

Draft Aberdeen Active Travel Action Plan

Consultation Report – January 2017

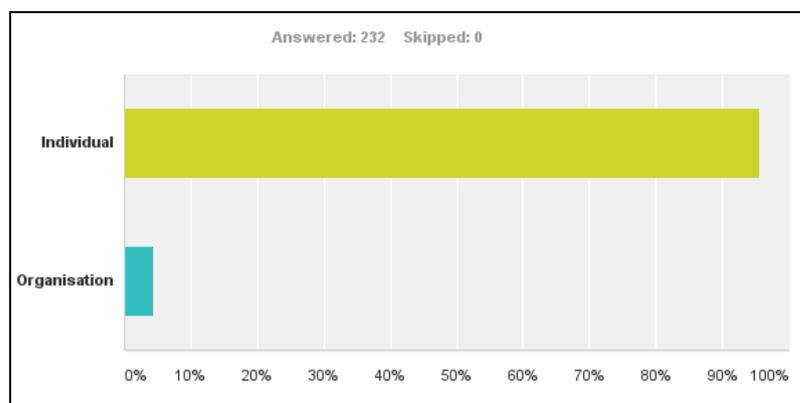
Public and stakeholder consultation on the draft Aberdeen Active Travel Action Plan launched on 15th September 2016 for an eight-week period, closing on 11th November.

The consultation was predominantly web-based, with documents available for viewing on the Council website and an accompanying Survey Monkey questionnaire. Letters or emails were sent to key stakeholders, including all Community Councils, alerting them to the consultation and where to obtain the relevant information (with paper copies of consultation materials available on request), while posters were sent to all City libraries, sports centres and community centres to ensure members of the public were aware of the consultation and how to take part. Information was also disseminated via social media, while officers were in attendance at a number of events during European Mobility Week in September (The Wee Jaunt, West End Street Reclaim, In Town Without My Car Day) to display plans and discuss proposals with members of the public.

Below are the results of this second round of consultation on the Active Travel Action Plan.

Q1. Are you answering this questionnaire as an individual or on behalf of an organisation?

A total of 232 responses were received, 222 (95.7%) from individuals, 10 representing organisations.



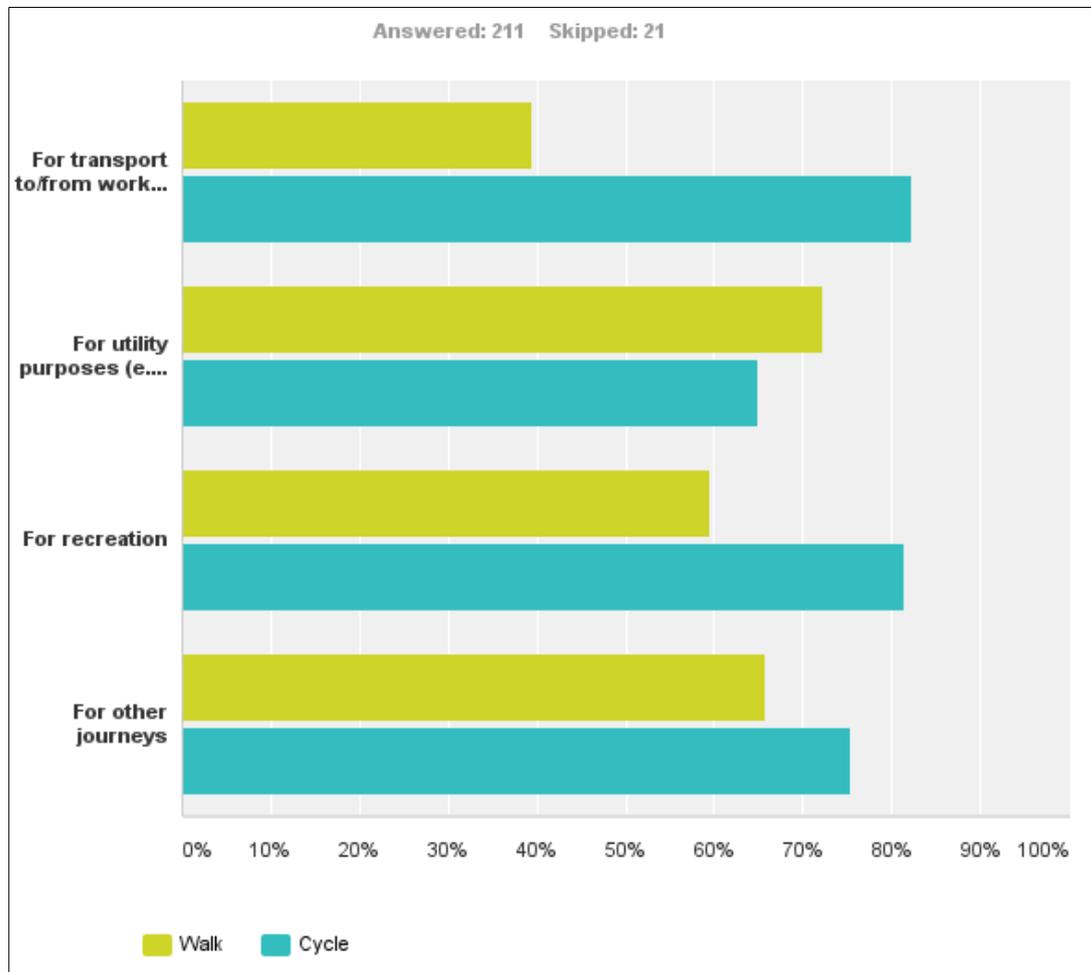
Organisations completing the online survey were:

- Sustrans Scotland;
- Living Streets Scotland;
- Transform Scotland;
- Aberdeen City Health and Social Care Partnership, Public Health Team;
- Active Aberdeen Partnership;
- Adventure Aberdeen;
- Cults, Bieldside and Milltimber Community Council;
- Queen's Cross and Harlaw Community Council;
- The Robert Gordon University; and
- The University of Aberdeen

Paths for All also submitted comments via email and these have been included within this consultation report.

Q2. Do you currently walk or cycle?

This question was only asked of individual respondents.



In terms of walking:

- 39.4% of respondents walk for transport (to get to and from work, education, etc.);
- 72.1% walk for utility purposes (to get to the shops, to visit friends, etc.);
- 59.5% walk for recreation; and
- 65.8% walk for other journeys.

In terms of cycling:

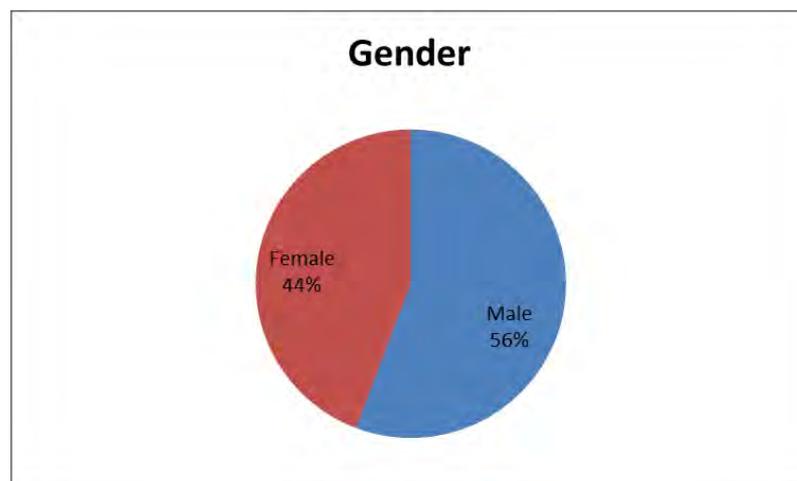
- 82.3% cycle for transport;
- 65.0% cycle for utility purposes;
- 81.5% cycle for recreation; and
- 75.3% cycle for other journeys.

Respondents walk and cycle for a variety of journey purposes, therefore the survey captures a range of current user views. And, given not all respondents walk or cycle for all types of journeys, the views of non-users of these modes for particular journeys are also represented.

The views of people already cycling are likely to dominate responses however, as the number of people cycling regularly exceeds in most cases the number of people regularly walking (appreciating that all cyclists will inevitably be walking for some journeys too) and the proportion of cyclists responding to the survey far exceeds the proportion of people in Aberdeen regularly cycling. This does, however, demonstrate the depth of feeling amongst people currently cycling (and walking) that improvements to the active travel environment are required.

Q3. What is your gender?

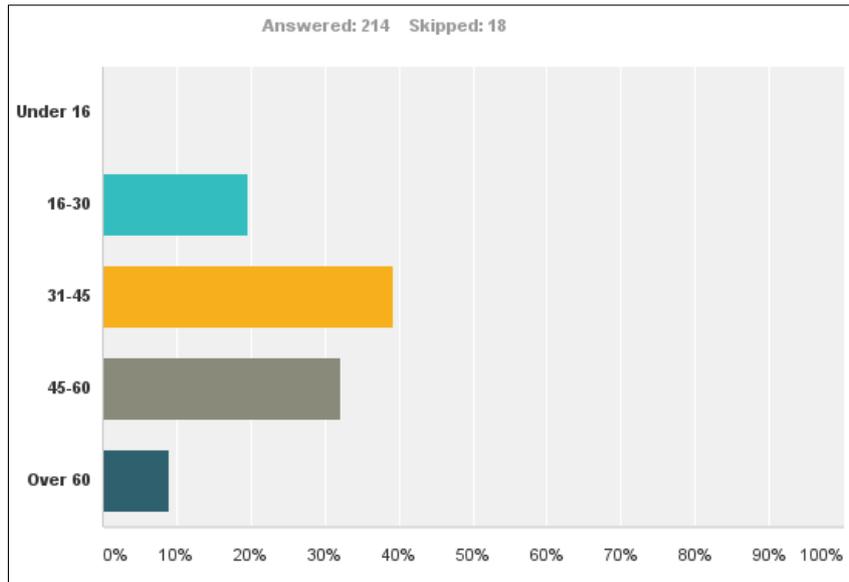
Again, this was only asked of individual respondents.



56% of respondents were male and 44% were female, suggesting that the opinions of both genders are adequately represented.

Q4. What age are you?

Again, this was only asked of individual respondents.



19.6% of respondents were aged 16-30, 39.3% were 31-45, 32.2% were 46-60 and 8.9% were over 60. No under 16s took part in the survey. While the views of a range of adults are represented, therefore, the results may not adequately reflect the needs and beliefs of the younger members of society.

Q5. Responses to the initial consultation to inform the draft Action Plan suggested that the following are the main barriers to walking and cycling at present. Do you agree with these?

	Yes	No	Don't know
Infrastructure – limited/poor quality cycle routes and cycle parking facilities; poorly maintained footways and paths	93.4%	5.2%	1.4%
Volume and speed of road traffic and its perceived priority over active travel modes which can result in unsafe conditions for walking and cycling	94.4%	4.7%	0.9%
Perceptions of poor driving behaviour, with a lack of respect shown to pedestrians and cyclists	83.9%	10.4%	5.7%

There is clear consensus with the findings of the initial engagement exercise that the main barriers to walking and cycling are:

- Limited/poor infrastructure;
- Volume and speed of motor traffic; and
- Driver behaviour and attitudes towards people walking and cycling.

This reiterates that these elements must be addressed in the Action Plan in order to remove current barriers to walking and cycling.

A number of comments were received in response to this question. These have been grouped under broad headings below and a response provided to each, suggesting how these have been addressed in forming the final Action Plan. Comments have mostly been replicated verbatim, although they have been anonymised, and typographical errors corrected and offensive comments removed (this is the approach adopted for subsequent questions and responses too).

THEME 5.1: Infrastructure (General)

COMMENTS RECEIVED

- Although all three of these areas remain significant barriers there have been good improvements made to infrastructure over the last few years. These have covered both recreational and commuter routes.
- There are not enough cycle paths and many of them are pot-holed which forces the cyclist into the main road traffic. Also they often stop suddenly.
- There is no cycling infrastructure. Other than the Deeside cycleway there's nothing. Painted lines on roads is not cycling infrastructure. Women and children do not want to share the road with cars, trucks, and buses. You need to create off-road and dedicated cycle paths for bikes. If there isn't room then take space away from cars on the road. Make the roads one-way if necessary.
- And this leads to a lack of cycle paths. And cycle paths that are part of the road is a utopia - you always get cars parked there, making the road even narrower and that increases number of close passes. So if it is a cycle path, it should be separated from the main road. Or not even be next to the main road. Unless we can teach every car driver that cyclist does need space and that seems to be impossible.
- The main problem in my opinion is the infrastructure one. If you resolve that one, the other two can often be removed as well.
- Segregated cycle networks shown to lead to major increases in commuter cycling in countries such as Netherlands, Denmark, Germany and increasingly in France, where major cycle networks are being developed between and within towns and cities.
- Idiomatic implementation of cycle paths where they are included in a road plan - take the Diamond Bridge for example. Cyclists have to swerve across the pedestrian path to access the dropped curb. Which idiot put the cycle paths and pedestrian paths that way round?
- No routes for cycling.
- When cyclists have to share the road, quite often the side of the road is the most degraded part, replete with sunken drain covers.
- As someone who walks to ARI for work, from the city centre, the cycle lanes especially up Hutcheon St are a joke. They are used for cars to park. Car parking and cycling are not compatible.
- There is also no proper cycle lane up Westburn Road to ARI with the road beside Victoria Park quite tight.
- Also, cycle paths painted on the road and shared with buses are far from ideal as many drivers just ignore them. A separated cycleway is far safer.
- Even new paths as at Ellon Road give no help to crossing junctions such as the Parkway roundabout and Parkway junction to Denmore Road. This makes cycling to B and Q by whichever route very difficult when busy. It is this sort of thing that puts people off cycling sometimes short distances.
- Newer cycle routes badly designed and treat cyclists like pedestrians making them cross side roads.
- If you really want to make cycle facilities better start designing ones from a cyclists perspective and not a motorists. The recent Craigshaw Drive plan shown basically has motorist priority at every single crossing point.
- Parking in cycle lanes and cycles sharing lanes with "buses".
- The most popular route up to RGU (along Holburn Street and up Garthdee Road) is appalling for both cyclists and pedestrians. The pavement on the left-hand side going up the hill on Garthdee Road is almost non-existent, yet many students still use it for convenience, and are being passed dangerously closely by cars and buses as a result. The road itself is abnormally narrow which, given the volume of traffic (particularly at rush hour) and the number of buses on the road, is a huge barrier to less confident cyclists. Furthermore, I've noticed that most drivers (of cars and buses) show no consideration to the fact that this road is narrower than usual when overtaking cyclists.
- Cycle lanes are sometime not wide enough - and especially when there is a pedestrian island.
- Limited infrastructure is key limiting factor for Active travel. Justification for investment is often based on demand, however, this is unlikely to increase significantly without investment - we are stuck in a catch 22 situation. Therefore investment needs to be justified based on evidence of positive impact from other areas.
- In addition there is a need to consider infrastructure that supports/promotes cycling/walking/running to work. Consideration needs to be given to how many employees who want to commute to work by

bike are put off by lack of changing/shower facilities and a lack of secure places for bikes. What approach will be taken to secure private sector buy-in to support this? Whilst we know there are funds available to promote/facilitate this how is it promoted? Could we be more joined up and promote opportunities to shower at local facilities e.g. sports centres for those small/medium businesses who cannot afford to provide such services. Many sports centres already offer this service, but how is it being promoted or linked in to support active travel in a sustainable way? It is also important to understand that all areas of Aberdeen have their own needs and to be fully effective investment needs to be tied up with Active travel plans and investment in Aberdeenshire.

RESPONSE

Improving and increasing pedestrian and cycle infrastructure is a key focus of the finalised plan and there are a number of policies and actions listed in the Plan to achieve this. The limited usefulness of advisory on-road cycle lanes emerged as a strong concern during the initial round of consultation to inform a draft Action Plan hence the introduction of a presumption against such infrastructure (unless the only or most appropriate option for a specific location) in the draft Plan. Likewise, the need and desire for safe and segregated cycle facilities was a key theme, hence the emphasis in the Plan on this standard of infrastructure going into the future, with full segregation identified as the ideal that should be aimed for when developing new infrastructure in the first instance. ACC recognises the inconvenience experienced by people cycling on off-road facilities when they are required to give way at multiple side roads. An additional policy has therefore been added to the final Plan to: *Ensure that people cycling are given priority over motorised traffic when using an off-road facility that crosses a side road junction where safe and practical to do so.* ACC also appreciates that a lack of continuous and connected routes can be a barrier to cycling and there is a policy in the Plan to *Fill missing links in the walking and cycling network wherever possible to ensure users experience continuous and uninterrupted routes.*

Regarding specific routes mentioned in the comments:

- The reason for the pedestrian walkway being by the roadside on the Diamond Bride is to prevent people walking on the cycleway when waiting for, boarding and alighting buses, which could result in conflict between people walking and people cycling, potential collisions between these users and the progress of people cycling being impeded. By having the cycleway at the extreme left of the facility, potential conflicts with people walking are much reduced;
- Improving access to the Robert Gordon University (RGU) is included as a priority in the Action Plan and the Council is keen to work with RGU to achieve appropriate solutions. The Council is currently designing a path along the River Dee to connect the existing riverside pedestrian and cycle route with RGU;
- The A944 corridor has recently emerged as one that requires significant review as a result of forthcoming developments and the impact these will have on the existing route. The final Action Plan therefore commits to a corridor review and this will include the entire route from Westhill to Aberdeen including sections passing by the Aberdeen Royal Infirmary (ARI) complex into the City Centre;
- Access to ARI has been repeatedly raised during this second round of consultation therefore has been added to the list of priority areas within the finalised Plan.

The Council does not only invest where there is current demand, but where there may be demand in the future, from new developments, for example, and on strategic corridors where we believe there may be untapped latent demand, such as along the A90, A96, etc. As such, we aim to ensure the network caters for current and future cyclists.

In accordance with the Aberdeen Local Development Plan (ALDP) and the planning application process, all new developments are required to cater for people walking and cycling, in terms of cycle parking facilities and shower and changing facilities where appropriate. The Council has no powers to compel existing workplaces to do the same but encourage this via the voluntary travel plan process and works with Nestrans and others in the Getabout partnership to roll out Travel Plans throughout the City and to make organisations aware of financial support for such improvements via the Nestrans Sustainable Travel Grant Scheme, and we have recently worked with a number of large employers in the City to lever in match-funding for their travel planning activities via the Scottish Government's Smarter Choices Smarter Places (SCSP) funding.

ACC is keen to work with the Active Aberdeen partnership to look at options for enabling more active commuting and this could include highlighting opportunities for showering and changing in nearby sport centres, should Sport Aberdeen be agreeable.

