

# ACF Meeting Minutes

29th March 2022

**Attendees:** Gavin Clark (chair), Rachel Martin, Torc Torrence, Hanne Bruhn, Daniel Verhamme, Phil Edgley.

Thank you to Hanne for being our featured cyclist last month. Torc has volunteered to be the featured cyclist for this month.

## Consultations

There have been a lot of corridor studies that it's getting increasingly difficult to keep up with them all. Gavin and Rachel joined a meeting last week with Stantec about the A96 corridor from Inverurie to Mounthooly. Their main question to us was whether to have a single two-way cycle lane on one side of the road or with flow lanes on both sides of the road. We felt their provisional designs were very good and it will be a segregated cycle lane all the way into the city. They're also considering bus priority. We haven't seen all the detailed design and we're skeptical as to whether it will ever happen, or how soon.

Hanne's worry is that we're doing all these consultations but there's no money and an election in May with a new administration - will it ever happen?

Gavin: we did ask this of the consultant about it and it's part of the Aberdeen Rapid Transit proposal which is funded from a bus or rail support fund, and has high-level government support.

Rachel says one change is the quality of the designs. They are much better for cycling now than designs we were presented with a couple of years ago.

Gavin: we also had a very short notice meeting at the request of Nestrans to talk about a proposal they're putting together. It's a gap analysis to find gaps in cycling infrastructure. They had created some maps of common commuting pathways in the city to see whether the most demand for a cycle network is. However it did seem that the likely outcome could be a proposal to install more

cycle counters: we'd pointed out that installing more counters and then collecting data would itself take years - wasn't there a different way to proceed, such as in Edinburgh and Glasgow where they are simply setting out to install a comprehensive network which will cover the whole city. Counting existing cyclists doesn't necessarily tell us where future or potential cyclists (i.e. people who currently drive) may want to go. It was conceded this 'web' principle was another possible approach which had worked well in many other places and we asked that at the very least the report highlights the difference between these approaches.

Gavin responded to a ScotGov consultation about pavement parking. There's also the Scottish Government consultation on reducing traffic by 20%. And there's one for St Machar Drive.

Torc participated in the consultation for Stonehaven which is currently an 'apocalyptic desert' of no cycling infrastructure so he has proposed reducing traffic and putting in cycle infrastructure. They're proposing car access right around the harbour which is not good as it should be for people to walk and enjoy the space and eat or have a drink. The whole area needs to be transformed into a people friendly space.

## Council elections

Elections coming up on the 6th May. We've devised a list of questions to put to party leaders asking their views about certain aspects of active travel with the intention that we'll publish these on our website.

Rachel read the questions out loud. Torc says the questions sound good and it's worth checking their (the political Parties) existing material to see what it says.

Daniel suggested we ask them what their proposals are for the entire length of Union Street?

Daniel says he'll be running in the election in Lower Deeside.

## Pedal on Parliament

It's mainly run from Edinburgh but we have participated a few years in Aberdeen now. In 2020 we were planning to pay for a road closure in the city centre but then covid happened and it was cancelled. This year is running on 23rd April. Do we want to do anything? A route we did previously started at Hazelhead Park and cycled to Union Street. Then we tried a route from the Beach starting from Bridge of Don end and arriving at Castlegate. We also did one where we cycled loops in the city centre. It's fairly short notice now as it's only a few weeks away. Should we do something completely different?

Putting on a route for people to ride was complicated because we had to do a risk assessment and have first-aiders etc. We could just have a rally with a few speeches that's easy to organise and suggest a departure point and departure time.

Gavin suggested we get in touch with PoP in Edinburgh to learn more about their plans and potentially do something, if resources allow.

## Annual cycle count

This is a long-running snapshot survey where hardy people get out of bed and count cyclists going past at certain key points across the city, 07:00 to 09:00. We haven't done it in the last two years because of the pandemic. We need around 13 or 14 volunteers to get it done. Gavin says his work place is still quite different because of the pandemic. Rachel questions whether it's necessary given the Council has electronic counters all over the place now. The council's counters are all on off-road routes whereas we're counting on roads. We have previously done it in September so we could leave it for now and reconsider it for September. It was agreed that work patterns are still sufficiently impacted that carrying out another count currently, during commuting hours, won't tell us much in comparison with pre-2020 data.

Spokes (Edinburgh) count monthly and they count bikes, vans, and cars. They can show data now that car and van traffic has gone down while bikes have gone up. Torc says when he was doing the count at King Street, he counted the number of drivers that went over to the second stop line and intruded into the

ASL and compared that to the number of cyclists running red lights. The ratio was about 45:1.

Gavin says we did a mini survey of ASL compliance a few years ago and found that on average it was between 40-50% infringement into ASL. Torc did a quick search on cycle counter data on the Aberdeen City Council website and saw they've had a few freedom of information requests which they've declined because they've been dealing with the pandemic. Gavin says we've had counter data from ACC in the past to support our own cycle count and we can ask for it again.

## Campaigns and events

The no-idling banner is currently at Dyce. Gavin has a list of two or three people after that who want it.

We're still waiting to hear from Sustrans about our art work application. Gavin is going to put out a request for artists in our next email to members.

## AOBs

Torc says Newton Hill community council has identified an underpass under the A92 that links Newton Hill to Cammachmoor. They've reached out for a cycling person to put together a concept to pass onto an engineering firm so Torc will be going to their next meeting.

Daniel mentioned the elections and how the council hasn't delivered on that so we need to make sure we have more progressive voices in the next council.

## Date of next meeting

Next meeting is 26th April which will be our AGM too. Opportunity for anyone who wants to get more involved to take an 'official' role. The post of Secretary is still vacant and for the time being Gavin and Rachel cover that between them.