

Dundee Local Access Forum Minutes
Monday 1st February 2021, 7 – 9pm
Held as a Zoom meeting

PRESENT: Stephen Cragg Convenor
David Martin Cycling Groups/Dundee Cycling Forum
Roy Partington Scotways
John Whyman (secretary) Outdoor Access Officer DCC
Andrew Llanwarne FoE Tayside
Simon Morgan Western Gateway Community Group
Alison Abercrombie DCC Greenspace/Biodiversity
Mary Harwood Scottish Wildlife Trust
Tom Harwood Scottish Wildlife Trust
David MacDougal Stobswell Forum

APOLOGIES: David Rennie Dundee Ramblers
Graham Cross Ardler Environment Group/Bonnie Dundee
Mary Holligan Grove Academy Eco Group

No	Item	Action
1.	Welcome & Introductions Stephen Cragg convenor.	
2.	Minutes of previous meetings 9th November 2020 were agreed as accurate. Proposed by Roy, Seconded by Alison	
3.	Matters arising from the minutes of 9/11/20 3. Gritting Routes. Stephen C has not yet contacted the council, but advised that Dundee Cycling Forum has had meetings with Councillors about looking into gritting of the NCN1/77. David Martin provided the link for information on requesting Grit Bins https://www.dundee.gov.uk/service-area/city-development/grit-bins . John W could not find a way of reporting footways listed as Priority Routes which had been missed by gritters. Discussion about sources of injury statistics to help inform the winter maintenance policy. David Martin advised that data could be requested through the Public Health Scotland website. David MacDougal advised that the Forum could contact Councillors Lynne Short and Kevin Cordell on the Community Safety Committee. BRAW member Graham Cross had a fall on ice and had been hospitalised with his injuries and was still recovering. 3. Denhead of Gray/Core Path 50 – John W advised that he had emailed Lotus Group and had not received a reply and will follow up. Simon M reported that the Western Gateway Community Group had a meeting with John Berry and	

	<p>Ewan McNaughton, advising that John W would be seeking funding and land owners permission for the upgrade. John W to try contacting Lotus again. Simon also provided an update on the lack of action at the Swallow Hotel, and the Council's apparent inaction over enforcement of the Planning Conditions, while still carrying out signing off on house completions for the developer. David MacDougal advised that the conditions were a legal requirement and did not understand the lack of action. Community group has also support from some councillors and the local MSP.</p> <p>3. Transport Forum has not met for over 12 months</p> <p>7c Kingsway Path Transort Scotland upgrade – press release sent to the local paper by Stephen C but nothing was seen in print.</p>	JW
4.	<p>Update from Cycling Forum</p> <p>The cycling forum held it last meeting on 25/01/2021. David Martin provided an update, including the meetings with Councillors and council officers comments and objections to planning applications and the update on the new Active Travel Hub in the Central Waterfront. Russell Pepper is now the Convenor, and Iain McDonald the Treasurer, David remains Vice Convenor. The draft minutes of the meeting are here https://blog.dundeecycling.co.uk/category/meetingnotes</p>	
5.	<p>Promotion and Infrastructure</p> <p>a) Planning Applications. Online Portal is here:- http://idoxwam.dundee.gov.uk/idoxpa-web/ Stephen C advised that he had not found any particular application to comment on, although was aware of the Cycling Forums comments, objections and representations at committee, particularly relating to poor cycle parking at new developments and to proposed Drive-Thru eateries.</p> <p>b) Spaces for People (SfP). This is funding from Scottish Government to deliver mainly temporary changes during the Covid-19 pandemic. DCC has been awarded 2 grants totalling over £2 million. John W advised that the half the Green Circular improvements were under way (approx. £200,000) and that other interventions were still in planning stage. David MacDougal asked if Sustrans were aware that many of the Green Circular improvements were maintenance and repair rather than new. John W explained that the approved application described the work to widen, resurface and reduce vegetation on the route. No information was available about the Pop-up Cycle lanes, modal filters, 20mph zones or school routes. David MacDougal was disappointed that the SfP District Centre proposals in Stobswell were not progressing as Stobswell Forum hoped. David to send information on the proposals to John. Other members to contact John if they wish to have more information.</p>	DMcD/ JW/ All
6.	<p>Statutory Functions</p> <p>a) Section 11 Application – None</p> <p>b) Core Path issues – Core Path 7 from Dykes of Gray to Whitelawson Cottages is closed with a contractor working for Springfield installing a water main. The installation of the water pipe is nearly finished, but sections of the route are impassable with deep mud. John W has met with the landowner, Forestry and Land Scotland who is to meet with the contractor and developer soon with requests for laying stone to form a walkable surface at the worse sections to help the route recover. John W to keep the Forum and Western Gateway group informed with any decisions.</p>	JW
7.	<p>AOCB</p> <p>a) David MacDougal is concerned that Dundee City Council Transportation are</p>	