THEME 5.2: Infrastructure (Missing Links and Incomplete Routes)

COMMENTS RECEIVED

- Lack of strategic planning: e.g., the new cycle path along the bank of the River Dee ends at a major roundabout with no safe way to cross.
- Broken links between new and existing cycle/pedestrian routes are being seen as particularly frustrating barriers but are often the last difficult bit of a route to make a good interconnected network.
- Badly planned cycle lanes that start and disappear - particularly at pinch points (pedestrian islands) where cars are forced into what little cycle path there actually is.
- The three options are correct. Importantly, there is also a lack of joined up thinking with regards to routes - there are some good cycle routes but they stop suddenly only to start again hundreds of meters or more later, making it impossible to get to one's destination safely (I am thinking in particular of travelling with children on these routes).
- When I have encouraged others to cycle it is difficult to plan any journey due to the lack of continuity in the cycle network. One of the few places friends feel comfortable is the Deeside line. However they would all drive to get to the start at Duthie Park. Having one busy shared path used occasionally as a recreational cycle is not the way to encourage active transport as part of a lifestyle.
- Cycle paths frequently cease to exist (eg Queen's Road, Gt Western Rd, Market St) or are extremely limited in length. I've seen some designated routes that are less than 100 metres. Traffic frequently parks/unloads on cycle paths (eg Market St), I have rarely seen this enforced. Cycle routes are frequently disjointed (e.g. no safe crossing from Duthie Park to the river Dee cycle path towards Bridge of Dee). Advanced stop areas are frequently poorly marked.
- The Deeside cycle path stops at the bypass - it should continue as far as possible out Deeside.
- While I appreciate that this may involve co-operative working with Aberdeenshire, getting into the city from areas to the south is currently the biggest barrier to our family using our bikes to get around Aberdeen (we live near Laurencekirk but work in Aberdeen).
- I'm confident enough to cycle on roads but there are times when the option to use an off road cycle lane is nice. On the other hand, they're often not at the places I'd really like them and there doesn't seem to be joined up thinking when planning them.
- Please don't use short disconnected segments of cycle paths to achieve the council's required length of cycle paths. These are worse than useless and a danger to cyclists. Cycle paths should not just stop half way down a road.
- No complete cycle network throughout the city - random roads etc. with bike lanes, quickly end.

RESPONSE

ACC accepts that there is some substandard cycle infrastructure in the City, hence the requirement for a Plan with clear guidance, policies and actions going forward to address this. The Plan promotes expansion of the cycle network, the development of continuous and linked routes, filling missing links in the network where possible and introduces a presumption against on-road cycle lanes as evidence from the consultation exercises suggests most people do not find these useful pieces of infrastructure.

It is often the case that, due to funding and other resource constraints, infrastructure has to be delivered in phases. Unfortunately this can result in pockets of infrastructure seemingly being delivered in isolation, whereas they are in fact part of larger schemes being delivered incrementally. In the case of the River Dee path identified, work is ongoing to design a route from the Bridge of Dee to RGU, which will include a crossing solution for the Bridge of Dee roundabout, and to identify a solution for the crossing of the King George VI Bridge/Riverside Drive roundabout, although it is appreciated that this is not obvious to members of the public. One of the aims of the Action Plan therefore is to improve communication around new infrastructure to make it more obvious what the longer-terms plans are for a particular corridor and the steps being taken (and when) to gradually achieve these.

ACC regularly works with Aberdeenshire Council on the improvement and development of longer-distance routes, with work currently ongoing to develop Inverurie to Aberdeen and Ellon to Aberdeen routes, with sections of these now in place. Regarding the south in particular, there is an obvious missing link between Stonehaven and Aberdeen and this is identified as a future priority in the Action Plan.

THEME 5.3: Lack of priority given to active travel

COMMENTS RECEIVED

- It is enough to cycle in Aberdeen once to realise that there is absolutely no priority given to cycling, or active travel. If you want people to change behaviour show them that. It will cost money and votes, but you make savings in money, time and lives in the future.
- Too much focus on cars. Lack of enforcement of traffic regulations and insufficient priority given to active travel.
- Even when dedicated cycle and cycle/pedestrian paths are provided, they favour motorised traffic over pedestrians and cyclists, giving the former priority at junctions and making cyclists in particular cross to the other side of the road unnecessarily.
- Bikes are not respected and there is no space for us in the road.

RESPONSE

It is hoped that this Action Plan, in the context of the other plans and strategies, including delivery of the Aberdeen Western Peripheral Route (AWPR), City Centre Masterplan (CCMP) and a Roads Hierarchy for Aberdeen, will redress the balance within the City in favour of sustainable modes of transport, resulting in more pleasant conditions for walking and cycling. In recognition of the importance of priority for people cycling on off-road facilities, the following policy has been added to the Plan: *Ensure that people cycling are given priority over motorised traffic when using an off-road facility that crosses a side road junction where safe and practical to do so.*

THEME 5.4: Attitudes and behaviour of car drivers; need for better education of car drivers

COMMENTS RECEIVED

- Volume and speed of traffic has decreased, probably due to the downturn in oil related activity in the city, but poor driving behaviour and attitudes remains a difficult to resolve problem.
- Absolutely agree that cyclists are seen and treated as an annoyance.
- Intolerance from car users when cycling defensively (i.e. taking the lane). General lack of awareness of people cycling by car users - i.e. drivers parked in ASL boxes at junctions.
- The primary reason I receive from others as to why they do not cycle is because they feel too scared to cycle due to driver behaviour.
- As a cyclist who commutes by bike I am often discouraged from cycling due to driver behaviour. This ranges from verbal abuse shouted from a vehicle and horns being sounded in anger, to physical incidents such as extremely close overtaking (within inches), rude gestures from occupants of the vehicle, general bullying behaviour like driving into ASLs when the lights are red to be up beside me, or turning over the top of me at junctions/ roundabouts.
- Driver behaviour towards cyclist can be appalling. At best awareness of best behaviour is low, at worst I have been screamed at, threatened, and verbally abused by drivers.
- Don't get me started on drivers and close overtakes! It is everywhere and always. Every trip you'll get somebody thinking a cyclist does not take much room and almost brush me with their wing mirror. Some drivers are better than others.
- Driver and cyclist perceptions would improve with a more up to date infrastructure and education for both cyclists and drivers.
- Most aggressive drivers in whole of Scotland. No respect for cyclists.
- Many drivers assume they have right of way over pedestrians when turning into a minor road, when pedestrians have already started crossing the junction. This is a very common issue when walking in Aberdeen.
- Aberdeen is the worst place I've been in the UK for driver behaviour. Aggression, running red lights, nose to tail are all witnesses on most car journeys.
- Attitude!
- Red lights are simply an invitation to speed through junctions.
- Poor driving behaviour is down to badly designed roads with bus stops that are beside traffic islands causing traffic jams, bike lanes at traffic islands or where the road is too narrow to prevent cars from any action other than to drive on the cycle lane.
- Agree poor driving behaviour by some motorists, but all users need to show respect for others.
- Speed of car drivers in Aberdeen is a real issue (I, myself, am a driver and a cyclist). A significant number of cars are high-performance and they accelerate at speed. Jumping red lights is a particular

issue.

RESPONSE

The Plan contains an action to: *Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour to ensure safe travel for all around the region.*

ACC does not accept that road design, the presence of other traffic and traffic calming features are excuses for poor driving behaviour.

THEME 5.5: Legislation and Enforcement

COMMENTS RECEIVED

- Lack of adequate legal protection following dangerous driving.
- Absolutely correct - these are 3 of the principal barriers and obstacles to walking and cycling. The final one should also include lack of law enforcement (running red lights, speeding, driver use of mobile phones/texting), obstruction of pavements by parked vehicles etc.
- Legislation which does exist requires to be put in place to offer some form of protection for cyclists using the advisory cycle lanes around the city. This will allow Police to take action to those car and van drivers who, drive, park or wait within them, blocking the progression of cycle users forcing them into the carriageway, into a position of danger. Markings need to be made clearer.
- Cars parked on pavements cause unsafe walking conditions.
- Complete disregard for traffic lights (cameras to catch those skipping?). Even less regard for those cycling. Various near misses due to cars squeezing past.
- Drivers are taking chances for example speeding up and going through blatant red lights very dangerous for cyclists and pedestrians. Drivers are also driving over 30mph in built up areas.
- Very poor driving behaviours to cyclists and lack of respect to pedestrians in my area of Airyhall by drivers parking on pavements therefore forcing walkers onto roads.
- Police presence is minimal - as are speed cameras and other calming measures.

RESPONSE

As only the police can enforce moving traffic violations, the Council can only act in a supporting capacity in this regard and the Plan contains a policy to: *Support Police Scotland in measures to increase enforcement against traffic violations.*

ACC City Wardens will continue to enforce stationary traffic violations, such as double yellow line parking. The Plan also contains a policy to: *Support the Scottish Government in seeking to gain powers to legislate against footway parking* and we understand that consultation on a Footway Parking and Double Parking (Scotland) Bill is planned and due to be complete by March 2017.

ACC will continue to work with Cycling Scotland to roll-out the Give Everyone Cycle Space campaign to make motorists aware of the increasing likelihood of encountering people cycling on the road and how to pass a cyclist safely if choosing to overtake.

THEME 5.6: Attitudes and behaviour of pedestrians and cyclists

COMMENTS RECEIVED

- To be fair, I see many cyclists behaving badly also which helps to give cyclists a bad name.
- Cyclists taking law into own hands' such as wearing head camera.
- Pedestrians also badly behave. Many have no spatial awareness, wander about not looking where they are going and have a general disregard for other paths users especially at the beach front. Extending dogs leads need to be banned as a dog owner has no/very little control of a dog 20+ feet away. There are a menace to cyclists, skateboards, kids on bikes and scooters and other pedestrians.
- Lack of awareness of how to cycle safely and confidently in traffic.
- To be fair some cyclists go fast on pavements and ride very irresponsibly- I am aware of this. I too am forced to cycle on pavements sometimes, simply as cycle paths stop abruptly (see Riverside Drive) or for safety (Brig O'Dee). I see many other cyclists forced to make the same choices.
- Competence / confidence of cyclist - knowledge of 'defensive' cycling techniques.
- The perception that you need to have showers available after cycling to work. (I don't think you do, as there's no real need to get hot and sweaty unless you choose to, but some people do think that they can't cycle to work unless there are shower facilities - which means they need to be encouraged).

Netherlands (and some places in London) do a good line in bike parking with associated showers etc.

- There are a number of cycle lanes however cyclists often are not visible due to their choice of clothing. Lights on cycles - or more accurately lack of lights - also an issue.
- The biggest issue are dog walkers with extending leads. These need to be banned as they are a danger to cyclists, skateboarders, roller skaters, joggers and walkers. Dog walkers have no control over their pet at the end of a 25/30ft lead.
- Behavioural barriers should also be considered in terms of perceptions about walking in terms of time and also conditions (weather).
- Also, particularly relating to cycling, a significant barrier to uptake is that cycling may not be seen as a 'normal' activity and therefore is not considered by many people as a realistic travel option in Aberdeen. As with other places where cycling is at relatively low levels, this is mostly a reflection that currently relatively few people are to be seen cycling.

RESPONSE

While ACC accepts that some people walking, particularly young children, and dogs can be unpredictable in their movements, people walking have priority on all shared infrastructure, and other users of such infrastructure should display care and attention at all times. People should not be cycling on footways unless these are marked as shared use but ACC accepts that, in certain locations, conditions are not favourable to on-road cycling and many people cycle on the footway instead in order to be safe. In such situations it is the responsibility of Police Scotland to address any behaviour they see as irresponsible, threatening or dangerous.

Accordingly, the Plan contains actions to:

- *Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour to ensure safe travel for all around the region;*
- *Continue to roll out Bikeability training to primary school pupils, particularly Level 2 on-road cycle training; and*
- *Better promote opportunities for adult cycle training in Aberdeen and work with partners to enhance and increase adult training opportunities.*

ACC recognises the importance of being visible in the dark when cycling and regularly distributes hi-vis vests, lights and reflective equipment to cyclists at events throughout the year. Lights are a legal requirement on bicycles, hence enforcement is a matter for Police Scotland. ACC believes most cyclists wear head cameras for their own protection rather than to take the law into their own hands.

Evidence suggests that the more people that cycle, the more normal cycling is seen to be and therefore cycling grows in stature as a realistic mode of transport for more people.

In relation to comments about shower and changing facilities, please see response under Theme 5.1.

THEME 5.7: Safety

COMMENTS RECEIVED

- Have you ever wondered just how inexperienced most cyclists are? Have you considered how many cyclists can drive a car and therefore have a good understanding of the Highway Code? If motorbikes are hard to see and are dangerous then how much harder to see and more dangerous are cyclists?
- Too much lorry traffic on the roads.
- I agree with all of the above - I used to cycle everywhere in town, now I walk when I can, but cycle only on certain routes due to the volume, danger & attitude of drivers. I especially find traffic parked on cycle lanes a real problem as you have to manoeuvre into traffic.
- Cycling in and around Aberdeen can be terrifying. It's hard to make a journey across/ through the city without getting involved with a dual carriageway and multiple roundabouts at some point. The former have poor crossings and rarely a bike lane and the latter are a nightmare on a bike.
- Accident blackspots and dangerous bottlenecks and roads which are difficult to avoid whilst cycling. Market Street, haudagaian and kings cross roundabouts for example.
- The increase in heavier traffic, e.g. the number of 4 x 4/ jeep type cars on the road, when they are parked it is hard to see to cross roads without risking sticking your head out from between them.
- Unfortunately, all of the above are true. I cycle everywhere and feel safer cycling abroad (Denmark, Sweden, Japan, Germany) than in Aberdeen!
- Unrestricted speed limits in some inner city areas.
- Safety will also be an issue for some groups particularly at night.

- Many, including drivers, believe that Aberdeen's roads are dangerous. Some name Queen's Cross roundabout 'Russian Roulette'! In Aberdeen - Car is King.

RESPONSE

ACC appreciates that many people do not feel safe cycling in traffic at present and there is an emphasis on the development of off-road cycle routes as much as possible to cater for the less confident. We do appreciate however the preference of some people cycling, and indeed their right, to cycle on the road and the Action Plan details a number of policies and actions to improve safety, such as:

- speed limit reductions;
- implementation of further traffic management and traffic calming features;
- an increase in crossing facilities;
- street lighting improvements;
- investigating the removal of roundabouts at key locations; and
- pedestrianisation and vehicle exclusion schemes.

It is anticipated that urban areas will see traffic reduction benefits, especially of Heavy Goods Vehicles (HGVs), arising from the opening of the AWPR which will be accompanied by revised signage encouraging in-bound traffic to stay on the AWPR for as long as possible until they reach the most appropriate road by which to access their destination, and out-bound traffic to leave the City and join the AWPR at the earliest possible opportunity, therefore discouraging non-essential traffic from using streets within the AWPR cordon. It is anticipated that these efforts will be enhanced by the development of a Roads Hierarchy for Aberdeen, whereby sustainable transport movements are prioritised in urban areas, and implementation of the CCMP which seeks a more pedestrian and cycle-friendly space in the City Centre and surroundings and sees traffic reduction/displacement as a key element of this.

THEME 5.8: Cycle Storage

COMMENTS RECEIVED

- I think those are the main three barriers to be honest, perhaps along with security concerns over storing bikes both at home and at a destination.
- At present the facilities provided at workplaces for storage of bikes and for showers are poor. This needs to improve in new builds and where existing buildings have major work or change of use the provision of cyclist facilities need improvement. These need to be sufficient in terms of size and facilities for example lockers and showers and not merely token provision.

RESPONSE

ACC regularly improves and implements cycle parking facilities in a range of public locations, such as schools, shopping and leisure areas and transport interchanges, and the Plan contains a policy to: *Improve and increase cycle parking throughout the City especially in the City Centre, neighbourhood centres and at community facilities.*

ACC appreciates that cycle storage at home can be a barrier, especially amongst those living in flats and high rises, and is currently working on a pilot project to implement a community cycle parking facility in the Powis area of Aberdeen. Should this be successful, there may be scope to extend to other areas of the City.

Cycle parking should be implemented as standard in all new developments in accordance with the ALDP, which sets minimum standards for short- and long-stay cycle parking. All planning applications are determined in relation to this.

ACC fully supports existing organisations incorporating shower and changing facilities and regularly engages companies via the travel planning process to highlight the benefits of such facilities and to raise awareness of the Nestrans Sustainable Travel Grant scheme which is a potential source of match-funding such facilities.

THEME 5.9: Lighting

COMMENTS RECEIVED

- Poorly lit pathways such as the Deeside Way. Many cyclists use the couple of miles closest to the Duthie Park so lighting or solar pathway lights would be advantages.

RESPONSE

The Action Plan contains a commitment to improve lighting of pedestrian and cycle infrastructure and ACC will seek innovative solutions where possible. Solar studs have recently been implemented on the Riverside Drive

path and ACC is currently looking at similar solutions for other routes.

THEME 5.10: Public Transport Integration

COMMENTS RECEIVED

- The major barrier to walking is the unreliability of connecting public transport services. My journeys are too long to walk the entire way, hence I prefer to use buses for part of the route and walk the rest. However, the council keeps altering the bus services. The most recent example is the No 2 bus, when the frequency between 7.30 & 8.30 am (prime commuting/ school journeys) has just been reduced. Thus the journey takes longer.
- Traffic is increased by the lack of sufficient and affordable public transport options to get around the city, having to go to union street wherever you intend to travel is not a viable option.

RESPONSE

ACC appreciates that many journeys involve using more than one mode of transport therefore seamless integration between modes is vital. The majority of bus services in Aberdeen are, however, operated on a commercial basis, therefore the Council has little influence on bus routes and frequencies. We do, however, work with partners in LABOF (the Local Authority Bus Operators Forum) to identify and implement measures to improve service reliability and journey times where these can be achieved.

THEME 5.11: Air Quality

COMMENTS RECEIVED

- Air pollution is also an issue some days. Walking King St. affects my asthma.

RESPONSE

The Plan seeks to encourage more people to walk and cycle, rather than using the car, for everyday journeys which will have benefits in terms of reducing pollution and improving air quality.

THEME 5.12: Maintenance

COMMENTS RECEIVED

- I have also cycled quite frequently around Seaton Park & Diamond Bridge. The cycle paths are often covered in broken glass, dog waste and once again parked cars. Around the seafront/esplanade the tarmac is pitted, lumpy, and generally in poor repair.
- Roads in general are poorly maintained. Bike lanes even less so.
- The roads in Aberdeen are simply unfit for purpose. Not only are they a mass of potholes and badly filled holes but the drains are blocked.
- Strongly agree that the state of many footways in the City is very poor and a disincentive to brisk walking.

RESPONSE

Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.

THEME 5.13: Consultation

COMMENTS RECEIVED

- The Forums and groups that are mentioned consult with, i.e. the Cycle Forum, which are enthusiastic cyclists and may not represent the views of all in Aberdeen. More discussions at local level may help to identify local issues and solutions to support more people (those who are not currently using active travel) to walk/cycle.

RESPONSE

There is an Action in the Plan to: *Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets users' needs.*

THEME 5.14: General Dissatisfaction**COMMENTS RECEIVED**

- Bad driving, cycling/walking seen as second class citizen activity, dangerously designed roads, substandard infrastructure, having an accident, poor state of the roads, not being in cycle friendly country like Germany or the Netherlands, pollution.
- Weather.

RESPONSE

The majority of these issues were raised in the initial consultation and are addressed in the Action Plan, other than the weather.

Q6. Respondents also suggested they would like to see more of the following. Do you agree with these?

