

## Minutes of DCF Meeting with Mark Flynn 15/3/2021

Attending for DCF: Russell Pepper, Kate Treharne, Donald Baddon (Apologies from David Martin), Dundee City Council Convenor of City Development Mark Flynn

1- City mobility plan: DCF have been in discussions with Sustrans and were able to share with Mark that a City Mobility Plan (Similar to Edinburgh's) could be 100% funded by the PfE scheme if there was an appetite for it. DCF also said we had been considering Marks suggestion that a senior temp post within DCC with sufficient gravitas and authority was needed to deliver high quality active travel projects as well as change culture and turn the 'oil tanker round'. DCF put the idea to Sustrans proposing a post such as a ' Project Director of Active Travel and Urbanism' (working title!), who could be meaningfully embedded within the council and have a remit to deliver high-quality walking, cycling and public realm projects, and who DCC transportation officers would be required to seek advice and approval from for their designs' who gave a very positive response. DCF to introduce Kirsty Rankin, Head of Strategic Partnerships, Sustrans Scotland to Mark Flynn so that they can discuss what options are possible at a high level. Mark Flynn reported that he had had a poor level of engagement from Sustrans senior staff and was of the opinion they should be getting in contact with him. Mark is still awaiting a response from John Lauder over a gritting funding enquiry which the Cabinet minister has found time to respond to.

2- Mark advised that the Regional Transport Strategy was due out from TACTRAN in June and he had asked that the (equivalent to a LTS but cannot call it that) 'city mobility plan' - working title - be completed by the end of 2021 (Jan 2022 at the latest). DCF suggested that this document could be produced by using PfE funding to get a progressive 21st century urban specialist view and free up inhouse resources.

3- Ninewells-city centre route - Mark stated that the route would start the process to get rolled out by the end of March but would need to go by the relevant elected members first then DCF would get to see the route. Mark said there was a danger if the route was not in place before the end of the Sustrans financial Year (May?) DCC could lose the SfP funding. Mark thought

much of the £2.5m SfP DCC fund had already been spent with some held in reserve for the removal of interventions.

4- Business case for active travel network -where is this? Mark did not know but would chase JB.

5- Planning documents require an update. Banning of drive throughs, increase in cycle parking requirements: Mark stated that there was a new National Planning Framework (NPF4) coming out from ScotGov and that would feed into what can be done in the LDP. DCF raised the issue of ScotGov and DCC declaring a #ClimateEmergency and what did that actually mean? Does that give DCC the power to intervene in the planning process and suspend application on 'traffic inducing schemes' such 'drive throughs'. Mark to ask this question of the cabinet minister and of his legal team. As noted above the LTS is being replaced and DCF that the Streets Ahead document should be replaced by using national standards. DCF also asked were the carbon footprint of projects/developments being considered as part of the decision making process?

6- Culture at DCC continues to need to be addressed. Most recent example – bus priority schemes at West Port and Meadowside failed to inform, let alone consult DCF. Harefield Road was again raised where officers made it more dangerous for cyclists while being completely unaware of the Arup report suggesting that that street would be ideal for a cycling super highway. As in point 1 there is an acknowledged cultural gap at DCC and an embedded 'Project Director of Active Travel and Urbanism' may be a way of addressing it.

7- Gritting of NCN1/77 It was agreed by all that John Alexander had indicated that this should happen under existing funding. Kate suggested that the 'Tay Bridge JB' might be up for the contract gritting the NCN1/77 given they already have their specialised gritter for the walkway - Mark to look into this. DCC are waiting for an estimate for cost of works (from John Curran at TC) so that City Dev will be able to have realistic figures when putting

together the winter maintenance service. This should be ready in time for the "Winter Debrief" that DCC does every April.

8- Residential cycle parking. Unfortunately this has been missed by the SfP which could have been used to provide secure cycle parking to areas that require it. DCF have asked that secure cycle parking is made high priority with delivery dates put back into the Dundee Cycle Strategy. Mark said he was looking at options with JA but the cycle hoop model, purchase by the council and then maintenance charge to the user, did not sit well (DCF agreed - DCC could do the maintenance).