	<p>not able to carry out consultations during lockdown, but other organisations were. Alison A thought that this may be something to do with staff using their own computer and phone equipment, and the council only using Teams which others were not.</p> <p>b) Alison A gave an update on the biodiversity consultation which included the sites for reduced mowing regimes. She was going through the over 500 responses, which were mainly in favour. Some comments may require changes to some sites.</p> <p>c) Andrew L advised that he is delighted seeing spaces such as Grassy Beach and Dighty and Balgillo very busy with a significant increase in walking, even in poor weather. Narrow paths for example near the bridge at the meeting of the Dighty and Tay did not allow social distancing.</p> <p>d) Tom and Mary H advised that the SWT was finalising the plans with the contractor for clearing the ditches at the Miley to keep the water from flooding on the path. John W to follow up request to engineers about the Harefield Road Bridge blockage where DCC would need to carry out work to prevent flooding. Engineers have previously requested SWT pay for the pipe to be jettied to clear for a camera survey.</p> <p>e) Replacement white lining at Glamis Rd Ninewells Ave shared use path after resurfacing raised by Roy P. John has raised with engineers, but no change on the ground. Roy to try the councillors again.</p> <p>f) Roy also raised the soft sticky condition of paths at Riverside. John W was aware that some path work was taking place there, but not at the location where Roy described, which was a problem with the original path specification.</p> <p>g) Stephen C raised the opportunity for a member to join the national Mobility and Access Committee link closes on the 8th Feb.</p> <p>h) Mary Holligan, rep for Grove Academy Eco School was stepping back from the Forum to work on other projects after nearly 10 years. Stephen to prepare a thank you message.</p>	<p>JW</p> <p>RP</p>
	Stephen Closed the meeting	
8.	DONM – 12th April 2021, via Zoom	

Contact info

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Secretary john.whyman@dundeecity.gov.uk

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	7. Roy P advised that some of the white lining on the Balgay side of Glamis Rd had been repainted, but there was still white lining or signage missing from the west side of the road.	
4.	<p>Update from Cycling Forum</p> <p>The cycling forum held it last meeting on 06/04/2021. David M provided an update. He explained that dialogue with DCC was difficult with DCF making efforts to communicate with the council but in return not getting consulted on plans as promised. Proposals for installation of a new cycle route on Perth Rd and Ninewells Ave had been made available, and the forum had commented on the hazards of proposed narrow advisory cycle lanes, which are associated with close passing. Comments and representations to committee on planning applications had been successful in increasing the provision of cycle parking at proposed developments.</p> <p>Dave McD explained there was little in the local guidance (Street Ahead and the Local Development Plan) for cycling, and David M advised that DCF has spoken to councillors about revisions to the LDP and the infrastructure guidance, as Streets Ahead is now archaic.</p> <p>Andy L mentioned that Friends of the Earth Tayside also look at Planning Apps for opportunities for improved active travel facilities.</p> <p>The draft minutes of the meeting are here https://blog.dundeecycling.co.uk/category/meetingnotes</p>	
5.	<p>Promotion and Infrastructure</p> <p>c) Planning Applications. Online Portal is here:- http://idoxwam.dundee.gov.uk/idoxpa-web/</p> <p>d) Spaces for People (SfP). John W outlined a few of the Green Circular improvements – some works is delayed, or started and taking a long time to finish.</p> <p>District Centres, Dave McD explained, were disappointing in what was progressing. There were no changes to Albert St for example, where the Stobswell Forum had been involved with consultation and where expectation of temporary and experimental footway widening had been raised. He gave the view that Dundee City Council apparently cannot change from car centric streets. David M suggested that Stobswell Forum try contacting Councillors Mark Flynn and John Alexander. They have been good at listening to the Cycling Forum.</p> <p>Eliza Street was to get a small pocket park or parklet.</p>	DMcD
6.	<p>Statutory Functions</p> <p>c) Section 11 Application – None</p> <p>d) Core Path issues – Core Path 7 from Dykes of Gray to Whitelawson Cottages was closed for several months and is now reopen, but will need more big machines to finish the pipes. Forum members agreed a letter of support may be useful if needed in an approach to FLS to request path improvement.</p>	JW
7.	<p>AOCB</p> <p>i) Discussion on irresponsible access. Roy P reported mountain bikers racing around Balgay and forming trails. Stephen C reported his son was knocked over by a cyclist on the footway and had reported motorcycles in Caird Park. Simon M asked about the legality of e-scooters – Stephen C advised they are not legally for use on roads, paths or footways etc. Dave R reported e-scooter issues on the Esplanade and coastal path NCN1.</p> <p>j) Andy L asked about how to reduce the conflict between users, in particularly cyclists and dog walkers at busy times on popular routes. David M suggested</p>	

