

**MORAY LOCAL OUTDOOR ACCESS FORUM
14th MEETING**

MINUTES

17th February 2009, Elgin Town Hall Lounge Room, 4pm

Present

Ian Douglas (Moray Council Access Manager)

Ann Dunn (minute taker)

Members Present

P. Graham, J Trythall, J Oliver, R McPherson, J Gate, F Murdoch, D McConnell, S Jaycna, J Barron, R Boardman

Non Attendees

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Item		Action
1.0	Apologies S Reid, I Steven, M Young, F Smith, R Marks, T Metcalfe, I Green	
2.0	Forum members Both R Marks and J Maclean are standing down and it was agreed that a letter be written to thank them for their time and contribution to the Forum. Condolences also to go to the family of Ray Brumby, who died recently.	ID
3.0	Welcome The meeting was chaired by Convener, Peter Graham. Welcome was extended to new members Jim Barron (representing cycling community) and Ross Boardman (representing paddlesports).	
4.0	Accuracy of Previous Minutes The previous meeting minutes were agreed as being true and accurate apart from the following: Para 1 – new member is <i>Roddy</i> McPherson, not Roy as stated Numerical omission on Access Issues, should be para 10 Para 5.1 remove “and the”	
5.0 5.1	Matters Arising Para 4.9 Amanda Howard, Planning Officer for Moray Council and lead officer for Open Space Strategy is leaving her post. This will cause a delay in producing an Open Space Strategy. Consequently the consultation exercise with the Forum should be postponed from the May meeting to the 11th August once the new postholder is in place.	

Item		Action
5.2	<p>Para 5.1</p> <p>Following the proposed windfarm site visit, the developers have voluntarily produced a draft Access Management Plan. Decision was taken to form a sub group involving Jenny Reid, Jean Oliver and S Jacyna to discuss a response. Meeting on Monday 2nd March 9.30 at Ashgrove Offices.</p> <p>J Oliver commented that she as an individual opposes the windfarm.</p> <p><i>It is noted that the Forum are only dealing with issues of access and are not in any way endorsing the proposed scheme. This should be clearly stated in any response to the Access Management Plan.</i></p> <p>Cllr Murdoch is also raising access issues within the Planning Committee in relation to the pending planning application for the windfarm.</p>	<p>Access sub group</p>
5.3	<p>Fochabers Bypass</p> <p>Response has been received from Transport Scotland to P Graham's letter re concerns about proposed underpass at junction of Inchberry Road and A96. In summary the letter states that an underpass is the only solution as there is not enough room for a footbridge. Appropriate lighting and sight angles are being taken into account. A pedestrian crossing is also being provided with dropped kerbs etc.</p> <p>Letter to be forwarded to T Metcalfe as he originally raised the issue.</p> <p>Comment was made re possible problems with flooding at the underpass.</p>	
6.0 6.1	<p>Training – Piers Voisey, Contract Manager for Sustrans</p> <p>Piers Voisey was welcomed as contract manager from Sustrans.</p> <p>He explained that Sustrans exists to get people out of their cars and encourage sustainable transport, in particular cycling. Tackling day to day regular journeys makes the most impact, such as home to work and home to school.</p> <p>A network of volunteer rangers is responsible for looking after the routes, either reporting problems or carrying out routine and minor maintenance. There is a Volunteer Ranger group in both Moray and Highland, with hopes of one in Strathspey in the near future.</p> <p>Active Travel teams lobby government and Sustrans is also working on urban design so that cars do not have priority in residential areas.</p> <p>Thoughts for Moray:</p> <ul style="list-style-type: none"> • Findhorn – Forres (example of excellent practise) • Dava and Mannoch Way – making more cycle friendly • Elgin – not cycle friendly at present 	

6.2 i) ii)	Discussion followed: Sustrans works with local authority Active Travel Co-ordinators, particularly in safe routes to schools. Sustrans can make representations where new housing developments are near the main cycle networks, particularly in the Planning stages re traffic slowing.	
6.2iii) iv) v) vi) vii)	Sustrans may be known for tarmac surfaces but packed whin dust is also considered in more rural settings. In some areas tarmac is the best solution because of maintenance issues. Tarmac is good for cyclists, which is Sustrans main target. The principle is for long distance routes to remain as a priority for walkers and horse riders. Sustrans is funded through lottery and national government. Sustrans has not got involved in Core Paths planning as it is difficult to respond when they are not aware of local issues. The main issue for Sustrans is that there should be more commitment to traffic free dedicated paths rather than identifying minor roads. Moray already has a good network of paths through woods, forest and countryside and there is no funding for additional paths. Sustrans relies on volunteer rangers to monitor usage of cycle networks. Some parts are better used than others. Some are not the best design and surface for touring bikes, which is a factor in low usage on some stretches such as A9 corridor. It is difficult to design for all the different types of cycles. Moray Access Manager is trying to get more involved in the planning process and with new works on trunk routes, new builds etc. The Aspirational Core will be Paths Plan used more to maximise opportunities for Developer Contributions.	
7.0	Next training event It was agreed that SRDP and how it can be used to improve paths is an important issue for the next training event. ID to invite a knowledgeable official to talk on the subject, with a site visit the to Isla Way prior to the meeting.	ID
8.0 A B	Future membership review Progress There is 1 gap still to fill in the user group, relating to fisheries. It was agreed to invite Roger Knight to the next meeting. Policy sub group Policy/constitution documents are to be revisited. The original sub group is to reconvene now, including Jim Barron. Sub group to review and update policy document and present changes for approval of full Forum. D McConnell asked why SRDPA do not have a guaranteed place on the Forum like NFUS. This was agreed and adopted as future policy.	ID Policy sub group

