



# CYCLE FORUM

## DRAFT MINUTE

Tuesday, 29<sup>th</sup> March 2004, Committee Room 4, Town House.

### Present:

Derek Williams, CTC (Chair)  
 Dave Lindsey, CTC, Right to Ride Officer  
 Sarah Wingrove, Shell  
 Louise Napier, Aberdeen City Council  
 Maureen Young, CTC  
 Gerard Vlaar, CTC  
 Kris Howard, CTC  
 Jeremy Rushton  
 Sarah Wingrove, Shell  
 Mark O'Connor, BP  
 Adam Craigmile, Road Safety

### Apologies:

Carl Gerrard, Marjorie Inglis, Dave Tullet, Ian Inglis, Sonia Element, Jackie Wilkins, Phil Hart

Item	Action By
<p><b>1. Welcome</b></p> <p>DW welcomed everyone to the meeting. Apologies from CG, MI, DT, II, SE, JW and PH.</p>	
<p><b>2. Minute of Last Meeting (22/02/05) and Matters Arising</b></p> <p><i>Change to last minute</i>          To be added in 3. Report from meeting with Cllr Yuill and Hugh Murdoch: GV also discussed one-way streets, particularly Allenvale Road and Riverside Drive, and it was agreed by both HM and IY that unless there were serious objections these would be made contra-flow. It was also agreed that any other proposed contraflow streets be put to Roads or LN.</p> <p><i>Berryden/ Hutcheon Street Response</i>          DW had prepared a press release that had gone to the P&amp;J, and they had subsequently covered it on 1<sup>st</sup> March. The report regarding the pedestrianisation plans had also been deferred and was now being sent to the May Environment and Infrastructure Committee instead.</p> <p><i>Bike Week</i>          LN had yet to speak to Cycling Scotland or Hull City Council regarding events. She would do that before the next meeting.          It was asked whether the Council would organise a Commuter Challenge this year. LN knew that a great deal of work had gone on in previous years to organise this and she did not have time to do this as the Transport &amp; Environment Section were currently in the process of rewriting the Local Transport Strategy.          It was asked whether a Bike To School could be organised. LN believed that this would be of greater benefit in future years when schools had school travel plans set up and had plans within them to support events such as bike week.          DW spoke about the Company of Cyclists roadshow from York and how it could be taken to various workplaces, etc. It was thought that this could link into the Dyce TMO, etc.          DW asked whether the opening of the improved Deeside Line could be during Bike Week. LN thought this was a possibility and would raise with other stakeholders within the Council.</p>	<p>LN</p> <p>LN</p>
<p><b>3. Cycle Training</b></p>	