	<p>the long term solution was providing the segregation that DCF and BRAW have requested in new path schemes and for segregated cycle lanes. John W thought that the current shared use paths were designed for considerably less than the new use – Covid has seen increases of path use by 200% to 500%. Other cities were looking at popular routes having keep left signs. There were plans for more signs from Broughty Ferry to the Dock advising users to keep dogs on a short lead and for cyclists to use a bell and slow for walkers.</p> <p>k) Andy L raised the issue of pavement parking reducing space for pedestrians, and David McD advised a lack of city parking planning with commuters clogging up residential streets, in quests for no cost parking.</p> <p>l) Roy Partington explained he was stepping down from the Forum, after serving over 12 years. Stephen C and John W led comments of appreciation. Roy has been vice convenor and convenor, stepping up to serve an additional year when needed and being a great advocate of the walker and pedestrian.</p>	
	Stephen Closed the meeting	
8.	DONM – 7th June 2012, possibly site visit to Core Path 7 or Fruit Bowls in Lochee	

Contact info

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Draft



**Dundee Local Access Forum
Annual General Meeting
Fruit Bowls Community Growing Space, Lochee Park
On Monday 14nd June 2021 7:00pm**

Present

Core Group:

Stephen Cragg	(Convenor)
John Whyman	(Secretary) Outdoor Access Officer
David Martin	Cycling Groups
Sam Murphy	Western Gateway Community Group
Paul Scofield	Western Gateway Community Group
David MacDougall	Stobswell Forum
Kate Treharne	Community Growing Spaces

Apologies:

Roy Partington	Walking/Scotways rep
Andy Llanwarne	Friends of the Earth Tayside
Alison Abercrombie	DCC Greenspace Officer/Nature Conservation Rep
David Rennie	Ramblers

No	Item	Action
1.	Convenor Stephen Cragg, opened the meeting, welcomed everyone to Fruit Bowls and invited introductions.	
2.	<u>Minutes Of 2020 Annual General Meeting</u> Correction noted, David MacDougall to be added to the apologies Motion to adopt, proposed David Martin, seconded Stephen Cragg. Matters arising. David MacDougall advised that the consultation into the LEZ was to recommence www.dundee.gov.uk/lez until 9th August. Discussion about Lochee Road and Albert St being not included and the nearest air quality monitor to Albert St was at DISC, well away from residents next to the busy road. David Martin explained a project at Maker Space which will measure AQI parameters, connected to the internet and shared live. Students will analyse data and share conclusions on social media. The project will start from Morgan Academy and then primaries and community centres in Hilltown and Stobswell. (post meeting note, project lead is Stephen Devisme)	
3.	<u>Presentation of Annual Report - Stephen Cragg (convenor)</u> Stephen provided a written report circulated by email to the group before the meeting (attached below), and open up for questions. Sam asked about progress on Core Path 50 and Paul advised of issues with access being restricted near Landmark Hotel. John to visit the site. Western Gateway Active Travel consultation and Spaces for People discussed, and included in AOCB below.	JW
4.	<u>Election of Office Bearers</u> Stephen asked if there had been nominations for Convenor, and as no nominations	