	Yes	No	Don't know
More and better pedestrian and cycle infrastructure, particularly more crossing facilities and joined-up, continuous and linked routes	95.8%	2.4%	1.9%
More segregated cycle routes	94.4%	1.9%	3.8%
An increase in pedestrianised areas and/or traffic reduction measures	79.5%	10.0%	10.5%
A safer environment for pedestrians and cyclists	98.6%	0.9%	0.5%
Improved maintenance of pedestrian and cycle routes	93.9%	3.3%	2.8%
Improved driver education	82.2%	6.6%	11.3%

This confirms the findings of the initial engagement exercise on the Action Plan that identified the above as priorities for improving the environment for people walking and cycling, with the majority of respondents agreeing that each are important priorities.

Additional comments received are summarised below.

THEME 6.1: Infrastructure (General)**COMMENTS RECEIVED**

- Segregated cycle routes with hard landscaping are a must. Cycle lanes in bus lanes are just box ticking and not fit for purpose for most users.
- Segregated, off road cycle and walking paths which extend the entire journey from outlying areas to city centre.
- Constant stop start at crossings, junctions, roundabouts puts a cyclist off of using a particular route, those more confident will chose to cycle on the carriageway, which may in places increase vehicle travel times and certainly increases the possibility of conflict. This option should not be the more direct one. Lesser experienced will be less likely to use such a constant stop start route due to the lack of momentum they can sustain and the extra effort expended by having to constantly having to build that momentum up again.
- Cycle lanes yes but not at the restriction to car / bus / truck users.
- Better segregated cycle paths would be helpful, but not at the expense of road space which is already tight in Aberdeen.
- While I support segregated cycle paths where it is practical, they become counterproductive when the users are forced to give way every few meters for a side road or when they suddenly end. I believe it is more practical and useful to implement more cycle lanes to go with the flow of traffic. By providing visual cues on the road it acts as a reminder to drivers that cyclist are allowed to share the road.
- I am an experienced cyclist but segregated routes are significantly better than the mixed use facilities. Linked up routes are hugely important for confidence for new cyclists.

- Aberdeen needs more proper cycle routes - e.g. not "shared use paths" - that enable cycling as a mode of transport. Pavements, Shared Use Paths and Cycleways should have priority over any junctions which cross them - it is daft that we have lots of give way signs or dismount signs at every point a path gets crossed by a driveway / entrance etc.
- More priority for pedestrian crossings. Some of the traffic light cycles are very slow, e.g. Anderson Drive/Great Western Road lights. Half the time it takes to walk down Union Street is spent waiting for the green men. I'm not sure why we have so much vehicle access to a fairly compact city centre but it comes across that cars are all important and pedestrians are kept waiting.
- As a driver and a cyclist/walker, I DON'T want more pedestrian crossings at roundabouts, they are a disaster for road traffic. How about more bridges and underpasses? I lived in Stavanger and there was a footpath underpass at every roundabout - much safer and less disruptive.
- Cyclists should as far as possible use cycle paths. Improvements to cycle lanes would help for all road users.
- As you head up the hill on Garthdee Road, on the right-hand side there is a large, totally redundant grassy area. It seems like an obvious spot to put a segregated bike lane: that was my first thought when I saw it myself, and a number of students have since approached me voicing the same thought. Of course I understand that major cycling infrastructure projects are hugely expensive, but given the number of students cycling up that hill every day - many of whom are not experienced cyclists or accustomed to cycling in the UK - I feel that a change here should be given a high level of priority.
- All pedestrianised areas should include sensible cycling. Shopping centres such as Union Square should have to allow pushing ones bike through. Rather than an awkward detour.
- Unnecessary volumes of traffic in many areas. Wider cycle lanes. More cycle lanes. Better maintained cycle lanes.
- In order to facilitate rapid movement for pedestrians across the city centre and elsewhere there is a need to change policy on the dwell period at traffic lights between all traffic stopping and the pedestrian phase starting.
- Many cycle lanes already installed are merely a gesture and need to be wider and/or segregated completely to offer safe cycling. The North Deeside Road is a particular example.

RESPONSE

The initial round of consultation revealed a conflict between those who favour on-road cycling (for reasons of speed and priority) and those who prefer off-road routes (on the grounds of safety). ACC appreciates that different types of cyclists will prefer different types of infrastructure and, in order to significantly increase cycling levels in the City, both must be catered for. In terms of on-road cycling, although the Action Plan introduces a presumption against advisory cycle lanes, mandatory lanes still have an important role to play in the cycle network and can be incorporated in appropriate locations. Traffic speed and volume reductions (anticipated to result from implementation of the AWPR, Roads Hierarchy and CCMP) will also contribute to making local roads safer and more welcoming for people cycling. Regarding off-road cycle routes, the Action Plan introduces a presumption in favour of full segregation where this can be achieved but ACC believes shared pedestrian and cycle facilities can be an acceptable alternative where full segregation is not possible. ACC agrees that people cycling off-road routes should have priority wherever this can be achieved. A policy has therefore been added to the Plan to *Ensure that people cycling are given priority over motorised traffic when using an off-road facility that crosses a side road junction where safe and practical to do so*. The presence of such facilities in no way precludes the ability of people to cycle on the road if they so prefer.

Traffic reduction measures are now commencing with the part-pedestrianisation of Broad Street to be delivered in 2017 and, once the AWPR is open and there is feed-up capacity in Aberdeen City, there may be instances where pedestrian and cycle infrastructure is prioritised at the expense of roadscape, in line with the Scottish Government's road user hierarchy. ACC anticipates that cycling will be permitted in all future pedestrianised areas.

The Action Plan contains a series of policies and actions to facilitate improved crossings, including to: *Continue to implement crossing facilities for people walking and cycling in areas of high activity and at hazardous points on the network and, where possible, improve crossing provision to ensure people walking have sufficient time to cross roads*, and introduces a presumption against new roundabouts, in recognition of the dangers and inconveniences these pose to people walking and cycling.

Improving routes to the universities is a key priority of this Action Plan.

THEME 6.2: Infrastructure (Missing Links and Incomplete Routes)

COMMENTS RECEIVED

- Access through public spaces (offices, schools) to create more direct cycling and walking routes. Too many of these are closed off or require long detours round the perimeter of a site to gain access to a single gate (sometimes locked).
- Joined up routes are a must. Humans like to choose the path of least resistance and if pedestrians and cyclists feel they have to go out of their way to use these facilities then they simply won't use them.
- Continuity is the key to successful active transport. Unfortunately it is the downfall of infrastructure currently in place. All too often cycle/shared paths end suddenly with "cyclists dismount". At the beginning or end of paths there is no dropped kerb to exit or rejoin the road.
- Maintenance is a huge issue, as is a lack of continuous infrastructure. One of the worst offenders for this I would say is on-road cycle lanes which abruptly stop or can be obstructed by (perfectly legal) parking at certain times, making them fairly redundant.
- Stairways to have narrow bike ramps for wheeling upstairs - it is possible to install these at the edge of existing stairways and would allow cyclists to access additional paths and shortcuts.
- Cycle routes are preferable to individual sections. Living in the suburbs, some areas have gaps in cycle routes before the city centre is reached and this can be a disincentive.

RESPONSE

The Plan promotes expansion of the cycle network, the development of direct, continuous and linked routes, filling missing links in the network where possible and introduces a presumption against on-road cycle lanes as evidence suggests most people do not find these useful pieces of infrastructure. While there are undoubtedly safety and security concerns with using offices and school grounds as short cuts, ACC is supportive of this if it can be achieved to the safety and satisfaction of all users. Similarly, ACC supports cycle wheel ramps on staircases where these connect useful cycle routes, although the preference would be to divert the cycle route if necessary to prevent cyclists having to dismount.

THEME 6.3: Lack of priority given to active travel

COMMENTS RECEIVED

- In Aberdeen the car is king, and this is probably the single biggest barrier to people cycling/ walking/ or even using public transport.
- Adopt the models of cycling/walking in countries such as the Netherlands.

RESPONSE

It is hoped that this Action Plan, in the context of the other plans and strategies, including delivery of the AWPR, CCMP and a Roads Hierarchy for Aberdeen, will redress the balance in favour of sustainable modes of transport, resulting in much more pleasant conditions for walking and cycling in Aberdeen.

THEME 6.4: Safety

COMMENTS RECEIVED

- Improved visibility for where there are no crossings. e.g. parking bays where possible.
- Pedestrian facilities are generally good. More crossing would be a bad thing - delaying journeys for cars and buses and thus making our roads busier.
- A safer method of crossing the Bridge of Dee roundabouts for cycles such as high level bridges would be welcome.
- It's a no-brainer - all of the above would make cycling / walking a lot more attractive - and I would be more confident letting my 12 yr old daughter out on the road.
- Speed limits within the city would make a big difference.

RESPONSE

Achieving a safe pedestrian and cycle environment is a key aim of this Action Plan. With pedestrian safety and movement being at the top of the Scottish Government's road user hierarchy, ACC does not accept that increased provision of pedestrian crossings would be a bad thing in terms of interrupting traffic flow. Ensuring the safety of vulnerable road users and prioritising the movement of sustainable modes of transport are more important considerations than traffic flow.

Speed limits are subject to regular review and amendment by Aberdeen City Council.
Safe crossings of the roundabouts on the River Dee route are subject to ongoing investigations.

THEME 6.5: Maintenance

COMMENTS RECEIVED

- It is important to maintain cycle/pedestrian paths once they are created. Leaves, gravel and ice can cause significant hazards and cause some cyclists and pedestrians to resort to using the road.
- Cycle paths are totally undermined when they are poorly surfaced/maintained, too narrow or last only a few meters.
- Maintenance of active travel infrastructure includes timely gritting in winter.
- Maintenance is poor especially as seen in recent weeks. Leaves are left lying for weeks on end. They tend to rot and make pavements even more slippery therefore a health and safety issue. Why are they not removed in a regular basis whilst they are still dry?
- Apart from weather, hills and traffic, uneven and potholed city streets are dangerous.

RESPONSE

ACC accepts that the maintenance of existing infrastructure is as important as the provision of new infrastructure. Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.

THEME 6.6: Attitudes and behaviour of drivers; need for better education of drivers

COMMENTS RECEIVED

- If every driver realised that close passes are dangerous (not for his metal box on 4+ wheels) and gave enough space, there should be no need in a huge network of cycle paths in cities. And yes, I do drive a car and it is entirely possible to safely overtake every cyclist.
- Drivers see cyclists as an obstacle which has to be passed at all costs, even though due to lack of perception and foresight they have to break, slow down and stop at traffic lights only a few metres further on, meaning the cyclists pass them yet again.
- Education doesn't often change behaviours.
- Driver / cyclist education is a must!!
- Bus drivers would need a serious education - they are the main problems when poor driving behaviours and no respect for cycling lanes.
- Only downside of segregated routes is that some drivers then hassle people who are not choosing to use them, even though many of the segregated routes don't meet the needs of some cyclists (condition, route, number of junctions, limited speed and space on shared paths).
- Not sure about "improved driver education" as it is probably a minority that are bad in this respect and may not be the sort to take notice of improvement programmes. No harm in trying though.
- I've been hit by a car from the back - he supposedly didn't see me but must have known I was there - they need to know about blind spots and not speed around so much. When there is a long wait eventually some drivers get impatient and do u-turns when and where it isn't appropriate/dangerous to do this and this kind of behaviour make the volume of traffic even worse than it was in the first case.
- Make it mandatory to take a cycling proficiency test if you want to hold a driving license. That way, future motorists will have some experience of what it feels like to cycle in traffic and possibly appreciate just how terrifying it is to have a vehicle pass close. Also the quality of cycling manners might improve. Part of our problem is that motorists and cyclists don't know the etiquette of shared road use - resulting in aggression on both sides.
- Stop motorists parking on pavements.
- Much as there is a lot of noise about it I don't think drivers in Aberdeen are that much worse than elsewhere in the UK.
- Drivers need to be more aware of cyclists - they are usually frustrated at being behind a cyclist.
- Cycle awareness has always seemed strangely lacking on the syllabus for learner drivers, and seems to be an afterthought at best for many driving instructors.
- A point on driver education: it would be near impossible to reach out to all drivers, but it should be

fairly simple to improve the education of bus drivers, whose vehicles pose the biggest threat to cyclists.

- Improved education for all users!

RESPONSE

Education is just one of the many interventions suggested in the Action Plan. It is hoped that education can work together with infrastructure, promotion and training to achieve lasting change.

Please see responses to themes 5.4 and 5.5.

THEME 6.7: Legislation and Enforcement

COMMENTS RECEIVED

- Implement a full 20mph speed limit for motorised transport inside the City limits. Make cycle lanes illegal for vehicles to drive through or park all over.
- Better legal protection for cyclists within UK law.
- Re education - fine, but please hand in hand with enforcement.
- Reducing vehicular traffic in centre of town to reduce the emission fumes would be very welcome to all residents not just pedestrians (so put laws and fines into place for idling; maybe reduce high emission vehicles in city core by permits like they do in some cities in Germany (<http://www.german-way.com/travel-and-tourism/driving-in-europe/driving/driving-in-germany-green-zones/>))
- Make sure cyclists have proper working lights on at all times.
- Extended driver enforcement such as traffic light cameras.
- I don't think education is the issue - it's enforcement and Council lead that is required.
- Action from the Police and Procurer Fiscal cracking down on drivers that endanger cyclists. Follow West Midlands Police example: <https://www.west-midlands.police.uk/latest-news/news.aspx?id=4942>
- More signage to indicate passing traffic islands whilst overtaking is poor behaviour
- I would like to see a complete ban on deliveries to commercial premises between 0600 & 2100 if the delivery vehicle cannot pull off the road. I also think that all building sites should be constrained to the footprint of their site rather than closing roads off for months on end.
- Enforcement against parking of cars and trucks on pavements which is a hindrance to mobility-aid users and prams/pushchairs.

RESPONSE

Please see response to theme 5.5 above.

ACC believes that a package of measures, including education and enforcement, are required to achieve the aims of the Action Plan.

Implementation of the CCMP should see a reduction in vehicular traffic in the City Centre and the development of a more pedestrian- and cycle-friendly space.

THEME 6.8: Attitudes and behaviour of pedestrians and cyclists

COMMENTS RECEIVED

- I think there also needs to be improved cyclist education - many are without lights and non- reflective clothing.
- Also cyclists education.
- Improved cyclist education yes. Obeysance of the rules.
- Roads system is for all users therefore unfair to target drivers alone as walkers and cyclists can also cause problems - improved education for cyclists is also a must.

RESPONSE

It is a legal requirement for bicycles to be equipped with working lights and this is the responsibility of Police Scotland to enforce. There is no legal requirement for people to wear hi-visibility clothing when cycling but ACC obviously encourages this and regularly hands out hi-visibility vests and reflective items at promotional events throughout the year.

Bikeability Scotland training is now available to all schools in Aberdeen to give children the skills and confidence they need to cycle safely on local roads. Adult cycle training is available via Aberdeen Cycle Forum

and Cycling UK, while commuter cycle training is available to businesses via Adventure Aberdeen. Appreciating that these opportunities are not widely known, the Plan contains an action to: *Better promote opportunities for adult cycle training in Aberdeen and work with partners to enhance and increase adult training opportunities.*

THEME 6.9: Delivery

COMMENTS RECEIVED

- You know everyone will support these statements, with very few exceptions, (it is a bit like wanting peace in the world, who would oppose?) - so why not focus on what needs to be done to achieve the statements?
- We agree that from a user point of view these measures will encourage more walking and cycling. However additional behaviour change measures are just as important to enable a culture change towards more active travel.

RESPONSE

The initial consultation suggested various actions that could be incorporated into an action plan. The purpose of these questions is to ascertain whether what we have prepared in response to these is appropriate and what people expect, and the evidence suggests that this is.

ACC agrees that behaviour change interventions are as important as infrastructure improvements and the Plan outlines a range of Actions that will be undertaken to encourage behaviour change, including travel planning, signage, campaigns, promotions and events.

THEME 6.10: Bicycle Rental

COMMENTS RECEIVED

- Street bikes for rent as found in London, Berlin, Paris etc.
- Also a system of bike loan as in Seville or Valencia or Segovia (Spain) would be appropriate. The bikes in Segovia have a little battery as it is a city with hills to help the biker in steep roads. That could work in Aberdeen as well and would encourage more people to start using the bikes although there are hills.

RESPONSE

A bicycle rental scheme will be looked at as part of the Council's involvement in the EU CIVITAS PORTIS project and the Action Plan has been updated to reflect this.

THEME 6.11: Signage

COMMENTS RECEIVED

- All of the above are key factors for active travel. However, with limited resource, there is a need to prioritise which factors can be invested in. Additional and accurate signage is needed across all walking and cycling routes to ensure that users are aware that they are on safe, and authorised routes. This applies to linking not only within the City but with the Shire so that those who work in one area but live in another (and vice versa) are not excluded and forgotten about.

RESPONSE

A commitment to a signage review has been added to the Action Plan.

THEME 6.12: Public Transport Integration

COMMENTS RECEIVED

- For sure separate, dedicated cycle lanes would be a great addition, as well as bike racks on front of public buses to allow easy longer distance commutes (like they have in other cities: <https://www.youtube.com/watch?v=j2rQCvoBVjk>);
- More cycle parking would be great, but also Park & Ride schemes closer to the city or at least in places where there are sensible routes into the city (i.e. not the A90).
- Improved bus routes, timetables and fares. Make it cheaper and faster to take a bus than to drive.

Currently it is cheaper to buy and run a car than use the bus.

- A lot about people living in Aberdeen but not so much about those that have to travel into the city from elsewhere. Options for park and cycle, park and walk, etc or having 'Boris Bike' style scheme that could encourage those coming into the city to use bikes for shorter journeys.

RESPONSE

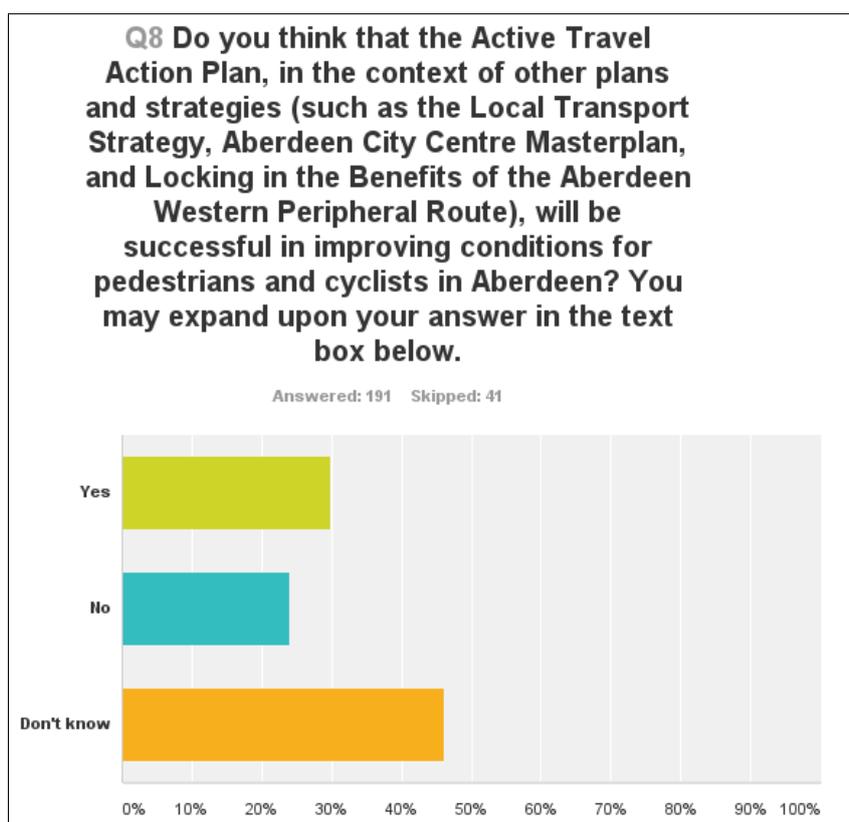
The Plan contains actions to promote existing bicycle on bus carriage options and to investigate opportunities for expanding this.

