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2 July 2007

Ms M. Bochel
Aberdeen City Council
Aberdeen

Dear Ms Bochel

Local Transport Strategy Consultation

Thank you for sending through the draft copy of the Aberdeen City LTS 2007 -2012.

The Cycle Forum supports the analysis of the problems and issues identified in the strategy. It is worrying that Aberdeen's experience is now adrift from the other main Scottish cities, with Aberdeen witnessing an increasing level of car use compared to declines elsewhere. And the failure to achieve even a minimum range of the previous LTS outcome targets suggests a step change in approach is required.

Cycling can play a significant part in urban transport, if the policies and action are in place to support it. Rapid increases in cycle use have been seen in London and we are now witnessing similar rapid growth in Edinburgh – where recent surveys have shown a 10 – 20% cycle rate on some of the main road corridors into the city. There is no reason why Aberdeen should not see similar cycle growth as in Edinburgh.

We believe a modern approach to transport strategy is best embodied in Option 3, and this has the best chance of curbing traffic growth and encouraging sustainable modes. However, we also accept that option 2 would represent a significant improvement over the current situation.

Resource allocations have to fit with the priorities of the LTS. If either Option 2 or 3 provides the focus for the adopted strategy then it is imperative that the council's own transport budget reflects this. There should be an allocation for cycling, year on year, which will allow a cycle network and facilities to be developed. To date, the council has allocated little if anything from its capital budgets to support cycling – the annual survey of cycle spending puts Aberdeen at or near the bottom of local authorities in Scotland (source: Spokes cycle spending survey).

The Cycle Forum broadly supports the aims and objectives, though we would suggest some amendments:

Safety and Security 3. To improve the perception of safety of public transport **and cycling** (*safety concerns are the main barrier to people taking up cycling and it is vital to improve the perception of cycle safety if cycling levels are to increase*)

Accessibility 3. To improve the ease of use of the city's public transport system **and access to cycleway networks.**

In relation to the performance indicators (Table 6) the Cycle Forum would suggest:

Safety and Security: Add in **Perception rating of safety of cycling**

Integration: Separate targets for cycling and walking are important to maintain a focus on achieving an increase in both modes – a composite target might mask an increase in one and a decrease in the other. So we suggest **Increase in modal share for both cycling and walking as a means of transport.**

We do not agree that 'and for pleasure' is a valid performance indicator for this particular strategy and would not support its inclusion as part of the above target.

Needless to say, the Cycle Forum will be keen to help the city council develop more detailed measures to support the strategy and we look forward to working with you.

Kind regards

Aberdeen Cycle Forum
Derek Williams