	<p>received, Stephen agreed to remain as Convenor for the next year. Other positions. No nominations for Vice Convenor. Nominations have been received for community reps – Sam Murphy for Western Gateway Community Group and Kate Treharne for Community Growing Groups. Both were unanimously accepted by all members present.</p>	
5.	<p><u>AOCB</u></p> <p><u>Outdoor Access Strategy</u> John provided a written update on the Access Strategy attached in full below</p> <p><u>Dundee Cycling</u> David Martin gave a short update on the work of the Cycling Forum including the call for Dundee to develop a City Mobility Plan or Transport Plan. David MacDougall suggested this could be included in the Local Community Plan and DCF/BRAW could contact the Community Officers through the http://dee.communitychoices.scot/ consultation. Stephen explained some of the Planning Application actions from the Cycling Forum that had led to better cycle parking in new developments.</p> <p><u>Spaces for People</u> Discussion about cycle parking – Housing Dept not actively seeking to install cycle lock ups at multistories, though SfP could have provided the funding. Discussion about District Centres. David MacDougall reported issues with enforcement, with drivers parking in areas they should not. He also thought that the pavement widening and seating on Craigie Street and Eliza Street should have been on the east of the road which gets afternoon sun instead of the west which stays cold – the seats are not used much. Hilltown also discussed. Kate asked about DCC not being able to spend all the SfP cash available in the time allowed – reducing what could have been delivered. David MacDougall suggested some of the spend carried out was on easy spend items rather than priority/most important improvements. Query about planters in road space to add greenery. Kate advised they needed watered.</p> <p><u>Parking and drop off at schools</u> David MacDougall raised School Streets, and John advised that a new officer was to lead on the delivery of School Streets across Dundee. David suggested this needed thought and integration, to ensure people actually changed their travel choice rather than just parking in locations close to the school and affecting local residents' movement. John advised that there was a much greater coverage of Bikeability in schools and this should be one way of encouraging parents away from car use. Noted that some kids did not have access to bikes or could not store kids at home.</p> <p><u>Housing at Landsdowne Court</u> David Martin suggested that Landsowne Court flats suffer from isolation due to tall walls, gaps could be provided in the surrounding wall to allow shorter walking and cycling access to local facilities.</p> <p><u>Core Path 50</u> Denhead of Gray Sam advised of the DCC intention to have the path improved by the end of 2021. John advised some of the difficulty contacting the current landowner, but DCC were investigating adoption to ensure delivery of the improvement, but it may take longer than this year.</p> <p><u>Core Path 7</u> John advised that this was the first Core Path in Dundee to be closed without a legal procedure in place and this had been a learning experience in Sections of the Land Reform Act that he had not used before. The fences were gone, and at the moment the mud had dried, but the path is not useable in bad weather and drainage is worse than before the pipe was installed. John hopes that the current study will encourage Forestry and Land Scotland to deliver their 10-year plan and improve the</p>	

	<p>paths – though drainage will need to be fixed too. Stephen raised the Place Principle which is a term used at Scottish Government level – planning place does not appear to have delivered for the residents of Western Gateway, West Green Park or Denhead of Gray.</p> <p>Dates for Meetings</p> <p>6th September 2021 – location depending on Covid restrictions Further dates to be arranged</p>	
6.	<p>Close of Meeting Stephen thanked everyone for attending and closed the meeting</p>	
7.	<p>Date of Next Meeting 6th September 2021</p>	

Convenors Report

DUNDEE LOCAL ACCESS FORUM (BRAW)

ANNUAL REPORT 2020/2021

Stephen Cragg - Convenor

Introduction

This has been the year of COVID! For the forum, this has resulted in us moving to a wholly online format rather than meeting in person in different parts of the city.

The impact on Outdoor Access has been mixed. For many, it has demonstrated how important it is to be able to access the outdoors, even in an urban environment. That increased access has not been even though; due to shielding some people had to cut back on their outdoor access especially where this involved meeting with other walking and cycling groups; some of whom are still not yet operational again.

Meetings

Since the last AGM on 22nd June 2020, we have had 4 meetings, all online with between 8 and 10 members attending.

Statutory Matters

None.

Non-statutory Matters

Dundee Kingsway Path Resurfacing – after a member noted the poor state of a section of the Dundee Kingsway path, the forum contacted Transport Scotland about the matter. The good news is the path is due for resurfacing – it should have commenced in Spring 2021 but has been delayed to later this year. We'll keep an eye on this and press again if no progress.

The forum supported the Western Gateway Community Group for the upgrade of Core Path 50. I also represented the forum at an 'issues and opportunities' workshop as part of an active travel options appraisal study the council are doing for the Western Gateway.

Spaces for People funding has been used to improve parts of the Green Circular and Union Street. No or very little progress with district centres though.