<p>9.0</p> <p>A</p>	<p>Core Paths Planning</p> <p>Update on formal consultation process To date 25 objections and 17 comments have been made. 12 of the objections relate to the River Spey due to its importance as a touring route. FR9 Forres and the links to the flood alleviation plan have also received attention. ID now to process these using electronic data management system.</p>	<p>ID</p>
<p>9.0</p> <p>A cont</p> <p>B</p>	<p>The comments will require recommended responses. With objections there is a 3 month time limit to either negotiate their removal or change of Plan. Objectors have to withdraw their objections in writing. If the Plan goes to the Scottish Government with objections still unresolved, Government will decide whether there should be additional consultation as a paper exercise or whether there should be a local enquiry. A Local Inquiry will be the last resort if objections have not been resolved.</p> <p>Forum agreed that the Core Paths sub group should meet to consider the comments and objections and report back to the next meeting.</p> <p>Powers for Council to do works on Core Paths without landowner consent A response from SNH confirms the Council can do works without the consent of the landowner once a route becomes a Core Path (this issue refers to ROW GM55 from Duffus to Moray Coast Trail). Moray Council will consider funding appropriate works if required but each case must be considered on its merits and it should not be assumed that this will set a precedent. Such action should be considered as the last resort.</p>	<p>ID</p> <p>Core Paths sub group</p>
<p>10.0</p> <p>A</p> <p>B</p>	<p>National Access Forum</p> <p>Letter from NAF Convenor – funding for outdoor access Letter from NAF Convenor re future funding of outdoor access was brought to the attention of the Forum. There was no discussion.</p> <p>Nov 5th 2008 minutes The minutes from the National Access Forum in November were brought to the attention of the Forum. There was no discussion.</p>	
<p>11.0</p>	<p>Scotways court case updates Progress was reported re Aviemore Highland resort and Tuley. There was do discussion.</p>	

<p>12.0</p> <p>12.1</p>	<p>Access Issues</p> <p>BHS Horse Dung Guidance The guidance concerning removal of horse dung was acknowledged as helpful. Although there is no legal requirement to remove horse dung as there is for dog mess, it is considered irresponsible to leave horse dung on footpaths. It is becoming a problem in Moray especially round Riding Stables.</p>	
<p>12.2</p>	<p>Trunk Road improvements and cycle routes</p> <p>Local issue at Brodie has arisen following extensive roadworks there. Some members of the local community have complained that in their consultation with Transport Scotland, their recommendation for a cyclepath to be created from Brodie to Forres was ignored.</p> <p>Transport Scotland have responded by saying that they carry out research into whether there is a need/demand but that creating cyclepaths is not guaranteed as part of roadworks.</p> <p>D McConnell pointed out that BEAR were only resurfacing and there were no major works involving realigning of the road. The original path was overgrown and not well used and was not known to BEAR.</p> <p>It was agreed that the Forum would support the Access Manager re insisting that cyclists be properly considered at the design stage where any trunk routes are being improved and that community consultations should be robust and taken into account. ID to pursue through HITRANS.</p> <p>J Barron stated that it was not always appropriate to have a separate cyclepath if there is not enough space, as paths near major trunk roads were not popular with cyclists. Where it is possible to use minor roads, they are preferred.</p>	<p>ID</p>
<p>13.0</p> <p>13.1</p>	<p>Any Other Business</p> <p>Sustainable Transport Study A consultant has been appointed by Moray Council to produce a Sustainable Transport Study for Elgin, through HiTRANS. ID and the Active Travel Co-ordinator are included in the consultation process for the study. There is a need to ensure that the study links in with the Core Paths Plan and Aspirational Core Paths Plan.</p>	<p>ID</p>

14.0	Date of next meeting 14 th May, 4pm start for SRDP site visit on the Isla Way. All meet at car park adjacent to Botriphnie Kirk followed by meeting in Drummuir Village Hall. More details of training event to follow.	ID
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