A new park and choose site at Criabstone (A96) is due to open early 2017, while Aberdeenshire Council continues to expand the Ellon Park and Ride site and to progress plans for a new site south of the City on the A90, as well as a series of mini-hubs along the A93 and A947 corridors. All 'Park and Ride' sites in the City are now being promoted as 'Park and Choose' to signal to people that they can also 'park and cycle', 'cycle and ride', 'cycle and car share' etc. from the sites.

The majority of bus services in Aberdeen are operated on a commercial basis, therefore the Council has little influence on bus routes, frequencies and fares. We do, however, work with partners in LABOF to identify and implement measures to improve service reliability and journey times.

ACC will be looking at a bicycle rental scheme as part of its involvement in the CIVITAS PORIS project and the Action Plan has been updated to reflect this.

Q7. Do you think that the Active Travel Action Plan, in the context of other plans and strategies (such as the Local Transport Strategy, Aberdeen City Centre Masterplan, and Locking in the Benefits of the Aberdeen Western Peripheral Route), will be successful in improving conditions for pedestrians and cyclists in Aberdeen?



Although more respondents answered 'yes' than 'no' (29.8% to 24.1%), it is fair to say that scepticism about the ability of these plans/projects to change behaviour (or at least unfamiliarity with the plans/projects referred to) dominate response to this question, with 46.1% replying that they don't know whether these will be successful.

THEME 7.1: Scepticism

COMMENTS RECEIVED

- No other Plan e.g. Bus Plan 2009 etc. have delivered. City Cross route exhibition suggested there is no chance of our route 96 on core paths plan getting any priority of implementation.
- It's very hard to predict. It takes a culture shift as well as infrastructure changes.
- Measures taken by ACC in past have been token gestures with no overall plan, this does not engender much trust in plan going ahead
- Barely anything gets delivered on active travel as it's not a car.
- With £35m needed just to repair potholes in Aberdeen it's time to get real and appreciate that whatever funds you allocate won't do anything but pay service at best.
- The plan is not ambitious enough, and there isn't enough money being put into active travel compared to the amount invested in car based travel. A classic example is the new diversion of the Deeside way due to the AWPR - while seemingly minor, it reduces the utility of the route by forcing vulnerable users onto a small hill, and onto a road.
- Time will tell, I'm sceptical that we will see real improvements in the next decade
- The plan is strong but references a number of key points that are simply not been actioned up to now. For example new developments are being put in place with no thought for pedestrians nor cyclists. We have office developments with poor cycle storage, poor changing facilities, with road ways with no ASL nor paths for pedestrians other than pavements next to roads. Without a real commitment and action the plan is doomed to failure. "Green travel plans" are written & look good on paper but are not implemented.
- I have no reason to believe it will be successful. Past experience would suggest it would not achieve the statements made. I think this is part of the problem, that is, that people generally do not even believe in the council's good intentions. It is quite sad really.
- Will end up in a similar mess as existing roadways, Lang Stracht, proposed pedestrianisation of Broad Street and new Don crossing (Bedford Road bus gate) being examples.
- There is no real commitment to change. Achieving Government's 10% cycling target needs massive change, not tweaks.
- I'm not confident it will be implemented properly. Road layouts etc will always favour cars in this country.
- I'll believe it when I see it. I've seen/heard about so many initiatives. And most of them made no difference.
- Historically the city has managed to reduce cycling rates, so sadly I don't hold any hope over these highly limited small scale window dressings.
- This needs lots of time, resources and ultimately money put in to make it work.
- Probably not. They are fairly useless at building decent bike infrastructure. Just look at the new bypass. Huge construction project no inclusion of cycle options.
- It is dependent on whether ACC actually listen to cyclist and pedestrians or as is the usual norm, pay lip service then do their own thing because 'they know best' or rather think they do.
- I am cynical because Aberdeen City Council has not thus far ever demonstrated that it is serious about improving active travel. Why are you still busily building a new dual carriageway at Berryden to bring even more private car traffic into the city centre?!! There is seemingly a total lack of political will and political courage. Meanwhile the thinking of the officers who design and implement your transport infrastructure still seems to be stuck firmly in the 1970s.
- I am very sceptical about this - council seems to disregard City Centre Master plan when suits, and AWPR likely just to become a development corridor.
- No. Any current plans look unambitious and by the time they are built they'll be watered down rather than improved.
- Deeside way blocked by awpr. Really?
- I'll believe it when I see it. The recent decision to not build a footbridge over AWPR for the major walking/cycling route The Deeside Way shows the REAL priorities within ACC, they don't care in the slightest about danger, inconvenience and discouragement to travel using this path. Actions speak louder than any amount of plans, and so far what I've seen of AWPR is that it's a huge and dangerous barrier to pedestrians and cyclists along its entire length, no measure have been taken to alleviate any of this.

- The Transport Strategy has not 'weighted' cycle use enough.
- It will probably just turn out to be yet another well intentioned plan that delivers very little but succeeds in taking up an inordinate amount of time and effort.
- Already, I see the new developments at Stoneywood and Mugiemoos have interrupted previous cycle lane/paths (such as they were) and there's no sign of replacement/additional facilities being put in place at an early stage. Example : going East/down the nice new pavement on Mugiemoos Road at the inexplicably big curve there's a sign that denotes a shared pedestrian/cycle path with the instruction "Cyclists dismount" - and that has been there since the realignment/resurfacing was completed. Sure, they're marked up as Home Zones etc but there's still an emphasis on facilities for drivers and you'll never tempt people out of their hard earned cars if you don't make the alternative appealing.
- Wait and see. The UK is at least 30 years behind other countries in terms of cycling infrastructure which will not be fixed by one plan....It also seems that changes generally do not always have the intended effects e.g. Bedford Road closure etc.
- Its debatable as ACC's track record in delivering cycling and pedestrian paths has been very poor.
- Any plans/commitment to improving in Aberdeen would be beneficial.
- Council not cycle friendly.
- I have lived in Aberdeen for 10 years now, things are slowly improving for cyclists and pedestrians, but I see a lot of plans, consultations - what's needed is more ACTIONS!
- I don't really believe the council wants to improve facilities for cyclists even though there are plenty of proven benefits to health, etc. Businesses want cars and lorries to have full, unfettered access to our roads whereas better/safer cycling facilities may slow down motorised traffic slightly. There is no strong commitment from the UK or Scottish government, or from our councils to improve road safety for cyclists. For example, presumed liability legislation would go a long way to changing attitudes but both governments refuse to change the laws.
- Once I see Holburn Street and Union Street completely devoid of potholes and sunken drains I might start to believe.
- Depends if anyone takes any notice to it or if the motoring lobby wreck it.
- Too little, too slowly is being implemented in and around the city of Aberdeen with regards to active travel, car is King in Aberdeen city and the surrounding areas on the outskirts.

RESPONSE

The proposed policies and actions emerged following a public engagement exercise where almost 600 members of the public gave their views on the barriers to walking and cycling and what would encourage them to walk and cycle more. ACC considered this evidence and incorporated the findings into the draft Action Plan. This was then subject to a second round of consultation where we asked whether the priorities and actions we identified were correct. Response to this consultation suggested that these were correct, therefore it is hoped that the Action Plan meets the needs of all people walking and cycling. It is hoped that the plan strikes an appropriate balance between soft (promotion, encouragement) and hard (infrastructure) measures to achieve lasting change. The publication of this Action Plan, the first of its kind in Aberdeen, demonstrates the Council's commitment to improving conditions for walking and cycling in the City. ACC believes that the Plan, in the context of the other plans and strategies described above, will be successful and progress will be reported annually, with an honest catalogue of successes and frustrations experienced over the last twelve months.

As regards the costs of implementation, the Council, like all public sector bodies, faces challenges in the years ahead but we have been extremely successful in attracting significant external funding for active travel projects in recent years and we will continue to aim to do this in the future to enable plan delivery.

ACC accepts that for the Plan to be delivered, the Planning service has a key role to play in terms of ensuring new development is welcoming and accessible to people walking and cycling and there is much for the Council still to do in terms of encouraging good design. The system is constantly evolving however and the new ALDP renews and strengthens commitments to pedestrian and cycle-friendly development, cycle parking standards, transport assessments and travel plans as integral to new developments.

The coming of the AWPR and associated projects such as the CCMP and Roads Hierarchy study offers scope to change the priority within the City to active and sustainable modes of transport. Changes to Union Street will be taken forwards as part of the CCMP.

The AWPR is a Scottish Government project, therefore ACC had limited scope to influence the design. ACC appreciates concerns in relation to the Deeside Way diversion and hopes the implementation of this Action Plan will clarify Aberdeen City's stance over this issue, in terms of the necessity of providing safe alternatives when necessary to temporarily close a cycle route. The duration of the closure required for the AWPR works is,

however, unique and, in that particular instance, no alternative was available to prevent a diversion onto a public road.

Core Path 96 (Queen's Road, Albyn and Union Street) was not identified as a priority by members of the public during consultation on the Action Plan, although there may be local improvements to be made as need arises.

Efforts are being made to reinstate the cycle routes that were removed at Stoneywood, while a review of the Bedford Road bus gate and traffic signals is underway.

THEME 7.2: Delivery

COMMENTS RECEIVED

- I really hope so. The action plan shows an awareness of commonly reported issues, and sensible solutions to help alleviate them, it is now just a case of making sure that these words on the page are translated into some tangible action. Some of what needs to be done might not be very popular initially, but there has to be a confidence that real improvements to the city will be possible as a result, and that supporting active travel is a really strong and positive political tool for improving the lives of people in Aberdeen.
- If the promises made in the plan are actually implemented then I think it will be highly successful.
- Plans are great - and necessary - but they don't solve anything. Only actually DOING things makes a difference. So I think having a plan is good, but I don't know whether it will be effective, as if the ideas in the plan are not enacted, or only enacted in a half-hearted way it will make little difference.
- These plans will be effective provided they are fully resourced, prioritised and updated for continuous/ongoing improvements to build on their successes and recognise their shortfalls.
- There are lots of good ideas in the Plan providing it is acted on and funded. Major problem in the UK is the low percentage of transport funding, both nationally and locally, allocated to active travel compared with the millions spent of road building.
- I don't know there had been any earlier attempts to improve all of these issues, but I hope this plan will have a positive impact on improvements.
- Hope so.
- This depends on how bold the council is in relation to reallocating space and also issues around levels of available parking (off-street and on-street) in the city centre. AWPR will only reduce some, but not all through traffic.
- The Action Plan is extremely ambitious given previous experience. However if implemented in full it would improve conditions for pedestrians and cyclists.
- If there is the political will - it will succeed.
- Yes, the measures you have proposed will improve conditions for walking and cycling. The question is by how much you want conditions to improve and what standard of provision are you aiming for. While some of the issues relating to this are strategic, such as overall standard of provision on cycle routes, in the main how much conditions are improved comes down to design detail on a scheme by scheme basis. Overall the easier you make it to walk and cycle and the more people feel supported in this and the more people will be enabled to do so. It is also important that 'conditions' are taken to include social factors too, such as how normal cycling and walking feels to individuals (as per our answer above), not just the built environment. On this point we suggest you minimise or ideally remove the terms pedestrian and cyclist in your strategy and in communications with the public. We feel the use of 'people walking' and 'people cycling' are more inclusive and help to normalise these activities. Here is an article which describes this idea in more detail <http://www.citylab.com/commute/2015/02/dont-say-cyclists-say-people-on-bikes/385387/>.

RESPONSE

It is hoped that this Action Plan, in the context of the other plans and strategies listed previously, demonstrates firm commitment from the Council in terms of prioritising active travel.

ACC recognises that Plans must be accompanied by tangible actions, hence the inclusion of a network development plan for the next 4-5 years, which will be updated annually, making it clear what the infrastructure priorities are for the year ahead, with costs, funding partners, deliverables and timescales identified. Progress on delivering the plan will be reported annually, with an honest catalogue of successes and frustrations so it is clear to the public what has been delivered, what has not been delivered and why it has not been delivered, how challenges are being addressed, and what the key priorities are for the year ahead.

The first step in reallocating roadspace in the City Centre to sustainable modes of transport at the expense of general traffic is now underway with the part-pedestrianisation of Broad Street. A strategic car parking review of the City Centre is also soon to commence.

ACC agrees that, while there is general guidance available on standards for new infrastructure, projects must also be considered on a scheme-by-scheme basis and are very dependent on the surrounding environment, land use, etc, as to what form the ultimate facility will take.

ACC accepts the point that labelling people as 'pedestrians', 'cyclists' and 'drivers' can have the effect of pigeon-holing people and presenting these options as binaries, whereas most people travelling will be many (or all) of these at some point in their lives. Hence efforts have been made in the Action Plan, and will be made in the future, to limit the use of such exclusive terminologies.

THEME 7.3: Funding

COMMENTS RECEIVED

- I wish you the best of luck but the budget is probably far too small to achieve any great improvements.
- Impossible to say without knowing how much money is available to be spent.

RESPONSE

Annual progress reports and network development plans will demonstrate spend on cycling each year and known funding available for future years.

THEME 7.4: Collaboration

COMMENTS RECEIVED

- The plan can be successful but requires the buy-in and action of organisations and individuals in the area. Constant communication, support and encouragement (strong advertising campaigns) to promote new and existing routes which are targeted to employers and members of the public in the area is key.
- This plan should be worked out in collaboration with other planning of complementary infrastructure in the city, including roads, road crossings, vehicle traffic regulations, green spaces.
- Yes, as long as the WHOLE of the council sign up to it - particularly the Roads department (Planning) who still insist on providing parking in line with their old standards.
- But need to focus on wider partnerships work to use their collective influence and resources within and between their own organisations to further increase provision of high quality infrastructure for active travel, and to promote, inspire and enable more people to walk and cycle as part of their everyday lives.
- Yes - the challenge is to understand to what extent. Potentially individual strategies could contribute in the following ways: Aberdeen City Centre Masterplan: - Increased pedestrianisation should encourage people to walk more - More space for bike storage should encourage cycling - Reduced pollution (from less cars) should encourage higher levels of active travel (walking and cycling) Locking in the benefits of the Aberdeen Western Peripheral Route: - In theory yes as if there are less cars/lorries going through the city centre it should mean that its quieter for cyclists/ pedestrians however, this is not guaranteed and could just make using a car more attractive to those that do not use one currently. An Active Aberdeen Strategy: - This will promote the objectives within the Active Travel Action Plan that focus on promoting active travel for health and wellbeing benefits. Fundamentally, key to the success of improving conditions for pedestrians and cyclists will be ensuring that stakeholders who are working on and delivering these plans work together or at least are cognisant of the other plans being developed and implemented to avoid duplication and ensure effective delivery.

RESPONSE

It is hoped that the Action Plan complements and is complimented by other plans and strategies developed by our partners and that various partners contribute to the delivery of the Plan and all partners are able to work in a consistent and co-ordinated way going forward. ACC accepts that the whole of the Council must 'buy in' to the actions proposed, hence the development of the Action Plan as a formal Council document that all services and teams should adhere to.

THEME 7.5: Infrastructure

COMMENTS RECEIVED

- Routes away from roadsides should be more common place with little or no junction crossings to negotiate. Allowing all cycling abilities safe, sustainable and attractive options of travelling for leisure or function. A Core cycle path (91) dissecting the AWPR A944 is now subject of a potential planning application by Aberdeen Football Club for a 20,000 seat stadium adjacent to it with foot access to the stadium off of the shared cycle path, from the Kingswells park & ride. How could this possibly be successful as it goes against all of the benefits of the AWPR and active travel Aberdeen City are hoping to achieve.
- The active travel plan doesn't go far enough. There is no mention of transport corridors to connect places. Start with the Deeside cycleway (since it's the only cycling infrastructure Aberdeen currently has) and connect it to the city centre, the beach, the University (both Universities), Hazlehead park and so on. Build off-road cycle pathways which are not shared with motorised vehicles and that connect all these points of interest. That is what's missing from the travel plan. There's also no mention of closing Union St to motor vehicles. Why not? Why hasn't this been done yet?
- I believe the aims of the plan are good in regards to building new facilities on the strategic active travel routes along key corridors into the city, however improvement to existing infrastructure to enhance continuity once within the city is lacking.
- A big mistake was to not put in cycle lanes into the AWPR.
- Don't know answer based on the cycle paths with the third Don crossing. While I appreciate the fact that routes were added, and are for the most part reasonably good, I feel that there are areas where it got a bit tricky to design, and in some of these instances it seems that no thought was given. Also priority is always given to vehicular traffic.
- Whilst I'm not wholly conversant with the full AWPR, it is the numerous junctions, & crossings that will need to be negotiated as it passes Westhill/Kingswells, that is a major concern for me. As regular walker & cyclist along the A944 into the city, I am most concerned that additional breaks in the cycle path will be introduced in the AFC Plans to build a new stadium near Westhill.
- It won't be successful because the Roads Dept at Aberdeen City Council aren't able to design proper bike lanes even if their lives depended on it. Proof of that is the existing cycle infrastructure.
- Shared use pavement/cycle routes are NOT a cycling investment, they're a way of telling cyclists to get off the roads!
- There are some plans which will help, however one which I am very disappointed with is the AWPR. 2 reasons - they had a chance to include a cycle path along the whole length and somehow decided not to include it. - AWPR creates a barrier to existing active travel routes, and whilst I understand it was sold on basis of no impact to existing routes, this is far from the reality.
- I think segregated cycleways are the safest way of cycling through cities, and the most likely to encourage people to cycle in the city.
- A cycle path beside the A90 down to Stonehaven would markedly improve accessibility from the south.
- Long distance cycle paths such as Blackburn to Aberdeen need to be away from the busy and noisy A96.

RESPONSE

There is a strong emphasis in the Action Plan on segregated routes and ACC agrees that off-road uninterrupted routes, with priority at junction crossings, are the ideal that should be aimed for. However we also recognise that location-specific issues can prevent optimal infrastructure being delivered some of the time and, in such cases, an acceptable balance needs to be struck between the needs of all transport users and, in some cases, shared pedestrian and cycle facilities will be an appropriate alternative.

In the case of the Diamond Bridge, as this was the first segregated route to be installed in Aberdeen, there are undoubtedly lessons to be learned to inform infrastructure development in the future. Indeed, ACC has been engaging with Aberdeen Cycle Forum (ACF) on this particular piece of infrastructure and this has included a cycle-through of the complete route with ACF members to look at the good and the bad, which has helped officers understand the problems users of the route are experiencing and will result in opportunities to amend certain aspects of the route and to influence future design of similar routes.