The forum responded to a consultation on changes to the Highway Code in relation to walking and cycling.

Wider Links

The Dundee Cycling Forum continue to be active and a number of members of BRAW are active with the DCF. To join visit www.dundeecycling.co.uk.

Final remarks

I would like to thank all the members of the forum for their support over the year. We are a small forum though and I would welcome views on how we could increase the number of contributors to the forum.

Dundee Outdoor Access Strategy Update - monitoring 2020

Dundee Outdoor Access Strategy was approved in 2012 to be reviewed in 2017. Its actions have been monitored annually from 2013 to 2021. Other strategies contribute to the delivery of the Outdoor Access Strategy Outcomes including the Dundee Cycling Strategy and Physical Activity Strategy.

Each year the City Council invests in outdoor access infrastructure through improvement/renovation (widening and upgrading the surface). Recently completed projects include the Law Heritage Project. The Green Circular is checked twice a year and Core Paths checked once every 2 years – more if problems are reported. Core Path 7 had been closed for several month for work to install a water main. Liaison with Forestry and Land Scotland continues to make sure the route is open and useable.

Dundee Core Path Plan is up to date after the reviewed plan was adopted in 2020. Planning Applications are checked to ensure Core Paths are protected and improved where possible. The City has attracted outside funding for improvements to Active Travel Infrastructure, most noticeably in 2020 with the government funding in response to Covid-19. 20mph zones, widening footways, modal filters and widening and resurfacing parts of the Green Circular have been completed and more are to be introduced. Routes to schools are being planned for improvement and the council are looking to increase the number of school streets (streets where cars are banned at pick up and drop off times)

Responsible access and promotion of the Outdoor Access Code is carried out through the Management Rules and targeted campaigns. The Riverside Nature Park Skylark project showed significant success with over 10 breeding pairs on the site in 2020. There has been a significant increase in the information on social media to help people share paths during the Covid pandemic.

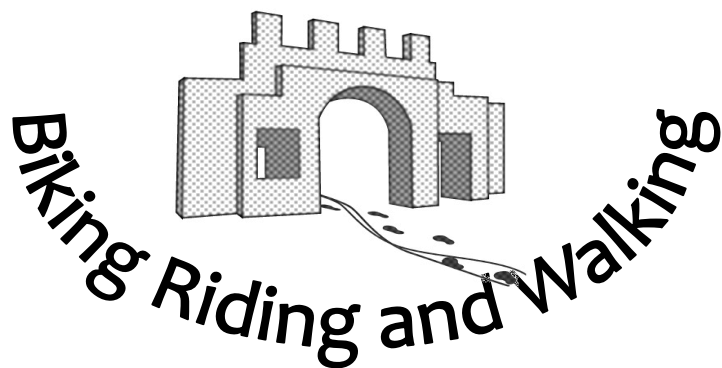
There has been no progress on developing the missing link in Core Path 22. There is limited involvement of volunteers in maintaining the path network – now mainly through DCF and park Friends Groups.

“Hands-Up Survey” indicates that less pupils are walking to school (50% in 2012 down to 46% in 2019) but more are cycling (1% in 2012 to 5% in 2019). Scooter and Skate to school figures in 2019 were up to 3%. <https://www.sustrans.org.uk/our-blog/projects/uk-wide/scotland/hands-up-scotland-survey>

Cycling on the Green Circular at the Compass House counter had not changed significantly from 34000 cycle movements per year in 2011 to 34780 in 2019. However in 2020, this increased significantly to 69510.

A large music event was planned for Camperdown Park, which would have closed Core Paths and a Section 11 closure was advertised, however the event was cancelled by the Covid restrictions.

John Whyman, Outdoor Access Officer, Dundee City Council. 10th June 2021



**Dundee Local Access Forum Minutes
Monday 20th September 2021, 7 – 9pm
Outside V&A Dundee**

PRESENT: Stephen Cragg Convenor
 David Martin Cycling Groups/Dundee Cycling Forum
 John Whyman (secretary) Outdoor Access Officer DCC
 Andrew Llanwarne FoE Tayside
 David Rennie Dundee Ramblers
 Alison Abercrombie DCC Greenspace/Biodiversity

APOLOGIES: David MacDougal Stobswell Forum
 John Brush Sidlaw Path Network Group
 Roy Partington
 Mary Harwood Scottish Wildlife Trust
 Sam Murphy Western Gateway Community Group
 Paul Scofield Western Gateway Community Group