<p>DL was having little luck with getting in contact with Cycling Scotland regarding training trainers. LN to speak to her contact in Cycling Scotland and find out when they were up and costs involved, etc. It was thought that a number of people from both the Cycle Forum and CTC could be trained. There were concerns over paying for Cycling Scotland to come up. SW thought that if there was interest might be willing to sponsor something. LN to ask Hugh Murdoch whether CWSS monies could be used to sponsor this as well.</p> <p>GV and MY reported that although the weather had been very bad the attendance at Try Cycling on Sunday had been good. It was thought that a press release should go out as well. MY to prepare.</p>	<p>LN</p> <p>LN</p> <p>MY</p>
<p><b>4. Good Practice Cycle Award</b></p> <p>DW spoke about launching the good practice award for initiatives within companies or organisations that have benefited cyclists. There had been a fairly positive response from NESTRANS saying that they might sponsor an award but that it would have to go to the Board in April. DW thought that the scheme could be launched in Bike Week. A group would need to be set up to draw up nomination forms, make up entry criteria and sift through the nominations. DW, R, DL and MoC to put out the material and be the judging panel.</p>	
<p><b>5. ACF Website</b></p> <p>CG had been in contact with LN and had a great deal of experience in developing websites, and had offered to help JR. CG had suggested setting up a Content Management System which means that anyone can add to the site if they have the username and password. This also would mean that JR would only have to edit the site when there were big changes to be made. CG also has space on his server if needed. JR and LN to speak to CG regarding development of the website. Links to other websites such as Cycling Scotland and the Highland Cycling Campaign also needed to be added. It was also thought that the website should be updated to include minutes and agendas of meetings, as well as any responses to consultations. LN to PDF and send to JR.</p>	<p>LN/ JR</p> <p>LN/ JR</p>
<p><b>6. Cycle ways in the City and the West End</b></p> <p>This had been raised by Cllr Greig and was deferred, as he was not at the meeting.</p>	
<p><b>7. AOB</b></p> <p><i>Potholes</i></p> <p>JR thought that the Aberdeen City Council number for potholes, etc. should be on the Cycle Map as well as the email address. It should also be on the Cycle Forum's website.</p> <p><i>WPR</i></p> <p>Dave Tulett had attended a meeting with Friends of the Earth and the WPR Managing Agent on 7<sup>th</sup> March. He reported that the meeting had been fairly positive but that there was still a refusal to allow bikes and pedestrians on the Dee and Don bridges. They had also been looking at mitigation measures to improve the junctions but more work needed to be done.</p> <p><i>Cycling Programme 2004/05</i></p> <p>AC spoke about previous projects that were being put in for 2004/05. These had been done by 'cherry picking' off the Forum's list of suggestions (see appendix A and Appendix B). Projects going ahead were Advanced Stop Lines, links in Bridge of Don, Tullos and Cove, red texture flex at junction faces and cyclist priority through refuge islands. AC was there to speak to the Forum about further suggestions or cyclists priorities for 2005/06. The Forum agreed to put together a group to discuss ideas with AC. The original group had consisted of JR, DL, HK and LN. It was wondered whether anyone else on the Forum would be willing to join. LN to email and set up meeting.</p>	<p>LN</p>

<b>8. Next meeting</b>	
------------------------	--

Tuesday, 26 <sup>th</sup> April, 2005. Committee Room, Town House, Broad Street.	
--	--

## Appendix A:

### ABERDEEN CYCLE FORUM

#### Safer Cycling in Aberdeen

##### 1. Bicycle Stands

Particularly in the Union Street area – Belmont Street, Marks and Spencer's, Music Hall, Union Terrace, Railway station, Chapel Street, Summer Street, Langstane Kirk. Preferably within sight of security cameras and in well lit areas to prevent loss/damage. There is currently a lack of cycle parking facilities along the length of Union Street resulting in cyclists using any available street furniture. This is not ideal for the cyclist or the City Council. Stands could be placed at regular intervals along the length of Union Street as the pavement is easily wide enough to accommodate them. Stands do not have to be just utilitarian either. There are several designs of stands that can add to the attractiveness of the streetscape.

##### 2. Existing cycle path modifications

As the most accidents happen at junctions – red tarmac at **all** junctions to alert drivers that a cyclist may be present (like the Beach Boulevard). If red strips are considered to need a Traffic Order, junctions could have advisory cycle lanes continued over them as an alternative (like Westburn Road). Examples of priority areas are the North Deeside Road, Lang Stracht, St. Machar Drive and Westburn Drive.

##### 3. Advanced Stop Lines with feeder lanes into them.

These are proving popular. Advanced stop lines required on Bridge Street, Guild Street, Wapping Street Gyratory, and along South College Street, Westburn Road/ Hutcheon Street junction, Holburn Junction. As well as feeder lanes into ASL's currently in existence e.g. Market Street. As things stand at the moment, if the traffic is heavy, it is not possible to get to the line by bicycle. Advisory feeder lanes should also come up the centre of roads for straight on options. Examples of this are on Lang Stracht, eastbound at Springhill Road and Eday Drive, and Great Southern Road/ Whinhill Road roundabout.

##### 4. Facilities at traffic islands. Either lanes to carry cyclists through or signage to warn motorists not to overtake cyclists beyond a certain point. Examples are North Deeside Road, Garthdee Road, Bedford Road.