ACC recognises the importance of a connected network with continuous routes and no missing links and there is a specific policy relating to this in the Plan although such a coherent network will take time to deliver.

Regarding Aberdeen Football Club, ACC is unable to comment on speculative proposals but, should the

development proceed, there would be a requirement for the developers to ensure that active travel networks are not negatively impacted or that appropriate mitigation measures are in place. However, given the disruption to the A944 route resulting from the AWPR, it is considered prudent to commit to a full-scale review of this route in the light of existing and potential development and the Action Plan has been updated to reflect this. The AWPR is a Scottish Government, rather than ACC, scheme, therefore the Council has had minimal input into the design process.

Regarding Union Street, proposals will be investigated as part of the CCMP and these are likely to be complementary to the Action Plan.

Options for the A96 and A90 south corridors are currently being investigated.

THEME 7.6 Safety

COMMENTS RECEIVED

- It is likely to reduce a few bottlenecks but will probably create a few more. It is bound to reduce the numbers of vehicles on rat-runs in and out of the city and therefore make these more cycle friendly (I live right by one of these rat-runs).
- But only once all is in place. Crossings at busy junctions/ roundabouts too few at the moment. Would like to see in particular a crossing placed on the Queen Elizabeth Bridge itself possibly at the foot of Wellington Road going to the Boat House side.
- It certainly should be however past history has shown new roads being built with no safe crossings as happened at Kingswells. This then had to be built later at greater expense.
- Until car usage is restricted to essential users only you will not significantly improve road safety.

RESPONSE

ACC accepts that errors have been made with planning applications and road construction consents in the past but hopes that lessons can be learned from these and that improvements can be made going forward. It is hoped that adoption of this Action Plan will clarify roles and responsibilities in this regard.

It is anticipated that implementation of the AWPR and complementary works such as the Roads Hierarchy will ensure that vehicular traffic is directed to use appropriate routes, thus making residential streets quieter and safer for people walking and cycling.

The Action Plan promotes improved crossing points and improved conditions at roundabouts for people walking and cycling.

The Wellington Road corridor is currently subject to a STAG (Scottish Transport Appraisal Guidance) assessment to identify improvements for all modes of transport and this will include pedestrian and cycle permeability and safety along the corridor.

THEME 7.7: Maintenance

COMMENTS RECEIVED

- Cycle routes/paths are poorly maintained and markings worn or missing in many cases. Gt western road and Union Street are some examples.

RESPONSE

Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.

Q8. Based on the initial feedback received, the Action Plan identifies a series of actions to improve conditions for pedestrians and cyclists in Aberdeen, grouped under the following headings. Do you agree with each of these actions and think they are relevant?

	Yes	No	Don't know
New developments - new development should cater for pedestrians and cyclists, facilitate active travel journeys and link to, enhance and protect existing networks	97.9%	0.5%	1.6%
Transport improvements schemes - these should provide for and	91.8%	3.6%	4.6%

prioritise pedestrian and cycle movements			
Pedestrian and Cycle Facilities - there should be an increase in the number of routes and improvements to existing routes (on-road, off-road/segregated where appropriate)	97.9%	0.5%	1.6%
Traffic Management and Road Safety - the Council will look at opportunities for traffic reduction, speed reduction, traffic calming, improved crossing provision and improved pedestrian and cycle permeability	89.1%	5.8%	5.2%
Maintenance - the Council will look to improve maintenance practices for walking and cycling infrastructure	95.3%	1.6%	3.1%
Enabling interchange - opportunities for multimodal journeys should be enhanced	86.8%	3.2%	10.0%
Education and training - access to cycle training should be improved, along with mutual respect campaigns and travel planning work in schools	88.0%	6.8%	5.2%
Awareness-raising and promotion - further roll-out of behaviour change events and campaigns, maps, travel guides, signage and school activities	86.5%	7.8%	5.7%

There is overwhelming agreement from respondents therefore that the Action Plan headings are suitable and relevant.

THEME 8.1: Scepticism

COMMENTS RECEIVED

- Hope this is not too ambitious to put into action.
- This is the most useless set of questions anyone could ask. They're meaningless drivel. Is this a true survey or a means to get the answers needed for the Council's grand plans?
- Tick box strategy.
- We've spent a lot of money on gimmicks but they never have any long lasting effect due to the current conditions.
- Impossible not to agree with all of these. I'd like to suggest the ACC to include "peace on earth" as another item on this list, so we can all agree.
- Sounds great but there will be no funding for any of this, but huge amounts of freedom given to anybody that wants to build luxury houses, flatten greenbelt, tear down woodland and build shopping centres. Pedestrians and cyclists don't have lobbyists with cheap suits and suitcases full of brown paper envelopes.
- These are again motherhood and sliced bread questions.

RESPONSE

The initial consultation resulted in the identification of various themes and actions that could be incorporated into an action plan. The purpose of this question was to ascertain whether what we have prepared in response to the information received is appropriate and what people are looking for from the Action Plan and the evidence suggests that this is. ACC feels that the Action Plan is challenging but achievable. Funding opportunities are outlined in the Network Development Plan tables and will be updated annually to ensure they remain a true reflection of current and projected conditions.

THEME 8.2: Delivery

COMMENTS RECEIVED

- Once again these steps are great but without real action they are just platitudes. My daughter had no cycle training in her years in primary school (2008-2015) and no one in the two classes received any either.
- Same as previous comments - you know people want this, why waste time asking? Get on to doing it!

RESPONSE

See the response to Theme 8.1 above. ACC accepts that there were problems with Bikeability delivery in the years following the withdrawal of Grampian Police from delivering training. Bikeability is now co-ordinated by Adventure Aberdeen, the Council's outdoor education service, who offer support to all schools in the City. In 2015/16, 33 out of 47 primary schools participated. Whether or not an individual school offers Bikeability is, however, ultimately the choice of the Head Teacher at that school.

THEME 8.3: Infrastructure

COMMENTS RECEIVED

- The links from the airport are in particular in need of action. For the most part, the only viable options for travelling into the city are by taxi or private car.
- Crossings and cycle paths maintenance is actually pretty good (in places where I've seen). And prioritisation of cycle traffic over motorised can cause bottleneck and traffic jams and we have enough of those in Aberdeen.
- I agree with all the points above but I think that cyclists and pedestrians can't be lumped together in the same infrastructure. Their individual needs are quite different.
- Education and separation is the key. Driver education and cycle path separation (where possible) is the key to success.
- In the second point - note the word 'prioritise'. Tillydrone Av / 3rd Don Crossing is a good example of a wasted opportunity through poor design and execution. The cycle path gives priority to motorised traffic at every crossing point and so is not nearly as attractive to cyclists as it should be. Recent consultations for new layouts such as Haudagain and Bridge of Dee totally fail to give priority to non-motorised traffic. A complete change of approach is needed.
- The Netherlands only started separate bike lanes and concentrating on that mode of traffic in the 70/80s - look at them now. They changed the law to mean cyclists had priority on the road and crossing it. It changed driver perception. Everyone young and old cycles there and motorists therefore are also cyclists. A change of culture comes from education, safe opportunities and law.
- Definitely need signage revamp - e.g. the Auchmill Rd shared use path has been there for couple of years - yet riders heading inbound from Dyce (if they are unfamiliar with routes) get signed down Mugimemoss Rd to mix with traffic (when its open ...).
- Pretty comprehensive coverage of the issues but we would emphasise the development of segregated cycle paths within the city as these are the facilities that will give greater safety and encourage more people to travel by cycle or foot.
- This all sounds nice but even the new peripheral route doesn't have a cycle path! It also cuts off a lot of cycle friendly roads out of town so it is difficult to see how far reaching the above TEXT will actually be.
- Transport improvement schemes don't necessarily have to prioritise active transport (say the AWPR for instance) but they should be taken into consideration. The AWPR route could be a very nice cycle route. I think there is quite a lot of promotion/awareness going on but following it through by delivering the infrastructure so that e.g. today's 8 year olds will feel confident going out on a bike or be capable of walking a moderate distance in safety. I believe it is a matter of behavioural economics. At the moment it is quicker to drive than to walk or cycle, due to the pervasive car access to the city centre. It is also much cheaper and more convenient than the bus. Change those factors and people's behaviour will change.
- Access to the north from Aberdeen. How are cyclists meant to get from Danestone/Bridge of Don area to the outlying countryside with using dangerous roads? Cycling across Persley Bridge is suicide, Persley Den has become a rat-run since the opening of the Diamond Bridge. Whitestripes Road, ditto, and the Western half of Scotstown road has been lethal for some time now. How about investing in some cycling infrastructure/traffic calming measures in these areas?
- Clearer signage for cycle paths would be good.
- To achieve a successful development of the plan it is very important to create the habit in the people. Usually University students are the more inclined to use bikes. The main access to Universities should have a bike route separated from the road. For example the access in bike to RGU is the main road with cars and busses, there is no space for us.
- Segregated infrastructure is key, I spent a night in hospital earlier this year after a dog off a leash ran in front of me on the shared use Deeside Railway. This was despite me wearing a helmet and doing

less than 5 km at the point of impact, as well as concussion and ligament damage I cracked my helmet (£140), buckled my handlebars (£50), broke a pedal (£35) and snapped a gear shifter/brake lever (£100). The dog owner refused to provide me any details and I was left to meet the cost of replacement parts and repairs myself, I don't own a car so cycling and walking are my main method of transport, but incidents like that make it hard to keep cycling.

- Not seeing much included promoting safer options for travel activity for people with reduced mobility/sensory. For e.g. older people, COPD patients, wheelchair users, registered blind, etc. How does the transport strategy support these kinds of people when encouraging the public to reduce their dependence on use of cars?

RESPONSE

The Action Plan introduces a presumption in favour of fully segregated walking and cycling facilities but there will inevitably be situations where users must share facilities and ACC believes that, with good design, this can be achieved in a safe manner for all. While ACC accepts that some people walking, such as young children, and dogs can be unpredictable in their movements, people walking have priority on all shared infrastructure, and other users of such infrastructure should display care and attention at all times. ACC accepts that priority for people cycling across side roads is an important feature in whether a route is desirable or not, hence the following policy has been added to the Plan: *Ensure that people walking and cycling are given priority over motorised traffic when using an off-road facility that crosses a side road junction.* As the Diamond Bridge cycle facilities were the first fully segregated facilities in Aberdeen, ACC accepts that some snagging of the route will be required and that there are lessons to learn for the implementation of similar schemes in the future.

It is hoped that this Action Plan, in the context of the other local plans and strategies, including delivery of the AWPR, CCMP and a Roads Hierarchy for Aberdeen, will redress the balance within the City in favour of sustainable modes of transport, resulting in much more pleasant conditions for walking and cycling in Aberdeen. It is hoped that the actions described in the plan will benefit people of all ages and abilities, therefore no particular groups are singled out for attention as far as infrastructure is concerned.

Regarding the specific areas mentioned in the comments:

- Access to, from and around Dyce is one of the priorities listed in the Action Plan and this will include improving access to the Airport. Indeed, work is due to take place to improve the facilities on Dyce Drive and the Wellheads area in early 2017;
- Bridge of Don has recently, and is still currently, benefitting from significant improvements to walking and cycling infrastructure, in terms of the Greenbrae Cycle Project, the Diamond Bridge, routes along the River Don and improvements to Ellon Road and the Parkway, with a link northwards into Aberdeenshire identified as a priority in the coming years. New priorities and opportunities are always arising though therefore there may be opportunities for further improvements to this area in the coming years;
- Design of an off-road walking and cycling route to RGU along the River Dee is currently underway and identified as a priority in the Action Plan; and
- The AWPR is a Scottish Government scheme therefore ACC has had little input into the design decisions.

Regarding signage from Dyce, this encourages users to follow the National Cycle Network (NCN Route 1), which follows Muggiemoss Road. ACC appreciates, however, that using the shared use facilities on Auchmill Road and Great Northern Road will be preferable to many people cycling, depending on their destination. ACC has therefore committed to a signage review during the life of this Action Plan.

THEME 8.4: Maintenance

COMMENTS RECEIVED

- Road (pothole) maintenance - integrated method of reporting road defects - at present when reporting a road defect it has to be determined whether that section of road is maintained by ACC or BEAR - can there not be one central portal to use for users to report into?
- Cycle paths are not maintained and it appears that cycle routes are put in place to achieve central govt expectations without actual joined up thinking. To achieve a step change the plan must have leadership in the implementation. I see little evidence of that practical change.
- Gritting cycle paths and pavements in winter should get equal priority to roads.
- All roadworks should have to ensure that there is through access for pedestrians, wheelchair users and cyclists (even if they have to push bike through).

- In terms of maintenance of existing facilities, I would say that work could be done to improve the old Deeside Railway Line for use during winter. I have heard that it quickly becomes icy and unusable once the temperature drops, and it is completely unlit, making it unsafe for cyclists and undesirable for pedestrians to use on winter evenings.
- More priority should be given in winter maintenance (eg gritting) to pavements and footpaths. It seems perverse to ensure that bus routes are treated if it is impossible for bus users to access them safely! This is especially true in Lower Deeside where many side roads have severe gradients.
- Revenue provision must be made for facilities already installed e.g. the red asphalt cycle protection zones installed about 10 years ago are now wearing out.

RESPONSE

Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities. Significant Council resources already go to roads maintenance. In terms of winter maintenance, officers will continue to make the case for key pedestrian and cycle routes to receive more priority in terms of both routine and winter maintenance.

Red asphalt will no longer be installed in the City given the future maintenance requirements this entails.

Reporting defects should become simpler post-AWPR as the majority of the current trunk road network in the City will be de-trunked and passed to ACC's control, other than the AWPR itself and approaches to it on the outskirts of the City.

ACC agrees that road closures and diversions should exempt people walking and cycling where it is safe to do so or, at the very least, identify or provide suitable alternative provision hence the Plan contains a policy to: *Ensure that maintenance works and temporary closures make suitable provision for people walking and cycling, prior to the start of route closures and at journey decision points, in terms of identifying and signing alternative routes at all times and without additional crossings or detours where possible. If off-road provision is not possible, on-road alternatives will be made available.*

THEME 8.5: Collaboration

COMMENTS RECEIVED

- Give us an URBAN core plan forum so citizens can make meaningful input and pressure to get something done. The present AbOAF specifically OMITs urban routes it only allows suburban paths.
- New Developments - should be funded by the developer as a condition of planning permission.
- Delivering the plan in partnership? Lack of mention of partnership working around plan. For e.g. how this plan fits in with schools 'service improvement plans', plans developed by Education, Inclusion plan, health and wellbeing plan, etc. Couldn't see anything that suggests joining all of these plans to support the objective around children in school aiming for a coordinated effort i.e. active travel to school (is there any active travel steering group?). It would be helpful to have a clear plan for partners to use their collective influence and resources within and between their own organisations to further increase provision of high quality infrastructure for active travel, and to promote, inspire and enable more people to walk and cycle as part of their everyday lives. For e.g. Nestrans (especially for GetAbout and the Nestrans Active Travel Action Plan http://www.nestrans.org.uk/db_docs/docs/ActRAP_FINAL.pdf) Local Authorities (especially for infrastructure improvements, but also for training and support groups), Community groups and third sector organisations (especially for campaigns, training and support groups), Health professionals (especially to have knowledge of relevant active travel support groups and networks and to signpost people to them where appropriate).
- We appreciate this is an Aberdeen City Council action plan but feel it would have more impact if it was a partnership action plan alongside other organisations - NHSG, Police, H&SCP, etc all have a large workforce within the City and direct involvement with the public on a daily basis and could have a huge influence of active travel across the workforce/public.

RESPONSE

The Aberdeen Outdoor Access Forum (AbOAF) covers the whole of the City, both urban and suburban areas.

It is already a planning requirement that developers ensure sites are accessible to people walking and cycling and adequately link to existing networks and enhance these networks where appropriate.

ACC agrees that partnership working is key to the Plan's success and already works with large public sector organisations (including the NHS and universities) within the Getabout partnership and as part of the Health

and Transport Action Plan (HTAP) to enable and encourage active travel amongst employees, students and visitors accessing these large sites.

Clearly, a range of organisations, both public and private sector, can contribute to encouraging and enabling more walking and cycling in the City and the Council is keen to work with as many of these as possible to ensure the desired outcomes of the Plan can be achieved. The reason for two rounds of consultation was therefore to ensure that the content of the final Plan was informed by the views of a range of stakeholders (with NHS Grampian and Police Scotland invited to contribute, along with a range of other organisations with an interest or stake in active travel) and that there was then broad consensus on the final form of the Plan. In that sense therefore the Plan should reflect the views and opinions of a range of partners, all of whom will have a role to play in delivering the Plan. ACC does believe however that, as the Council has ultimate responsibility for active travel (in terms of infrastructure, safety and a city-wide behaviour-change programme), it is our duty to lead in setting a coherent context for active travel, which other organisations can subscribe to, and ensuring this is communicated to stakeholders and members of the public.

Links between Transportation and the Education service are weak at present but will hopefully strengthen during continued development of the school travel planning process.

THEME 8.6: Attitudes and behaviour of car drivers; driver education

COMMENTS RECEIVED

- Traffic and speed reduction measures are often seen as a solution to making roads safer for cyclists and pedestrians but, in cities, this is often not the biggest problem. Traffic is often slow due to congestion which should make it safer for cyclists. Often it doesn't as drivers lose concentration, use mobile phones or block cyclists to ensure they make progress when lights change. These can only be addressed by changing attitudes which is more complicated and difficult.
- Not enough reference to driver awareness or policing matters. Drivers need to be educated that playing Candy Crush Saga on their iPhone as they approach a roundabout isn't really safe (I have honestly seen this happen).
- I don't believe driver education works, separation is key for safety.
- All driving instructors should have to do a cycling course. Learner vehicles often come too close. More publicity about leaving a 1.5m space when passing. West Midlands Police are Prosecuting!
- I think bus and taxi drivers should be targeted for education and training with respect to the safety of cyclists.
- Most drivers haven't even opened the highway code section for cyclists so when I say things like I am in the secondary position they call me a liar for informing them that's what the code says to do.
- A police force in England has started prosecuting driver who dont give cyclists enough room. This needs to be done in Aberdeen.
- Working in schools is all well and good for locking in future benefits but how will you target the drivers who are driving just now and are one of the biggest deterrents to cycling.
- Underpinning all of these actions is the need to persuade people not to use the car for every journey, but walk or cycle instead. The 'school run' is a typical example.
- Mutual respect campaigns are essential. However, cyclists and pedestrians need to be viewed as vulnerable, yet lawful.

RESPONSE

Driving offences are a Police Scotland matter to enforce but the Council fully supports any campaigns and initiatives to address this and enforcement action against dangerous driving.

ACC believes it is necessary to improve education and safety messages to all users as well as to provide opportunities for less confident cyclists to cycle off-road and both of these issues are addressed within the Action Plan.

THEME 8.7: Cyclist Education

COMMENTS RECEIVED

- Somewhere adults can learn or relearn to cycle and maybe get advice on types of bikes.
- Cyclists need to be made aware of their responsibility for keeping themselves and others safe in traffic too (I see lots of cyclists AND drivers without lights when needed).