No	Item	Action
1.	Welcome & Introductions Stephen Cragg convenor.	
2.	Matters arising from the minutes of 12/4/2021 3. Denhead of Gray/Core Path 50 – John W advised previous contacts with Lotus had moved on and Lotus had not responded to emails even from top levels in DCC. Transport engineers were investigating compulsory improvement and have commissioned a Feasibility Study which was nearly finished, looking at the Active Travel links to and from the Western Gateway. This had involved consultation with BRAW, DCF and local resident groups. Results expected in October. 6. b) Core Path 7 David M reported that he had visited by bike and found it so deep with soft silt that it was unusable. John to pass this on to Forestry and Land Scotland.	JW
3.	Promotion and Infrastructure e) Planning Applications. Online Portal is here:- http://idoxwam.dundee.gov.uk/idoxpa-web/ Short discussion of Planning Applications. DCF have been submitting objections and comments. Recent applications of concern included Drive-thru's (climate change effect of unnecessary journeys), flats without cycle storage on the ground floor and Wetherspoons outdoor expansion reducing public open space and width of a Core Path. Discussion about planning procedures changing to more support Climate Change and active travel outcomes. The National Planning Framework is	

	<p>changing which will include more requirements for sustainability. The Local Development Plans reviews may change from 5 to 10 year reviews – DCF have already pointed out that the Dundee LDP has not adequately accounted for Climate Emergency. Stephen C thought that a new Local Transport Strategy for Dundee is well overdue and would help change the city to be less car centric. Glasgow and Fife are doing theirs. 20 minute neighbourhoods discussed.</p> <p>f) Spaces for People (SfP). Discussion of the Perth Rd cycle lane – noted that the junction at Riverside Drive/Perth Rd cycle lane did not help cyclists and west of Riverside Drive, the protected cycle lane ended in the back of a line of parked cars. DCF in discussion with DCC about the installation. John W raised the complaints the council has received about the new tarmac surface on the Green Circular at Camperdown Park, north perimeter path. All present thought that the new surface was an improvement over the rough stony track and thought that this surface was most suitable for the wheeled user as a promoted cycle route. There was discussion about increasing cycle speed for road bikes. Some members thought that this may not be a suitable treatment for all paths in Camperdown, although recognised that unbound paths in the park were prone to mud and erosion, and not always suitable for buggies and those with mobility difficulties. There is a tarmac path around the play area and through part of the Pinetum. Discussion of paths in Templeton Woods. Most present would be concerned if all the paths in Templeton were tarmac, as it would be a considerable change. Muirhead Stables use the woods almost daily and have reservations about sloping tarmac surfaces as they can be hazardous for inexperienced riders and horses. John W thought that options on surface – possible a flexible surface, a surface suitable for forestry vehicles, or separate surfaces/or routes for cycles horses could be investigated. All agree consultation with users would benefit the process in the future.</p>	
4.	<p>Statutory Functions</p> <p>e) Section 11 Application – None</p> <p>f) Core Path issues – Complaint of conflict between cycles and pedestrians V&A plaza. Members observed movements and walked around the area. Many cycles, scooters, runners and walkers were seen using the arch. No conflict was seen. Discussion noted that there may be some aggressive cycling, but accidents were possible even between careful cyclists and inobservant pedestrians. John W explained that observations would be shared with the DDC properties and V&A staff. The following comments were made</p> <ul style="list-style-type: none"> • Members did not feel comfortable considering a redesign of the space, others will be more qualified • Street furniture such as bollards, trees, benches, electrical cabinet, seats, bins and planters contribute to a cluttered plaza. Also thoughts that mobile seating and tables may add to this at the café van. • There is nothing to warn pedestrians that cycles use the space. • The route signs for the Green Circular NCN on the totems are too small, and should be the standard blue signs used on the rest of the Green Circular. • From the east entrance of the Plaza from Waterfront Place, the less cluttered route is through the arch. The route near the café van on the east of the V&A has several poorly placed tree pits and a very poorly placed stone bench. • The rising bollards were noticed as being not all at full height and may be damaged. • The arch route could be discouraged from the east, as this bring 	JW

