



# CYCLE FORUM

## DRAFT MINUTE

Tuesday, 30<sup>th</sup> August 2005, Committee Room 5, Town House.

### Present:

JR        Jeremy Rushton, Friends of the Earth (Chair)  
 LN        Louise Napier, Aberdeen City Council  
 GM        Gregor McAbery  
 II        Ian Inglis  
 KH        Kris Howard, CTC  
 PH        Phil Hart  
 DT        Dave Tulett  
 SR        Sebastian Rimestad

### Apologies:

Carl Gerrard, Jackie Wilkins, Sarah Wingrove, Derek Williams, Gerard Vlaar, Maureen Young, Dave Lindsey, Cllr Greig, Fiona Fraser, Neil Fraser.

Item	Action By
<p><b>1. Welcome &amp; Apologies</b></p> <p>JR welcomed everybody to the meeting. There were apologies from Carl Gerrard, Jackie Wilkins, Sarah Wingrove, Derek Williams, Gerard Vlaar, Maureen Young, Dave Lindsey, Fiona &amp; Neil Fraser and Cllr Martin Greig.</p>	
<p><b>2. Minutes Last Meeting and Matters Arising</b></p> <p><i>Review of NCN Route 1</i></p> <p>JR spoke about the proposed route which would start at Duthie Park, go up Bon Accord Street, along Union Street, Marschial Street, along the harbour front to Footdee, along the Beach Boulevard to the Donmouth., crossing King Street and through Seaton Park to St Machar Cathedral. This was thought to be a very scenic route and was close enough to historic Aberdeen if people wanted to visit there. At the moment the current route was unpleasant to leisure cyclists and the road surfaces in Old Aberdeen unsatisfactory. JR thought that there was a problem with incorporating the train station, but wondered if there was a possibility of using the new ramps/ College Street proposals as a link. GM thought that there should be signage and a code of conduct for along the whole route. LN to speak to TG regarding the changed route and see how to go about implementing this.</p> <p>LN notified the group that she had been contacted by Tony Grant from Sustrans regarding funding for the NCN. The ACF were informed at the last meeting that Aberdeen City Council were putting in a bid for £2.8 million to upgrade the NCN through Aberdeen. TG had informed LN that this amount of funding would not be available and in fact an allocation of £800,000 over the next two years was to be set aside. He informed her that this was still considerably more than all other Councils were being allocated. LN had expressed her disappointment to TG at the time, this was backed up by the Chief Executive as well. LN was to write a letter on behalf of the Chief Executive to Nicol Stephen, appealing to him to intervene. On the basis that the Council was now working on an £800K budget, it was decided by Officers to progress the Don route as a priority, and in particular establishing the path network and doing preparatory work for a bridge, rather than trying to implement a bridge. This also left some funds available for upgrading the Deeside Line. LN would be reporting to Committee on this development and would ask for Cycle Forum feedback.</p>	<p>LN</p> <p>LN</p>
<p><b>3. Discussion with Ian Yuill</b></p> <p>DT gave a run-down of the meeting, which he thought had been extremely positive. Ian Yuill had agreed that cycle facilities for the Third Don Crossing should not be considered as a separate item, but as part of the whole project. Strategic cycle projects had also been discussed. This included the Westhill link – with IY stating that NESTRANS should be applied to for that sort of</p>	

<p>money and that it was up to the Cycle Forum to make the case. LN thought that a Feasibility Study from Westhill into Queens Road should be commissioned from current NESTRANS budgets. DT thought that it should be designed like a new road for non-motorised users, rather than a path. The WPR was also discussed. It was thought that an appeal should be made to the new Transport Minister, Tavish Scott. This could be done jointly with individual members of the Access Advisory Group for Aberdeen. LN and GM to try and organise.</p>	<p>LN, GM</p>
<p><b>4. College Street</b></p> <p>JR explained that at the last forum meeting this issue appeared to be going well; there had been several meetings to discuss the cycle infrastructure to go with the dualling of College Street and this had resulted in a number of mutually agreed solutions with the engineers. Councillor Delaney had however lodged an objection to the proposed cycle measures. The amended plans were then replaced with the original ones. DW and JR had attended Cllr Delaney's surgery. He had a basic concern that on-road cycle lanes created a false sense of security. Lorries would not be able to overtake and so the plans should go back to a dual use pavement for cyclists/pedestrians. JR and DW explained the difficulties associated with off-road solutions to him. He was still undecided at the end but he followed it up with a message saying that he would withdraw his objection but would still be lodging a concern. He had, however, been very supportive of the Forum in general.</p> <p>DT discussed the issue of ramps within the Committee report. This asked cyclists to dismount. He felt that ACF should be insisting that this sort of design should not be considered – as it clearly showed lack of thought for cycling. There should be various principles established with the engineers. DT agreed to email this section to JR and GM. JR would contact Steve Delaney.</p>	<p>DT / JR</p>
<p><b>5. New Cycle Facilities in City Centre</b></p> <p>LN discussed the cycle infrastructure that would be going in initially. This included advanced stop lines, the majority with feeder lanes, on Bon Accord Street/ Willowbank Road, Springbank Terrace/ Crown Street, Holburn Junction, Holburn Street/ Great Western Road and George Street/ Maberly Street. She had tried to look at designs for Union Street/ Bridge Street but had difficulty deciding what would be best. This had been discussed at the NCN meeting but it was thought that having an inner feeder lane would be intimidating for novice cyclists. It was decided to keep cyclists going straight on in the left turning lane but mark that cyclists could go straight on onto the road surface. LN also raised the issue of advisory cycle lanes, specifically along the length of the NCN proposed changes route through the city centre – in the first instance along Justice Mill Road and Bon Accord Street. It was agreed that this should be done for the proposed NCN route. LN to progress.</p>	<p>LN</p>
<p><b>6. Second Anniversary of Cycle Forum: Plans</b></p> <p>LN would book Kury on King Street for 5.30pm on the Tuesday, as they did an early evening buffet – which finishes at 7.15pm at which point those that could manage, would go onto the Forum meeting.</p>	<p>LN</p>
<p><b>7. AOB</b></p> <p>PH spoke about best practice principles that he felt were not being applied consistently, if at all, across the Council. For instance the example of the ramps, as well as motorcycle barriers, and steps. None of these were cycle-friendly. He agreed to collect and collate any information if people were willing to send him examples.</p>	<p>PH, ALL</p>
<p><b>8 Next meeting</b></p> <p>The next meeting is on Tuesday, 27<sup>th</sup> September, 2005 at 19.30pm, Committee Room 5 in the Town House. Please note there will be a buffet at Kury on King Street at 5.30pm. All welcome.</p>	