RESPONSE

Cycle training is available from Adventure Aberdeen and Aberdeen Cycle Forum/Cycling UK but ACC accepts this is not widely known, hence the policy in the Plan to: *Better promote opportunities for adult cycle training in Aberdeen and work with partners to enhance and increase adult training opportunities.* ACC also delivers bicycle roadshow events at various locations throughout the year, which offer an opportunity for new and returning cyclists to practice riding a bike in a safe and controlled environment and to chat with staff about getting back in the saddle, buying a bicycle and cycle routes.

THEME 8.8: Safety**COMMENTS RECEIVED**

- Focus needs to be on safety and mode shift.
- It's dangerous to encourage school children to cycle to school on our woefully lacking infrastructure, this can only lead to more injuries and fatalities.
- I would advocate a blanket, and enforced, 20mph speed limit throughout the city.
- With regard to "Traffic Management and Road Safety - the Council will look at opportunities for traffic reduction, speed reduction, traffic calming, improved crossing provision and improved pedestrian and cycle permeability" I think reducing the speed of taxi/bus/cycle lanes as most of the most serious issues I have encountered have been due to speeding traffic and careless driving in these lanes.

RESPONSE

A number of policies and actions within the strategy seek to create safer conditions for people walking and cycling. The ultimate aim of the Action Plan is to encourage modal shift.

THEME 8.9: Cycle Storage**COMMENTS RECEIVED**

- Secure bike storage on streets where properties do not have garages - these are common in parts of London.
- Areas to store/lock up bikes with CCTV would be fantastic. Having had a bike stolen previously, now have to put considerable thought into where to leave it.

RESPONSE

ACC routinely improves cycle parking provision and will continue to do so during the life of the Action Plan.

THEME 8.10: Public Transport Integration**COMMENTS RECEIVED**

- Interchange especially important, being able to facilitate bikes on busses (along with further measures to prioritise public transport in the city centre) could be really valuable, although I appreciate that is not directly in the hands of the city council to facilitate.
- Very few people cycle or will cycle regularly within the city. The biggest impact will come from persuading people to switch to public transport + walking - that is multimodal journeys. To achieve we must commit to NO bus services being removed or reduced for a period of 5 years - to give stability. A bus service should also be introduced along Anderson drive, with bike parks at either end.
- Interchange: given the predominance of bus travel over rail travel in Aberdeen/Aberdeenshire, provisions must be made to enable some travel with bikes on buses (see <http://www.bykrak.com/> for an example of this). Facilities for locking up bikes at rural bus stops are also important to allow people to connect their journeys by sustainable means.
- You should be able to take a bike on all buses in the city. Vancouver in Canada is a great example of this.
- I am not sure what 'Enabling interchange - opportunities for multimodal journeys should be enhanced' means.
- Fewer cars altogether would make the biggest difference. This may be helped by awareness campaigns and improvements in public transport which can move people from cars to cycles / busses / trains.

RESPONSE

'Enabling interchange' means facilitating end to end journeys that allow seamless transition between different modes of transport, preferably journeys that are not reliant on the private car at any stage i.e. walk and bus, cycle and bus, cycle and car club, etc.

The Action Plan contains proposals to engage with bus operators over bikes on buses and to better promote existing bicycle carriage services offered by Stagecoach.

Aberdeen has few bus stops that could be classed as rural but has been rolling out cycle parking facilities at transport interchanges such as park and choose sites and railway stations to facilitate multimodal journeys.

ACC accepts that improving the bus passenger experience is vital for achieving modal shift from the private car and works with partners in LABOF to investigate and implement projects to achieve this. Public transport priority is a key element of this and is being taken forward as part of the CCMP (with the forthcoming closure of Broad Street to all motorised traffic except buses) and the post-AWPR Roads Hierarchy study which will consider ways of changing priority in and around the City Centre following the implementation of the AWPR.

As the majority of bus services in the City are operated commercially, the Council has no powers to require operators to maintain bus routes and frequencies.

THEME 8.11: Signage**COMMENTS RECEIVED**

- Look at signage of cycle routes in Europe Netherlands etc.

RESPONSE

A Signage Review will be undertaken during the life of the Action Plan.

THEME 8.12: Journey Planners**COMMENTS RECEIVED**

- Existing travel planners eg walkit.com, travelinescotland.com and Google Maps are not good for planning mixed-mode journeys eg combining bus and walking. For example it can be quicker for a normally healthy person travelling from Lower Deeside to ARI to leave the 19 bus at Forest Avenue and walk north for about 25 mins than to change buses in the city centre.
- walkit.com for Aberdeen requires review. It often fails to pick up available footpaths (Google Maps is better in this respect) and is out of date in respect of landmarks eg still refers to the long-gone Bieldside Post Office!

RESPONSE

Although the Council does not operate any of these journey planners, we obviously promote them so would like them to be as reliable as possible, therefore will ensure these comments are passed on and that operators are encouraged to make regular improvements and developments to their sites.

THEME 8.13: Targets, Monitoring and Reporting**COMMENTS RECEIVED**

- Page 15, 5.1 objectives - Clear objectives but no targets to achieve by 2021, would be helpful to have some smart targets and outcome indicators for e.g. current bike to school rate in Aberdeen is 20% and it will increase by 15% in 2021, etc.
- Page 16, 5.2 Actions: Lots of actions but no time scale or specifics - what will actually be achieved?
- Action plan for improving active travel routes (both cycle and walk) to green spaces/ open spaces and major sport facilities is great, however, no clearer plan for monitoring and evaluation.
- There is no doubt that all of the above (and detailed actions) found within the ATAP are relevant, the challenge is that with limited resources it may not be possible to realistically achieve all of the above to the extent that would be desired unless people work in partnership. There will be a need to prioritise and develop a work plan that details how the actions will be completed (ensuring they are completed in a logical order) and identifying who will take the lead on them, whilst also recognising where elements of the plan may be delivered by other people/ strategies e.g. City Centre Master Plan will be responsible for installing new bike storage in the centre of the city.

RESPONSE

The Monitoring and Review section of the Plan outlines how success or otherwise in delivering the Plan will be measured. With the Local Transport Strategy (LTS) from which this Action Plan directly follows, the decision was made to avoid setting targets for transport but to instead monitor progress at the local project level and assessing how far these go towards achieving the LTS outcomes.

Q9. Also based on feedback from members of the public, the following routes and areas have been prioritised for improvement during the life of the Action Plan (please see Appendix A of the Action Plan for more details). Do you agree with these? You may expand upon your answer and/or suggest any significant areas that have been missed, in the text box below.

	Yes	No	Don't know
Aberdeen City Centre and the beachfront	92.6%	3.7%	3.7%
A956/A90 South (Aberdeen to Stonehaven)	71.4%	4.4%	24.2%
A956/A90 North (Aberdeen to Balmedie)	60.1%	6.7%	33.2%
A96 (Aberdeen to Inverurie)	62.4%	5.8%	31.8%
A944 (Aberdeen to Westhill)	72.6%	6.7%	20.7%
A90 Anderson Drive	80.9%	3.4%	15.7%
Access to Bucksburn/Dyce and Altens/Cove	79.4%	2.9%	17.7%
Access to Universities	84.7%	3.8%	11.5%
Riverside paths	86.5%	6.0%	7.6%
Improvements at local/community level	86.8%	0.6%	12.6%

There is broad agreement that the areas being prioritised for infrastructure interventions are correct and relevant. Certainly, none of the proposals received strong opposition, although the 'don't know' responses were quite high in some instances. This suggests people are unfamiliar with particular areas or what the proposals are for such areas, rather than resistance to the proposals themselves.

THEME 9.1: Scepticism

COMMENTS RECEIVED

- Let's hope this is not just paper exercise/false promises and there is a commitment to real change.
- If we want to have a vibrant and expanding economy we got to keep the system moving and we can't do that on the backs of cyclists unless of course we re-introduce things like butchers delivery bikes and step back in time a century or so.
- Again, this question is put in such a way that is impossible not to agree with all options.
- More motherhood and slide bread!
- Many routes have heavy, fast traffic. Some are narrow country roads.

RESPONSE

The Action Plan represents a commitment to real improvements from ACC. The economic benefits of cycling are well documented, most recently in 'The Value of Cycling': https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf.

THEME 9.2: City Centre

COMMENTS RECEIVED

- Routes into the city are also very important as many cyclists are happy to cycle larger distances or cycle into the city and swap to park and ride services once there.
- Market St congestion and lorries - and poor cycle lane provision (stops/starts and surface is poor).
- I agree that all of these would benefit from improved provision. I currently cycle from Stoneywood to Torry and whilst there are some decent cycle facilities, the section from Woodside, through Kittybrewster, down George Street and through the city centre and onwards including Market Street

is appalling and is generally quite dangerous.

- Aberdeen city centre to Torry. The harbour makes it very difficult to get across the River Dee safely.
- Union Street and creation of alternative cycling and pedestrian paths, or rerouting of Union Street traffic to pedestrianise Union Street at least initially on say weekends.
- Getting to all the new offices near Union Square and getting to Union Square itself from out of town... and the cobbles at the back of Union Square are a nightmare!
- Major city areas should be prioritised in order to encourage commuters - thereby improving the local environment (noise and air quality).

RESPONSE

The City Centre has been identified as a priority area and this will include routes to and from, as well as within, the City Centre. It is anticipated that Market Street and other City Centre streets will be addressed as part of emerging and evolving CCMP proposals which will be complementary to this Action Plan.

THEME 9.3: Beachfront

COMMENTS RECEIVED

- Beach Boulevard is currently used as a rat-run by through traffic and the 20 limit is ignored. Why not close it off somewhere to all but cyclists and pedestrians?

RESPONSE

Options for the beachfront will be explored during the life of the Action Plan.

THEME 9.4: Aberdeen South

COMMENTS RECEIVED

- Path to Cove is fine once you get to the path, but getting through Altens on a bike is a nightmare, especially the corridor next to the ex-jail in Torry, going towards Altens from city centre. Road is narrow with double white line - no space to overtake a cyclist. But a lot of drivers try and do. And because it is double white lines, they try to overtake as close to the cyclist as possible (to go across the double white as little as possible). I have to either be in the middle of the road (so they don't even try to overtake) and deal with road-rage or be on a pavement (which is illegal). Path to Stonehaven is non-existent (as far as I know). I never need to travel up north (Balmedie/Inverurie) so don't know about paths there.
- I currently commute from Stonehaven to Aberdeen by bike and I find it shocking that a town as big as Stonehaven does not have a sufficient cycle network into Aberdeen. If there was even a pavement on the A90 from Stonehaven to Muchalls then things would be drastically improved. The Sustrans route number 1 involves cycling on the Netherly Road which has a number of very fast drivers who don't often give you a lot of space when passing.
- I've ticked all of them because they all need to be done. Safe cycling to every school should be a priority and Market Street/Greyhope Road needs to be improved. Greyhope Road is a potential death trap with all the industries along there using the road as a car park or service yard!
- Coastal route 1 is on.
- NCN Route 1, especially Cove to Nigg section.
- No safe route to Stonehaven along the coastal route at all - very fast traffic, narrow road.

RESPONSE

Routes from Aberdeen south to Aberdeenshire are a key focus of the Action Plan. The Altens area is currently subject to improvements, via a proposed Craigshaw Drive cycle route and the STAG assessment for Wellington Road which will consider safety and permeability for those walking and cycling. The NCN1 route south will be subject to improvements as part of the forthcoming Aberdeen Harbour development at Nigg. ACC will also work with Aberdeenshire Council to identify options for links to Portlethen and Stonehaven.

THEME 9.5: Aberdeen to Westhill

COMMENTS RECEIVED

- Several Plans e.g. Bus plans 2009 show Aberdeen Westhill route is very important and busy yet

nothing is done about it

- Cycle path to Westhill is pretty good actually.
- The A944 to Westhill - this is the worst cycle lane I have ever used due to the junctions. I cycle on the road because it feels safer!!
- Access to the new office developments eg. from south (Deeside) to Westhill and Kingswells.

RESPONSE

Due to a number of issues arising with the current route along the A944 this will be subject to a full review and this has been articulated in the revised Action Plan.

THEME 9.6: Deeside Way / A93 North Deeside Road

COMMENTS RECEIVED

- Some small scale improvements are possible on Deeside railway and area around e.g. access to Duthie Park at the Gt Southern Road end - and is the path to get a crossing over the new AWPR?
- It is important to keep the Deeside cyclepath open and easily accessible to pedestrians and cyclists alike.
- Deeside railway cycle/walk bridge at milltimber brae, instead of detour via A93 (because of AWPR).
- The Deeside Way does exist for cyclists, but is too hilly to be practical for commuting/regular travel between Banchory and Aboyne.
- A93 "corridor" Culter to Cults. A large number of Culter /Bielside/ Miltimber kids go to Cults Academy, currently there are few cycle routes for this, it's either the A93 or "down" to the deeside line and then back up the big hill. How about a path along the "top" of the hill (same idea as the kingswells-bucksburn path).
- The south and north Deeside routes into town also need improved and a proper barrier (does not need to be high) put in place to properly demarcate cycle paths on existing roads.
- For a cyclist, the main road through Peterculter has a very poor quality road surface and represents a hazard.
- Coming from cults along the railway line there is no obvious safe route eg along the river to get to the shop.
- We are very surprised that the A93 through Lower Deeside is not deemed as a priority for improvement. The narrow cycle lanes and very poor road surface (often the result of poorly executed utilities works) require attention.
- North Deeside Road.

RESPONSE

Following many comments received relating to the A93 corridor and the Deeside Way, this has been added to the priority list. However, as facilities do currently exist on this corridor, while other corridors have none, it may not be an immediate focus of attention in the short term.

THEME 9.7: Anderson Drive

COMMENTS RECEIVED

- Anderson Drive is another nightmare for cyclists - because it is 40-miles speed limit and generally people drive there because they don't have time to deal with city streets. I avoid cycling on Anderson Drive at all costs.
- There should be other options for cyclists away from Anderson Drive. Busy roundabouts will never be cycle safe.
- I would single out A90 Anderson Drive as being particularly dangerous for cyclists at present.

RESPONSE

ACC is currently looking to improve cycle provision on Anderson Drive, with phase 1 of a shared walking and cycling route due to be implemented in early 2017, while a study into improvements at 3 junctions is ongoing.

THEME: 9.8 Airport

COMMENTS RECEIVED

- To and from the airport.

RESPONSE

The area in and around Dyce has been identified as a priority area for this Action Plan.

THEME 9.9: Universities

COMMENTS RECEIVED

- Access routes to Universities is very important as the student populations can more easily be encouraged to cycle. Ensuring there are good, safe routes is important as is support and education (help remove barriers by providing training to students unfamiliar with UK roads or weather conditions, and work with Police Scotland to ensure bike theft doesn't stop good initial habits).
- Improvements around the universities would be most welcome. The campuses themselves are making great efforts to promote and encourage cycling among their staff and students, but only so much can be achieved by them alone. Working in partnership with higher education institutions to improve the facilities that surround their campuses would be very popular.
- University access could be addressed within the general heading of City Centre & Beachfront.

RESPONSE

Access to universities is a key focus of the Action Plan and is the subject of a number of current projects, such as Seaton Park path improvements and the design of an extension of the existing River Dee route to connect with RGU. Access to universities will be retained as a priority as neither of the universities are currently located in the City Centre or on the beachfront.

There is a policy within the Plan to raise awareness of the existing opportunities for cycle training and the Council already works closely with both universities via the Getabout partnership on initiatives to encourage and support cycling.

Bicycle theft is obviously a police matter but ACC accepts it has a role to play in ensuring there is safe and secure cycle parking available at key destinations and will continue to do so through the life of the Action Plan and into the future.

THEME 9.10: Bridge of Dee / River Dee

COMMENTS RECEIVED

- Bridge of Dee roundabouts both sides of the river need a bicycle flyover.
- Would like to see in particular a crossing placed on the Queen Elizabeth Bridge itself possibly at the foot of Wellington Road going to the Boat House side.
- The development of the riverside paths is a good example of poorly thought infrastructure with cycle paths stopping at critical points and a lack of effective crossings, for example the lack of logic of crossings at the George V bridge heading east is shocking with cycle paths that stop on riverside Dr then recommence 100 meters or so onwards. The connections from the shell cycle path to Altens and Tullos need attention as does the connections into Union square on all sides.
- Riverside path from Sainsbury to Cults, Newton Dee and Milltimber is badly in need of improvement.
- It's a no-brainer to extend the river Dee footpath between RGU and Market Street. When you do this, make use of underpasses slung under the bridges rather than hobbling traffic still further by adding more traffic lights. This would massively increase the number of walkers/cyclists between the city centre, RGU, Deeside Way and Duthie Park for a relatively small investment. At the same time, add an entrance gate at the northwest corner of Duthie Park.
- We have mixed views on the upgrading of riverside paths as we believe that these are mainly used for recreation. There is a case for some upgrading of the path between Bridge of Dee and Cults (particularly against undermining) although we would wish it to retain its rural feel.

RESPONSE

Riverside paths are a priority in the Action Plan as they can play a strategic transport role (linking the City Centre with RGU, Bridge of Don with Dyce, etc) as well as a recreational function. Encouraging more recreational walking and cycling also has significant benefits in terms of increasing physical activity and improving health, and it can be the case that the more people become accustomed to walking and cycling for recreational journeys, the more responsive they are to inducements to walk and cycle for other journeys too. Although unfortunate, due to resources, funding and other constraints, infrastructure is often delivered in

phases which can result in routes seemingly being delivered in isolation from their surroundings. It is often the case however that individual elements are part of larger incremental schemes. One example of this is the River Dee route. A section of path between the King George VI Bridge and Bridge of Dee was implemented in 2015/16 but this was never intended as the final intervention in this area. The junction crossing is currently being looked at as part of a separate study while efforts are ongoing to design an extension of this route over the Bridge of Dee and onwards to RGU

The Wellington Road corridor is currently subject to a STAG assessment, which will include a consideration of pedestrian and cycle improvements along the whole corridor.

THEME 9.11: Foresterhill

COMMENTS RECEIVED

- Why is access to the Foresterhill complex i.e. ARI, not listed above. NHS Grampian is the biggest employer therefore it is imperative that there are proper safe cycling routes for employees, patients and visitors.
- There is no specific mention in improving pedestrian and cycle paths and storage facilities to and from ARI, the Health Village and any other NHS Grampian facility. NHS Grampian is probably the largest employer in Aberdeen and travelling to and from their premises needs to be vastly improved. There has been parking issues at ARI for years and whilst the new car park may help action is needed to have a vastly improved transport network to NHS Grampian premises. There is no public transport to and from ARI after approx 1130:1145pm yet staff rotas can and do extend after midnight. The festive season is upon us and staff need to get to their work whilst others celebrate the season. Public transport at this time is either non-existent or limited. I am working on Xmas Day and New Years Day, no buses therefore I have to walk irrespective of the weather.
- Surprisingly no objective or action plan around development of a more coordinated approach to active travel access to Hospital & Social care and reducing the pressure on hospital patient transport. Thinking about integration and an ageing population, more promotion of services that more 'able' patients can utilise rather than taking the first option of booking patient transport because they can't be bothered with the parking situation at hospital or taking the bus route option that isn't straight forward enough from their home. (more information about active travel access to health and social care is available in the Grampian Health & Transport Action Plan report)

RESPONSE

Access to ARI did not feature strongly in the initial round of consultation but ACC accepts that, as a major trip generator in the City, it deserves to be included. The Action Plan has therefore been updated accordingly. Smaller NHS sites and GP surgeries are also key trip generators and the Council is currently working with the NHS, Aberdeenshire Council and Nestrans on travel planning work at various NHS sites, the outcomes of which may result in the identification of infrastructure improvements around these sites and the Council would obviously be keen to work with the NHS and partners to implement such facilities to enable modal shift. Such improvements can then be added to the Action Plan as they are identified.