	<p>through traffic out close to the entrance to the V&A</p> <ul style="list-style-type: none"> • A cycle route on the road side of the defence line of seats etc was looked at, and found to be impeded by a two pole road sign, poorly placed wooden planter and seat, and raising bollards' control box. • The route close to the road was not favoured by some as large lorries passing were intimidating and at the puffin and toucan crossings, conflict with pedestrians could be high. • The paint on the surface of the Plaza was discussed. Alison A explained that it encouraged her young daughter to run off, instead of staying close. • An alternative route through Waterfront Place was discussed, to bring cycles closer to the road. There are 2 possible routes, but both have their own issues with water feature, movement of children near the sand pit and play area and arrangements of tree pits. These routes would also involve an additional push-and-wait road crossing point. As drivers were seen to miss the stop line here, a raised table crossing would be preferred. • All members agreed that the layout of the spaces and the alterations since open (café van, moving planters and footway paint) have made no real consideration for cycle or pedestrian movement along the Green Circular. • Cyclists following the NCN route or just visiting the area will not be familiar with it, and will be confused about which way they are supposed to go. The resulting hesitation and sudden changes of direction make conflict with other users more likely. 	
5.	<p>AOCB</p> <p>m) Dave R asked when the pubs and cafés would be removing their outdoor seating areas which in some places were reducing the width of footways and taking space from pedestrians eg Ship Inn, Broughty Ferry. Other members recognised this issue and the benefit to the city of the café culture. Andy L suggested BRAW could set up a debate on this issue. Sub Group to discuss how to set this up – with face to face event and on line survey suggested. John W to make enquiries.</p> <p>n) Stride Map for Scotland. Stephen C explained that he had used the STRIDE map as an example of how active travel routes could be mapped for a colleague looking into national project. Dave R advised of the Ramblers path mapping project.</p> <p>o) Kingsway Path improvement. John W advised Stephen C that the resurfacing of the shared use path at the Kingsway, promised by Transport Scotland last year, had not yet started</p>	<p>JW</p> <p>SC</p> <p>SC</p>
	Stephen Closed the meeting	
6.	DONM – 22 November 2021	

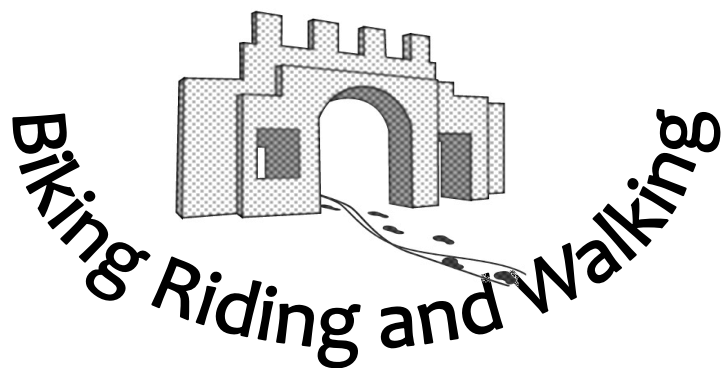
DCF = Dundee Cycling Forum
DCC = Dundee City Council
LDP = Local Development Plan
NCN = National Cycle Network

Contact info

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Secretary john.whyman@dundeecity.gov.uk

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**Dundee Local Access Forum Minutes
Monday 22nd November 2021, 7 – 9pm
Video Conference Call**

PRESENT: Stephen Cragg Convenor
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 Andrew Llanwarne FoE Tayside
 Sam Murphy Western Gateway Community Group
 Paul Scofield Western Gateway Community Group

APOLOGIES: John Brush Sidlaw Path Network Group
 Roy Partington
 David Rennie Dundee Ramblers

No	Item	Action
1.	Welcome & Introductions Stephen Cragg convenor.	
2.	<p>Minutes of the Previous Meeting 20/9/2021 proposed by David, seconded by Andy</p> <p>Matters arising from the minutes of 12/4/2021</p> <p>2. Denhead of Gray/Core Path 50 – DCC engineers finalising design and costing of construction after adoption of the path with an estimated completion date of 31st March</p> <p>2.Core Path 7 John reported that he had met with Forestry and Land Scotland’s (FLS) Regional Planning Manager. There is no funding linked to the plan for its delivery, and actions are mainly aspirational. They are to carry out a mid-plan review over the winter, and issues raise, community support and lack of funding will be raised as part of this review. They have amended the online approved plan to make it clearer that actions will not be delivered unless funding becomes available. Stephen thought that there was little point to have an approved plan if funding was not in place to deliver the plan, but all agreed that the Forum is keen to support funding applications (Western Gateway Community or DCC/Forestry and Land Scotland) which deliver improvement to the Core Path and the connection to Gourdie Brae.</p> <p>2. Western Gateway Feasibility Study has been published. This had involved consultation with BRAW, DCF and local resident groups. The study advises of routes which should be taken forward for further consideration, and includes Core Paths and aspirational core paths in the area and is here:- https://www.dundee.gov.uk/sites/default/files/publications/dundee_western_gateway_report.pdf John to share with FLS</p> <p>4. b) V&A – All comments have been passed on to V&A and City Development. Sustrans have agreed to come up with a design for their preferred route for DCC</p>	JW