## Appendix B:

## CYCLING PROGRAMME 2004/2005

Summary	
Nestrans	£ 52K
P.T.F. 4	£125K
CWSS	£ 34K
	-----
	£211K

		<u>Length (m)</u>	<u>Red Face of Junctions</u>	<u>ASL</u>	<u>Estimate</u>	<u>Totals</u>	<u>Budget Source</u>
1.	<u>Advisory Cycle Lanes (busy but useful roads) @ £4/m + TM</u>	M					
1.1	Great Western Road						
1.2	Inchgarth Road						
1.3	Berryden Road						
1.4	Clifton Road						
1.5	Balgownie Road						
1.6	Willowbank Road						
1.7	Great Southern Road (sketch 1).						
1.8	Bedford Road (sketch 18) extend	700			£2800		
1.9	North Deeside Road (sketch 8) extend (40) (41)						
1.10	Dyce Drive (sketch 29)						
1.11	Denburn (+ Lights)						
1.12	Westburn Drive						
1.13	Westburn Road						
1.14	Groat's Road						
1.15	Springfield Road						
1.16	Springhill Road						
1.17	Davidson Drive						
1.18	Provost Rust Drive						
1.19	Provost Fraser Drive						
1.20	Cornhill Road						
1.21	Forest Road/F.Hill Road/Forest Avenue/Gray Street						
1.22	Whitestripes Avenue/Laurel	2500m				£10K	NES
2.	<u>Advanced Stop Lines with Feeders @ £1500</u>						
2.1	Holburn Junction (sketch 7.1)			1	1500		
2.2	Bridge Street (sketch 7.2)			2	2000		
2.3	Market Street (sketch 7.3)			1	1500		
2.4	Springhill Road (sketch 7.4)			1	1500		
2.5	South College Street (sketch 7.5)			1	1500		
2.6	Lang Stracht at Springhill Road, Eday Drive feeder lane on centreline for straight on (sketch 7.4)			1	1500		
2.7	Westburn Road/Hutcheon Street/Berryden			4	6000		
2.8	North Deeside Road (sketch 8.1)			2	2000		
						£20K	NES

		<u>Length (m)</u>	<u>Red Feeder Cycle Lanes</u>	<u>ASL</u>	<u>Estimate</u>	<u>Totals</u>	<u>Budget Source</u>
3.	<u>Face of Junctions in Textureflex</u>						
3.1	North Deeside Road (sketch 8.2, 8.3), (sketch 39).			3	3000		
3.2	St Machar Drive			1	1000		
3.3	Westburn Road/Hutcheon Street			5	5000		
						£10K	NES
4.	<u>Refuge Islands</u>	M					
4.1	Bedford Road (sketch 18.1, 18.2)		3		5000		
4.2	North Deeside Road (sketch 8.1, 8.2)		2		3000		
4.3							
4.4	Inchgarth Road		2		3000		
4.5	Springfield Road		2		3000		
4.5.1	Bypass & Refuge Bypass build out Stronsay Drive		3		3000		
						£15K	NES
5.	<u>Missing Links</u>						
5.1	Beach Boulevard - City Centre	Traffic Order					
5.2	King George VI – City Centre via Great Southern Road.	Traffic Order			50000		PTF
5.3	Jesmond Asda Path	1000m			50000		PTF
5.4	Underpass sketch (sketch 1)						
5.5	Wellington Road sketch 45.	Full Surface			25000		PTF
5.6	Sketch 23 Rubislaw Den South from Anderson Drive.	160m 50m Traffic Order					
5.7	Sketch 14 Queens Road to Springfield Road.	Traffic Order					
5.8	Cycle Map				5000		
5.9	School Lockers and Stands				10000		
						£140K	PTF
6.	<u>Crossings</u>						
6.1	Springfield Road Toucan						
6.2	Toucanise at Great Southern Road at Murray Terrace.	Justify New			20000?		CWSS
6.3	Lang Stracht/Skye Road Toucanise.				5000		CWSS
6.4	Altens link to Cove Road						CWSS
6.5	Beach Boulevard – Castlegate Toucanise roundabout crossing.				2500		CWSS
						?	£25K CWSS
7.0	<u>Misc</u>						
7.1	Fire Path Lang Stracht/Eday Road Channel each side				2000		
7.2	Fire Path Location				1000		
7.3	Fernielea School – bypass steps				1000		
						£4K	CWSS

GRAND TOTAL £211K