THEME 9.12: Aberdeen North

COMMENTS RECEIVED

- Whitestripes Road, the Western end of Scotstown Road, Persley Den. In general, access from Danestone/Dubford/Bridge of Don to the NCN1.
- Would be nice to be able to get easily and safely to Dyce to use the old railway line there.
- Access to Altens and Cove is pretty good, but (as a resident of Bucksburn) I feel that getting out/across the A96 isn't a pleasant journey at certain times of the day.

RESPONSE

Local improvements to the Bridge of Don area are ongoing, including development of a River Don route which will enable access to the NCN1 to the north. Improving provision on the A96 and access to Dyce are also key features of the Action Plan.

THEME 9.13: Access to Infrastructure

COMMENTS RECEIVED

- Certain areas have good cycle paths - the beach, for example, but due to busy roads and poor network it is difficult for people to access, therefore people drive to the beach for a cycle, rather than cycling there.
- Point 1 - not so much the beachfront itself but access from the city centre to the beachfront. Same applies to connections to the station and from the beach to Bridge of Don / Seaton Park.

RESPONSE

ACC agrees that access to key cycling facilities is as important as having those facilities in place and will continue to look at ways of improving access to such locations to ensure journeys can be entirely undertaken by foot and by bike and are not reliant on non-active modes at any stage.

THEME 9.14: Priorities**COMMENTS RECEIVED**

- Whilst the A944 and riverside path cycle facilities require upgrading, other routes where is no provision for cyclists at all are more urgent.
- It's not clear what "prioritised for improvement" means? Does it mean painting some lines on the road for bikes? If yes, that's not good enough. Women and children will not cycle next to cars, trucks, and buses. You need to be more ambitious than just painted lines.
- All of these should be improved.
- I could tick them all, but think the priorities are as indicated.
- These are all worthy strategic priorities, although some routes already have some active travel provision whilst other routes have little or none.
- Focus on main routes should be to provide continuous walking/cycling routes away from, but paralleling main roads, like the Deeside Way with respect to the A93.

RESPONSE

ACC aims to strike an appropriate balance between increasing the active travel network and ensuring that existing assets remain fit for purpose.

Prioritised for improvement means that these are the areas where financial and other resources will be concentrated during the life of the Action Plan. While solutions will be site-specific, ACC agrees that implementation of safe and off-road facilities is key to encouraging a significant uptake of cycling and this is reflected in the Plan's emphasis on off-road routes and segregation wherever possible.

The Action Plan identifies a number of off-road walking and cycling facilities parallel to key corridors, including the A90, A96 and A9444.

THEME 9.15: Funding**COMMENTS RECEIVED**

- When cost and funding partners are both undefined how exactly is any improvement to be made?
- We support all improvements such as those above in principle, which will enable more people to walk and cycle. However this should not be taken as agreement that we will fund any specific scheme. You should still apply through Community Links and applications will be assessed as per the usual processes.

RESPONSE

Where costs and funding partners are unclear, this is simply a reflection of the fact that many schemes are still some way from implementation and funding avenues have not been fully explored yet. These will be identified as plans move closer to fruition and will be articulated in future annual network plans. Having benefitted from Community Links funding for a number of years now, the Council is well aware of the application process and in no way presupposes that any of the schemes listed will automatically be successful in gaining funding simply because they are listed in the Action Plan. References to Sustrans potentially funding schemes have therefore been removed, apart from in cases where funding has already been secured or a contribution already made to elements of a scheme.

THEME 9.16: AWPR**COMMENTS RECEIVED**

- AWPR junctions. At the various design meetings, there was not yet sufficient detail on how these would look for cyclists e.g. advanced stop lines, Tucan crossings etc. Can the council audit / improve / share what has been done?
- Western peripheral/ circular route

RESPONSE

As a Scottish Government scheme, ACC have had little opportunity to feed into the AWPR design and delivery processes.

THEME 9.17: Bikes on Buses**COMMENTS RECEIVED**

- To have the possibility to bring the bike on the bus.

RESPONSE

There is an action to investigate and better promote this during the life of the Action Plan.

THEME 9.18: Maintenance**COMMENTS RECEIVED**

- Poorly maintained cycle lanes/roads - potholes etc.
- Maintenance of the Deeside Path, the cycle track beside Queen's Road and Skene Road and others, particularly during Autumn and Winter is important; hedge trimming, clearance of leaves and de-icing are all necessary if these important routes are going to continue to be used in the colder months.

RESPONSE

Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.

THEME 9.19: General**COMMENTS RECEIVED**

- Consideration of individual schools within their local catchment.
- The aim should be to develop routes and ensure they are integrated so as to allow seamless travel into and across the city.
- Cyclists and cars don't mix, cyclists and pedestrians don't mix, separate routes are the only safe way to go.

RESPONSE

There is an emphasis on segregated routes, filling missing links and continuous and coherent routes within the action plan. Further local improvements will be identified on an annual basis, many of which will focus on safe routes to school.

Q10. Please use the box below to make any further comments on the Action Plan.

A number of general comments were also received in relation to the Action Plan

THEME 10.1: Infrastructure**COMMENTS RECEIVED**

- Would like to see in particular a crossing placed on the Queen Elizabeth bridge itself possibly at the foot of Wellington Road going to the Boat House side.
- Segregated cycle lanes would be great. Lanes which are mixed with pedestrians don't work as they are slower and more dangerous for pedestrians.
- I don't think cycle paths than run along the side of main roads are very safe. They give drivers the sense that cyclists should stay within these narrow lanes. However, with drains and potholes there that is not always possible.

- Some research to support the case for cycling infrastructure: A study commissioned by the city of Sydney found that for every \$1 spent on cycling infrastructure, \$3.88 was returned to the community (<http://thisbigcity.net/transforming-sydney-into-a-cycling-city>). There are many studies like the Sydney one which all find a net benefit to investment in cycling infrastructure although the amounts vary. Studies which show that spending money on new roads is a waste of public money: Braess's Paradox (adding more roads for cars to a network can reduce overall performance - https://en.wikipedia.org/wiki/Braess%27_paradox). Building more roads for cars causes generated traffic through induced demand - <http://www.vtpi.org/gentraf.pdf>.
- Local Transport Strategy 2016-2021 page 22 AWPR last paragraph. Quote "lock in improvements to congestion and journey times to ensure that these are not eroded through additional traffic growth" How would this be possible with a proposed 20,000 seat stadium 500 metres away from one of its major junctions, 7 miles from the Aberdeen City centre, the extra traffic travelling on the A944 and all routes on to it with the introduction of 3 further minor road junctions than there are at present and 3 further junctions proposed for the stadium, all of which cut across the Cycle core path 91. This goes against the hopes for Cycle Safety Improvements (p46) ACC green space, cycle core paths (p44) Traffic Management and Road Safety reducing collisions (p33) all contained in the above document. Projects such as this will erode the use of cycleways and on carriageway routes in this area, as well as causing considerable congestion in the rural towns of Kingswells and Westhill during match days.
- One thing I think could be made more use of are the type of filtering of a cycle lane onto the pavement (slightly reducing pavement space) near busy/dual carriageway junctions. There is one of these near the eastbound junction of Lang Stracht as it approaches North Anderson Drive.
- Also overall improvement in current infrastructure would be very helpful, especially trying to relevel many of the sidewalks where the stones have popped up and make it difficult and even dangerous in some places for the elderly, those with strollers or on wheelchairs to move. Great that the city is looking seriously at this issue, keep up the good work and looking forward to seeing this plan in action and realized. Good luck!
- Some reports including the Bus Plan talks about improvements to pedestrian and cycle throughout the City. We do not know of any such improvements to the Queens Road /Albyn Road important thoroughfare in the past few years. The only possible improvements to cycling safety has been a recent questionnaire about the Hazlehead roundabout and the Anderson Drive / Kings Gate roundabout which gives us some hope something may be done there. However the two most dangerous roundabouts in our area are the Anderson Drive / Queens Road roundabout and the Queens Cross one. There have been several complaints about the traffic signage and the Anderson Drive pedestrian Crossing being noted as particularly bad (depending on the state of the shrubbery) as the crossing cannot be seen from the right car lane driving South.
- At last, we may see some improvements in the infrastructure facilities for cyclists and pedestrians in our area. The UK is so far behind do of our European neighbours.
- Cannot see the plan being successful as the council do not even have the basics in place now so doubt it will work. eg advanced stop boxes are ignored by drivers and never prosecuted no dedicated cycle lanes, only where bus lanes exist.
- Learn from mistakes made on new third Don Crossing cycle route where cyclists need to cross busy side roads and swap from cycle track to footpath to access dropped kerbs and rectify these...
- There are a number of good footpaths across the city, I would like to see these better joined together as corridors (like what was done in London) and more connections added to them.
- Additionally we would like to see the standard of provision you are aiming for on your cycle network clearly defined in your plan and consistently applied. The design principles included in the action plan could form an important part of this. Sustrans' preference is for an inclusive cycle network that is suitable for those aged 8 to 80 to use.
- Nice to have some action plan around 'installation of digital route navigation/ maps', public bike hire schemes?

RESPONSE

The Action Plan introduces a presumption in favour of segregated routes where feasible and appropriate but ACC believes shared use routes are an acceptable alternative in certain instances. The Plan introduces a presumption against on-road advisory cycle lanes in recognition of their limited usefulness. In each location, a variety of infrastructure will be considered before selecting the most appropriate for implementation. There is also an emphasis on continuous routes and filling in missing links, while a policy has been include to ensure

that people cycling on segregated facilities are given priority over traffic at side road junctions wherever possible.

ACC is aware of the cost-benefit of providing new cycling infrastructure compared to other forms of transport and is committed to increasing the volume of pedestrian and cycle infrastructure during the life of the action plan. This Plan does not promote any road building projects.

Pedestrian and cycle infrastructure is improved and implemented on a priority basis and ACC has concentrated in recent years on those corridors where the speed and volume of traffic is a particular deterrent to cycling and this has therefore focussed on strategic routes such as Auchmill Road, Anderson Drive, Ellon Road and the Parkway.

Wellington Road is subject to a current STAG assessment which will consider conditions for people walking and cycling and identify possible improvements.

Although ACC is aware of Aberdeen Football Club's proposals, it is unable to comment in detail on these until such time as a formal planning application is received. In any case, a detailed Transport Assessment and Travel Plan would be required for a proposal of this scale as well as consideration from the developer about the impact on existing active travel routes in the area. However, given the disruption to this route anticipated from the AWPR and difficulties experienced in getting a route of an appropriate standard alongside the Prime 4 development, a full route review will be undertaken and a commitment to this is included in the Plan.

ACC is engaged in a study looking at those roundabouts that are particularly dangerous for people walking and cycling (some have experienced fatalities in recent years) in the first instance, although other roundabouts are likely to receive attention in the future.

A commitment to developing a Technical Advice Note (TAN) on local infrastructure design standards, as an addendum to the ALDP, has been added to the Action Plan.

THEME 10.2: Core Paths

COMMENTS RECEIVED

- Our appeal is for the City to come good on their assertion that route 96 on the Local Development Plan (down Queens Road into the City) really is a "core path" which most commentators would take to mean it is a safe route into town for pedestrians and cyclists. Even if one assumes you have to get off your bike to navigate Queens Cross roundabout via pedestrian crossings the rest of the route is restricted by car parking on the road etc. There is NO signage either.
- Please also allow meaningful feedback from Aberdeen citizens in the creation of safe useful core paths IN the city i.e. remove the restriction on the AbOAF that it should only deal with Suburban core paths leaving no body taking an interest in or pressure for decent safe URBAN routes for cycles and people.
- One important aspect that has been ignored is that a core path is marked on the Aberdeen Local Development Plan as going down Queens Road through Queens Cross roundabout into the city. Whatever your definition of a "core path" is no one can possibly suggest that the path marked on the Local Development Plan is anything but a dangerous way (especially by cycle) to travel into the city. I have asked City staff why that route is marked as a 'core path' and been informed that there are pavements. My surprised response is that actually now even some of the pavements are unsafe as more and more houses are changed to offices and banks etc, which has meant that they are (wrongly in my mind) allowed to flatten the pavement to give smooth easy access to cars. Therefore cars now swoop in and out of these offices to the danger of pedestrians. If, as they do in the USA, a bump is left where the pavement was then the cars at least have to slow down. Indeed in USA the car drivers allow the pedestrian clear right of way whereas in UK the car driver usually demands right of way.

RESPONSE

Designating a route a Core Path does not automatically mean it is suitable for all users (some are waterways for example). Such routes are designated according to their strategic importance for travelling around the City. Designating a route as a Core Path is not a judgement on the safety of the route (it may be an important route where significant safety enhancements are needed), nor is there a requirement for Core Paths to be signed as such. The Aberdeen Outdoor Access Forum covers both urban and rural routes.

THEME 10.3: Engagement

COMMENTS RECEIVED

- Continual engagement with large employers is key to achieving behaviour change. This shouldn't be restricted to public sector organisations but include large private sector employers. People in the area need to be convinced that active travel is a benefit to them personally (time, quality of life, health) as well as collectively as a community.
- I strongly urge close consultation with groups such as the Aberdeen Cycle Forum, Cycling UK and Sustrans to make sure that any facilities constructed are fit for purpose, and that additional investment be made in active transport.
- Publicize the time it takes to get from A to B by bike and the consistency that trips by bike offer in terms of time.
- We would be very pleased to explore appropriate partnership work to promote the development of paths; walking, cycling and active travel or discuss any of our comments.

RESPONSE

ACC works in partnership with Nestrans to engage with private sector organisations to promote the benefits of sustainable travel and travel planning.

ACC is keen to engage with various partners to achieve high quality design and to learn from other local authorities both in Scotland and further afield. We liaise with Sustrans over design issues as a matter of course and particularly for those projects Sustrans is making a financial contribution to, while the Cycle Forum is also routinely advised on proposals and invited to comment. One of the actions in the plan is to: *Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets the needs of all users.*

ACC is looking into mechanisms to display current journey times at key roadside locations by various modes of transport.

THEME 10.4: Scepticism

COMMENTS RECEIVED

- I don't genuinely believe anybody at ACC really cares about cycling and pedestrians, somebody is ticking a box in request from higher up government, to try and show they've done something.
- The Council still thinks that it is possible to make everything good for everyone. Still believes that it is possible to make the city a safer and more pleasant place to walk and cycle and at the same time sustain or even increase the number of motor vehicles in town. Make no mistake: to increase the number of people cycling and walking safely in town, the Council will need to restrict more streets to motorised traffic, remove parking spaces to make way for segregated cycle ways and footpaths. To make omelettes, one has to crack some eggs.
- I fear that resources being limited ACC will fail to meet Scottish Govt targets for safer, cycling, walking etc. Given how slow the development of cycling facilities in the region have been in recent years.
- While laudable, I am pessimistic about the effectiveness of the plan, as mentioned above, the diversion of the Deeside way due to the AWPR indicates that there is still a lack of understanding regarding the needs of pedestrians and cyclists, as does the nature of crossings in Tillydrone around the new Don crossing.
- Need political commitment. When will politicians realise that a clean environment, better air quality, fewer deaths and injuries will win elections NOT be a risk to their electoral ambitions....
- I don't see the road network ever being improved enough for me to contemplate taking up cycling again. I used to cycle in Aberdeen in the 1970s but the volume of car traffic is so huge now I feel under threat even as a pedestrian. I look forward to the day when private cars are banned from city centres but I don't think persuading people to cycle will have much effect.
- As mentioned above, I don't really believe the council sincerely wants to improve facilities for cyclists even though there are plenty of proven benefits to health, etc. Businesses want cars and lorries to have full, unfettered access to our roads whereas better/safer cycling facilities may slow down motorised traffic slightly and require drivers to take more care on the road. There is no strong commitment from either the UK or Scottish government or from our councils to improve road safety for cyclists. For example, presumed liability legislation would go a long way to changing attitudes but both governments refuse to change the laws.

RESPONSE

ACC is committed to improving conditions for people walking and cycling in recognition of the benefits these transport modes have over motorised forms, both for the individual and for the City. By adopting an Active Travel Action Plan, ACC is committing to meeting the actions and policies contained within.

In recognition that the AWPR will bring traffic reduction benefits that must be taken advantage of, the Council is looking at ways to prioritise sustainable transport in the City over motorised modes, via the CCMP (with the part-pedestrianisation of Broad Street the first stage of this) and the Roads Hierarchy study.

ACC accepts, as the Diamond Bridge was the first segregated cycle facility to be installed in Aberdeen, there are lessons to be learned from this and recently completed a cycle-through of the route with representatives of Sustrans and Aberdeen Cycle Forum to identify improvements that can be made to the existing route, as well as ways of doing things better in the future.

Regarding the Deeside Way diversion, this was unfortunately a unique situation for which there was little alternative.

THEME 10.5: Funding**COMMENTS RECEIVED**

- Where's the money coming from?
- The most important issue for delivery will be the allocation of sufficient resources to improve the infrastructure and promote its use. We are aware of the council's commitment to this to date – and have supported related work through Smarter Choices Smarter Places. We would hope to continue this work in future – resources permitting.
- Paths for All and our partners can support actions proposed in the strategy and we would be pleased to discuss this. This could include funding, resources and training. Examples include: SCSP funding, Workplace walking resources and training, Links to health walks, Community paths – grants, training, support and resources, The Step Count Challenge – an online workplace resource, Walk once a Week – a schools programme delivered by Living Streets Scotland, Community street audits.
- The action plan should make a commitment to a percentage spend for active travel will a target of reaching 10% by the end of the plan period. Without specific budget commitments little of the plan will be delivered.

ACC welcomes offers of financial and other resources assistance for implementation of the Plan and will look to maximise these wherever possible. Should Smarter Choices Smarter Places funding continue to be available in the future, this will continue to be a key mechanism for funding many of the awareness-raising and promotion elements of the Plan, including marketing and promotion of new walking and cycling routes. The Network Plans identify funding on a project-by-project basis. Where these are undefined at present, clarity will be provided in annual updates to the plan as these longer-term projects move closer towards delivery.

THEME 10.6: Health**COMMENTS RECEIVED**

- Improving cycling and getting more people cycling will be paid for by greatly increased health and reduced cost to NHS. Likewise walking.
- Please make these things happen. With the impending obesity crisis we need to get people cycling and out of cars.
- As someone who has been ill and not very active the plan seems to mean to improve the situation there is at present, which will encourage me (I hope) when I'm ready to start walking to work or to meet friends or just for recreation. Sadly I can't cycle as I have no sense of balance, but reading there are places where I can have access to/ hire tricycles means I can actually have a chance of cycling with friends, which I have tried to do in the past but it just causes chaos. I get embarrassed and my friends spend the trip helping me. I can't afford a tricycle, not have anywhere to store one, so a hiring system would be fantastic. Good lighting for security is always a good idea.