	<p>Officers to use for discussion.</p> <p>5. a) Footway business social areas. John made enquiries. DCC Planning Officer advised that the permissions/relaxation of control for the outside seating has a limit of 2 years. Each location will need to submit a Planning Application for extending this period. The Forum noted that Planning Applications had been submitted latterly for the Ship Inn Broughty Ferry, as it did not meet the outside seating criteria as it had a roof. The arrangement has been recognised by Forum members as been severely restrictive for footway users. Comments have been submitted by statutory consultees based on evening noise and highways regulations.</p> <p>5. b) National map of Scotland's Paths has been launched by the Ramblers and is here https://www.ramblers.org.uk/scottishpathsmap</p>	
3.	<p>Promotion and Infrastructure</p> <p>g) Planning Applications. Online Portal is here:- http://idoxwam.dundee.gov.uk/idoxpa-web/ Short discussion of Planning Applications.</p> <p>h) Kingsway path improvement – refer to letters between BRAW and Transport Scotland committing to path improvement, but delayed by City Fibre works. City Fibre are currently on site, later than advised, but it is assumed that Transport Scotland's works on the paths and dropped kerbs will start soon.</p> <p>i) Spaces for People (SfP). General discussion about projects completed in 2021 including the 20mph zones, Perth Rd cycle route, Green Circular improvements, Union St modal filter for example. Specific discussion about the Perth Rd Cycle Lanes, which Dundee Cycling Forum have been in active dialogue. David outlined the issue at the junction between Perth Rd and Riverside Drive. It is understood that most will remain, and the 20mph zones and Union Street modal filter were made permanent at the Council Committee in May 2021 https://www.dundee.gov.uk/minutes/fulltext?meeting_ref=7176 John asked to make enquiries as to how the SfP interventions in have been evaluated. The Committee report outlines some evaluation of the 20mph zones, based on average traffic speed and a general Tactran resident survey.</p> <p>j) Swallow Hotel Roundabout works to create pedestrian crossings should be starting January 2022 taking 42 weeks. Discussion of the design, which involves crossing to the centre circle, in the planning application 18/00149/FULL http://idoxwam.dundee.gov.uk/idoxpa-web/applicationDetails.do?activeTab=documents&keyVal=P5BXRGGCJIH00</p>	JW
4.	<p>Statutory Functions</p> <p>g) Section 11 Application – None</p> <p>h) Core Path issues – Nothing new reported.</p>	
5.	<p>AOCB</p> <p>Cop 26. Andy outlined some of the highlights of Dundee activities around the COP26 period including a Low Carbon conference at Dundee Science Centre showcasing local projects, COP26 Coalition March (approx. 300 people), buses to Glasgow for the international march (100k people). Andy outlined the Climate Beacon project, with Dundee Rep, James Hutton and V&A looking to design Dundee life to move to a low carbon future, which is ongoing into 2022, but largely speculative. Stephen described the Living Streets presentations in the Blue Zone and shared these links Living Streets at COP26 Living Streets and Cars, Climate and Strategic Investment – Shaping Transport in Scotland for a Sustainable Future Net Zero Nation. Stephen also advised of the Scottish Government's strategy and route map to reduce road miles.</p> <p>Andy has picked up the Walking and Cycling Benefits to Dundee document which was produced by DCC after the Cycling Forum requested a business case for</p>	JW SC SC

	cycle infrastructure to reduce concerns by Dundee businesses and residents https://www.dundee.gov.uk/sites/default/files/publications/benefits_of_active_travel_in_dundee_final.pdf	
	Stephen Closed the meeting	
6.	DONM – 24th January 2022	

DCF = Dundee Cycling Forum
DCC = Dundee City Council
LDP = Local Development Plan
NCN = National Cycle Network

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