline for consultation – he has thus submitted the form himself.

ACTION : DW to send copy of response form to CG for archiving/web

The options for Haudegain re-development were discussed at the meeting, it generally agreed that the “cycling comments” in the report were clearly not written by a cyclist. **ACTION: DW to confirm this to Aberdeen City Council / try to arrange meeting to air our concerns.**

5 NESTRANS Forum 21 Sep

The new regional transport strategy will be discussed – DW is unable to attend, JR or DC are available as stand in.

6 Cycle Forum 3rd Anniversary

Agreed this will be held on Fri 29th (the Friday after the September meeting on the Tuesday) proposal to go out for curry

7 AOB

Noted that phase 1 on Wellington suspension bridge is to be reopened 3/4M GBP, phase 1 will be pedestrians and cyclists only.

DL gave update on AWPR “Stonehaven Spur”,

ACTION: DL to write to Jacob Babbie outlining remaining issues (cycle path alongside Stonehaven spur and idea of bypassed roads being made more suitable for cycle traffic e.g. by reducing speeds etc..).

NEXT MEETING:

Tuesday 26th September 19:30hrs at the townhouse (“normal” time)

Appendix 1

Notes of meeting with Leslie Harold (LH) Grampian Police Road Safety Unit,

LH gave an overview of the role of the Unit within Grampian Constabulary:

There is a split between 10 civilian staff and 4 uniformed officers, principle focus of civilian staff is work with schools at level S1 and S2 they have contact with ~3,500 school kids per year, volunteers, including some members of ACF are also used for this.

Occasionally LH get requests for adult cycle training. – advises them to contact local cycling club. – noted “try cycling” is an option here.

Sgt Allan Brown has 3 uniformed staff – principle safety focus is on education of drivers through outreach talks to local employers.

The unit is intelligence led – majority problems (statistically) are new/junior drivers – hence resources should be channelled this way. The unit is resource constrained LH sees this as not enough traffic officers on the roads.

Grampian police has no advertising budget for road safety initiatives – can only be press release and hope the media covers it.

LH is also involved in collating accident data , within the unit is an analyst that can extract most forms of data from the police computer – LH can help ACF with requests should we ever need them.

Collisions with injuries or deaths are stored, injuries are defined as:

- Slight injury : cut or bruise
- Serious injury : broken bone and above

In the majority of cases if a vehicle-cycle accident happens it is the fault of the driver.

Over last 5 years (averages per year) cycle injuries in Grampian adults:

2	Deaths
10	Serious injuries
38	Slight injuries

In addition to prosecution the force has a policy of visiting motorists involved in near misses etc, often visiting a driver can be a significant deterrent to future incidents. This clearly only works if the incident is reported so:

Procedure in the event of a near miss; if you have a registration number then report it to Grampian Police use the non emergency number. 0845 600 5 700, this will be passed on the relevant division.

- 1) **This generates a record the incident has taken place**
- 2) **The motorist will be visited by the police. This may take a few days.**

ACTION: CG to add this procedure to the website under to be developed FAQ section

LH acknowledged that there was a small minority of both cyclists and drivers who “miss behave”

It was discussed that ACF have the perception there is less public message from police about driver behaviour compared to stories in the press on cyclists.

It could be possible to do a joint “visibility” initiative as part of the winter safety campaign with vehicles and cyclists e.g. cyclists = “lights and reflective dress” vs. motorists = “clean your windows and check your lights”.

20mph limit in city center

ACF expressed disappointment this was being widely flouted, LH indicated NESCAMPS (North East Safety Camera Partnership) are responsible for enforcement

Police Officers on Bikes

The idea of police cycle patrols in the city centre by bike was discussed. This could have good spinoffs for profile of cycling and enforcement of 20mph zone, and has been successful in other cities. Grampian Police apparently have no money to buy bikes (!)