RESPONSE

ACC fully appreciates the benefits that will accrue from more walking and cycling in terms of physical health and improved air quality and hopes delivery of the Action Plan will be a key contributor to improving health and wellbeing in Aberdeen.

THEME 10.7: Delivery

COMMENTS RECEIVED

- At last, we may see some improvements in the infrastructure facilities for cyclists and pedestrians in our area. The UK is so far behind our European neighbours.
- Please can we just see some progress...
- I have said this above. Do stuff, make people believe you care about our quality of life. Plan in accordance with a long term vision. If you get houses built in the wrong place and don't plan for mix land use, do you really think that people will walk and cycle? You need an integrated land use approach where transport is a big element but not the only one. There have been good examples of events around active travel, this is all good of course, but will not change behaviour. Making the infrastructure right is the first most important step.
- The Action Plan is good on paper; I look forward to its implementation!!
- WE are encouraged by the comprehensive nature of the Active Travel Plan and hope that it will be fully implemented in the near future.
- It is a good plan. Now stop consulting and asking questions of the public and get on with it.
- It is great to see a plan of this sort being put into action! It would make the city a much more pleasant place to live and work. From first appearances, the scope of the plan is very broad and could perhaps benefit from narrowing, at least in its preliminary stages. It may be beneficial to first perform a trial of such improvements, and getting feedback on these before they are rolled out more widely.
- Section 7 of the action plan details monitoring and review, but it doesn't appear to set any definitions on what success is. Is it a set % increase in cycle use or a % decrease in accidents? "Traffic Management and Road Safety - the Council will look at opportunities for traffic reduction, speed reduction, traffic calming, improved crossing provision and improved pedestrian and cycle permeability" - Looking for opportunities is not the same as taking action, it's easy to say "here is an opportunity to reduce traffic, however it's a bit difficult or will cost money so we won't do it" and still be able to class yourself as successful on this aim as you 'looked at an opportunity'

RESPONSE

ACC intends to deliver the plan and agrees that the provision of high quality infrastructure is key to encouraging more walking and cycling. Progress on delivering the Action Plan will be reported annually. The monitoring information has been updated to include information on how success will be measured. Certain actions have been re-worded to demonstrate a firmer commitment from the Council.

It is not the purpose of this Action Plan to set a land use strategy for the City but ACC recognises that delivery of the Action Plan must take cognisance of ALDP land allocations and must be reflected in the Council's planning decisions.

THEME 10.8: Priorities

COMMENTS RECEIVED

- Seems yet another example in how to spend much needed and sparse public resources needlessly. Priorities are evidently in the wrong place.
- Why isn't Market Street on there?
- Plus adding cycling path between Aberdeen and Dyce.
- Riverside paths would also greatly improve the route from Persley Bridge to the Diamond Bridge, as the current route is not particularly suitable for bicycles. Riverside paths heading up-river from Persley Bridge would also be very useful.
- Please look at models from other cities like Seville and Valencia in Spain or even Segovia. There it is very, very successful and have changed the life style of many people.
- Easy and safe route from new Park and Choose at Dyce into city centre that is also direct and can be used for commuting. Not a route that is pushed down back streets and takes far longer. Otherwise cyclists will use the direct route with the cars. Cyclists need to be given the direct option in preference to cars.
- I hear various reasons from students as to why they don't cycle to campus. However, by far the most common reason is lack of safe infrastructure, which sadly is something I am fairly powerless to change

during my six months in this post. I am concerned that the Action Plan is quite vague in its current state, and that access to universities does not appear to be high on the priority list. Most RGU students live in the city centre (almost all of the halls of residence are located around King Street) and therefore their commuting distance of around 3 miles should easily be cycleable. However, according to RGU's most recent Travel Survey, it is apparent that the majority of students take the bus rather than cycling, despite complaints of high ticket fares and overcrowded buses. Clear signposting and better infrastructure would surely improve the willingness of students to cycle to campus. I would be very happy to be contacted should you wish to further discuss any of the points I have raised here.

- In addition, the cobbled hard shoulder on Market Street (heading towards Torry) opposite Union Square could be paved as a cycle path.
- The Deeside Way should be widened for the first kilometre from Duthie Park as this is the area of densest foot/cycle traffic. There should also be a gate added at the north-west corner of Duthie Park so cyclists/walkers can cut into/out-of the park sooner without having to cross the carpark - this would improve safety and reduce journey times for cycle-commuters.
- There is some mention of journey time/duration but perhaps more thought needs to be given to this one. As an example, the number of people who are actually likely to cycle or walk from outlying areas could be assumed to be a lower number than perhaps City Centre / Industrial Estates, so would investment be prioritised to those areas where there will be a greater take up in the first instance (ie. local rather than longer distance routes?)
- Overall the Active Travel Action Plan covers the broad areas identified in the Active Travel Strategy guidance. It is particularly strong on analysis of existing data, especially census travel to work, and providing a baseline of the current position. However we feel your plan could be more ambitious in some areas, such as the cycle network proposals, and contain more specific actions in the action plan. We have produced maps showing broad travel patterns based on the 2011 Census for some other local authorities and are willing to do the same for Aberdeen if that would be useful.

RESPONSE

Priorities for active travel were identified following a public consultation exercise which garnered almost 600 responses. The current consultation is a further opportunity for the Council to confirm with members of the public and stakeholders that priorities are in the right place. The majority of responses to this consultation suggest that they are.

The journey to and from work is obviously the biggest burden on the transport network in terms of congestion, pollution, air quality and safety, hence why there is an emphasis on longer-distance commuter routes – to and from the City Centre, Balmedie, Inverurie (and Dyce), Westhill, and Stonehaven (and Altens and Portlethen) – as these are where the most benefits are likely to be felt if we can encourage a significant uptake in active travel. Such routes are obviously able to cater for local as well as long-distance traffic. If cycling to Aberdeen University for example, you can join the route at Bridge of Don just as you can at Balmedie, Black Dog etc. and improving the local connections to strategic routes is something ACC is increasingly looking at.

It is agreed though that local cycling opportunities (even at a within-community level) should not be lost sight of as it is probably these short, local journeys that people will attempt first before venturing to work on a bike. Rather than formal infrastructure, though, residential streets tend to be better served by speed restrictions, traffic calming and management, parking management etc. which are implemented regularly and on an ad-hoc basis but without much future years forecasting (it is easier to forecast the long-distance routes as by their very nature these must be implemented incrementally), hence the decision to have a long-term 4/5 year network plan (which may be good on the specifics of strategic improvements but less so the local improvements) and an annual network plan which is better placed to detail more local improvements which may only be known on a year-by-year basis. Cycle network proposals will evolve and increase as the plan enters implementation phase and new concerns and opportunities arise. These will be refreshed annually.

ACC accepts that the Census travel to work analysis undertaken as part of the development of the Action Plan was rudimentary but hopes that a more detailed analysis will soon be undertaken that will help identify further priorities. It is anticipated that the Action Plan be an evolving document, able to adapt to and incorporate new priorities as they arise. Improvements to the City Centre environment should result from implementation of the CCMP and this will include improvements to Market Street. Access to Dyce, the universities and riverside paths are also listed as key priorities.

COMMENTS RECEIVED

- When promoting cycle/walk routes and initiatives, it would be better not to just advertise on websites and in areas where the will is already there i.e "preaching to the converted", but to make people consider the options who might not go looking for the information. Local press etc?

RESPONSE

ACC accepts that promotion of new and improved cycle routes has been limited but will explore all avenues going into the future, including press releases and letter drops of adjacent communities. It is hoped that the Action Plan itself and its annual updates will be a good tool for communicating new routes and future plans to members of the public.

THEME 10.10: Attitudes and behaviour of car drivers**COMMENTS RECEIVED**

- Driver education on passing cyclists would be good too.

RESPONSE

ACC will continue to participate in the Give Everyone Cycle Space annual campaign and explore other avenues for making drivers aware of cyclists' vulnerability.

THEME 10.11: Legislation and Enforcement**COMMENTS RECEIVED**

- Prosecution for dangerous driving would be an improvement too.
- In the German driving test, drivers are taught to open their car door with the opposite arm i.e here it would mean reaching across your body with your left arm to open the driver door which forces your body to turn round making you look over your right shoulder. This would help prevent drivers opening doors into passing cyclists.

RESPONSE

Although enforcement is a police issue, ACC supports increased enforcement of dangerous driving offences.

THEME 10.12: Lack of priority given to active travel**COMMENTS RECEIVED**

- This really is critical to the future of Aberdeen as a modern attractive city. The dominance of the private car as the primary mode of transport is not compatible with that type of city. Most other cities I visit (Oxford, Cambridge, York, Chester let alone places like Amsterdam or Copenhagen) realised that decades ago - why oh why are we in Aberdeen so far behind?
- As a keen walker it is clear that the needs of cars have for a long time been prioritised above the needs of walkers and cyclists. This is a mindset of both the council and drivers that needs to change if walking and cycling in Aberdeen is to be encouraged but more importantly made safe.
- Considering the council is spending many millions on the AWPR which will encourage commuting by car it is a total disgrace that there is not one designated cycle walk path that connects up areas in Aberdeen, or investment to try and get people out of cars, you need to start taking the state the planet is heading for seriously and act in the areas that you can make a difference in.

RESPONSE

ACC believes that implementation of the Action Plan, alongside various other schemes and strategies, will change priorities in the City to focus on walking and cycling.

THEME 10.13: Public Transport**COMMENTS RECEIVED**

- Bus travel is supposed to improve according to the Bus Action Plan 2009. We in the West End can clearly state that the bus services have deteriorated. Examples are the 15 and 11 bus routes and I understand the Kingswells service is to be cut or reduced. The situation is now that it is very difficult to get back from town even in the early evening e.g. going to a concert in the Music Hall. The two bus

services 11 and X17 on Queens Road route also have very bad habit of timing their services to run at the SAME time, thus causing long waits.

- Improve the buses and make them affordable.

RESPONSE

While ACC appreciates the frustrations experienced by bus users, this consultation, and the subsequent Action Plan, concerns primarily walking and cycling. The majority of bus services in Aberdeen are operated on a commercial basis therefore the Council has no power to set fares, routes, frequencies, etc.

THEME 10.14: Safety

COMMENTS RECEIVED

- I quote from City reports that “ the cycling mode share in Aberdeen is still some distance away from meeting the vision set out in the Cycling Action Plan for Scotland, that 10% of all trips will be undertaken by bicycle by 2020, the perception that cycling is an unsafe activity. The reason that it is perceived as being unsafe is because it IS unsafe - tackling Queens Cross roundabout on a bike is VERY unsafe.
- Practically any new strategic plan produced by the City states “Objective - Improved road safety within the City for cyclists and pedestrians “. Unfortunately so far it is all empty words devoid of real action and this is especially true for citizens in the West of the City.
- Improvements to cycle path lighting and street lighting in general would be very welcome.
- I honestly believe that junctions in towns where there are not already traffic lights and crossings, should be painted as zebra crossings, such as in France - would make it so much safer for pedestrians and cyclists and would force motorists to think more about them. It seems to work on the continent.

RESPONSE

ACC appreciates that safety concerns are a significant deterrent to cycling in particular which is why there is a significant emphasis on safety in the Plan, in terms of segregated routes, lower traffic speeds, improved crossing points, etc.

THEME 10.15: Support

COMMENTS RECEIVED

- We welcome the development of the new Active Travel Action Plan. We welcome the promotion of active travel - including walking – this should be aligned with the National Walking Strategy (NWS), the Cycling Action Plan for Scotland (CAPS) and the Long-term Vision for Active Travel in Scotland.
- We welcome the Vision: *To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.*
- We welcome that the Active Travel Action Plan sets out the national, regional and local policy context – referring to the National Walking Strategy, Cycling Action Plan for Scotland, ‘A More Active Scotland’, etc.
- We also generally support the proposed actions.
- As has been identified the Active Travel Action Plan should support the delivery of the NWS.

RESPONSE

It is hoped that identifying local improvements and initiatives for active travel will allow the Council to contribute towards meeting the aims and objectives of national plans and strategies.

THEME 10.16: Maintenance

COMMENTS RECEIVED

- Reduction of potholes and similar unevenness in road surfaces is important for cycling safety and should be improved.
- We understand that cleaning of drain gullies on roads is now carried out only on demand (usually by a nearby resident) and not as routine. An unfortunate consequence is that standing water on roads during/after rain is not cleared quickly. Fast moving traffic eg on sections of the A93 can throw up quantities of spray making it very unpleasant for pedestrians.

- Maintenance of footways should include a much stronger campaign to deal with overhanging vegetation. It is acknowledged that many householders carefully trim their hedges but leave them protruding into the footway. Unkempt open spaces adjacent to footways are also a problem.

RESPONSE

Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.

THEME 10.17: Traffic Management

COMMENTS RECEIVED

- One suggested improvement could be allowing cyclists to use one-way streets in the opposite direction to vehicular traffic, as seen in Cambridge and on one street in St Andrews (Fife) - Greyfriars Gardens. On my commute to work i sometimes push my bike up Harriet Street, and this could be opened to cyclists in a southerly direction (currently one-way for vehicles heading north).

RESPONSE

The Action Plan contains a policy to: *Wherever it is safe to do so, ensure people cycling are exempt from temporary and permanent road closures, banned turns and one-way streets.*

THEME 10.18: Monitoring

COMMENTS RECEIVED

- The Plan looks to have worked out the numbers who currently walk or cycle and various assumptions have been made around that. We might have missed it, but it's not clear if the question of how many would actually walk/cycle if infrastructure improved is addressed. There seems to be an assumption that more would walk/cycle if infrastructure improved (and I'm certain that's the case) but it's not quantified. It would be good to know that there would be a 20, 30 or 40% etc increase as part of the investment case.

RESPONSE

It is difficult to quantify how many more users will be attracted to a route if it is improved but we have recently installed a series of pedestrian and cycle counters throughout the City and these will now be routinely installed alongside new infrastructure. Once a sufficient volume of data has been gathered from these, we will be able to better quantify what the potential increase in active travel uptake is as a result of infrastructure improvements.

THEME 10.19: General

COMMENTS RECEIVED

- Large document, so having a table of content would be helpful to navigate the document.
- Lots of acronyms - may be useful to have a list of all acronyms at the end of the document.
- Action plan is more focus on improvement in traffic and congestion but does not consider improvement in health – both mental and physical. Need to link to the benefits on the population of active travel - improved health and wellbeing, cheaper mode of transport, better for the environment etc. (more information is available in the Grampian Health & Transport Action Plan report http://www.nhsgrampian.org/grampianfoi/files/NHSG_Nestrans_HTAP_2014.pdf).
- Page 13, Figure 4.1 - is there a clearer map that could be used?
- Too much data presented - an overview would be sufficient and if people want more information they can be directed elsewhere.
- We recommend that the actions identified are prioritised over the 5 years and that timescales, lead partners and other partners are defined for each action. We feel that many of the actions, mostly in the infrastructure section, are too general and should be replaced with more specific actions or deliverables that collectively form a local delivery plan. Indeed many of the 'actions' would be more accurately defined as either policies or design principles which support active travel. We are, of course supportive of these policies, especially your desire to build more segregated cycle facilities. However we feel it would be better if the policies and design principles are either included in a

separate section(s) of the Active Travel Action Plans and/or embedded in different council documents (e.g. local transport strategy, council-wide design standards). They could also be used to create new actions. For example your action “...ensure cyclists are exempt from temporary and permanent road closures, banned turns and one-way streets” is a cycle-friendly policy. A relevant complementary action could be a proposal to “implement a programme to assess existing one-way streets and convert to two-way cycling where appropriate”.

- Mentions Edinburgh but does not show how there will be shared learning from their success. Also to develop cycle friendly action plan, it would be nice to sign up for the charter of Brussels, Velo-City 2009 and follow its targets?
- There is a need to set out more clearly your vision for a strategic cycle network which covers your whole council area, which should build on the map you have included in Appendix A. This does not need to be mapped in detail, indeed a conceptual map, showing the places you want routes to connect across the city is probably more easy to understand and therefore more valuable. On this you can highlight existing sections of the network and where your projects for the next 5 years fit in. We suggest you look at how Glasgow City Council has displayed its cycle network proposals in its recently refreshed strategy. Also the phased approach to mapping infrastructure improvements produced by Renfrewshire Council is worth considering.
- A short section briefly describing the contribution the City Centre Masterplan and SUMP will make to the overall cycle network would also be valuable to include in the main body of the document.

RESPONSE

The previous ‘actions’ have now been separated out into ‘policies/design guidance’ and ‘actions’, with timescales and leads added to the actions. A contents page and list of acronyms will be added to the final document. The map was used as background information to describe how the draft Action Plan had been arrived at and will not be included in the final document. The Census data has been moved from the main body of the Plan. More information on proposals contained within the CCMP and the SUMP have been included in the finalised document, including web links. The Action Plan is intended to be a concise document that outlines what the Council is doing to encourage and enable more walking and cycling in an easily digestible format. While ACC accepts that there are a wide range of benefits to active travel (especially health and environmental benefits) it is assumed that the general reader is equally aware of these and there is therefore no necessity to repeat this information. ACC does not believe there is a focus in the Action Plan on the traffic and congestion benefits over and above other benefits.

While ACC supports the Charter of Brussels, we appreciate that we still have a long way to go in terms of increasing cycle mode share and therefore a 15% target by 2020 is unrealistic to adopt at present.

Conclusion

While the second round of consultation largely confirmed that the draft Action Plan was welcomed by respondents and contained the policies, actions and commitments they would expect from such a document and which could engender positive change in Aberdeen, some changes have been made to the draft to reflect consultation findings and other developments that have taken place since the draft was released. These do not change the overall tone and emphasis of the Action Plan. Key changes between the draft and final versions are listed in the table below:

Main Issue	Action Plan Response
Need to separate out policies/design principles and actions, with more detail included on the actions that will be pursued.	This has been undertaken for the final draft iteration of the Plan.
Need for more information on design standards	Commitment to developing a Technical Advice Note (TAN) on this has been added to the Action Plan.
Lack of priority for cyclists when using off-	A policy has been added to the Plan to: <i>Ensure that people cycling are given priority over motorised traffic</i>

road infrastructure.	<i>when using an off-road facility that crosses a side road junction where safe and practical to do so.</i>
Need for an on-street bicycle rental scheme.	As this is being investigated as part of the Council's involvement in the CIVITAS PORTIS project, an action has been added to: <i>Undertake a revised feasibility study for a bicycle rental scheme in Aberdeen.</i>
Maintenance of pedestrian and cycle infrastructure, especially winter maintenance	Actions and policies in relation to maintenance have been strengthened in the final Action Plan, including commitments to seek additional funding for maintenance activities.
Need for improved active travel signage	Commitment to a signage review has been added to the Action Plan.
Access to ARI should be a priority, given the large volume of staff and visitors	Access to ARI and other large NHS sites has been added to the Action Plan, in recognition that the NHS is a key employer and trip generator in the region.
A93 / Deeside Way should be included as a priority corridor	The A93/Deeside corridor has been added as a priority corridor.
Need for improvements to the current A944 cycle route	A commitment is made to a full Westhill to Aberdeen corridor review.