

CYCLE USER GROUP
WEDNESDAY 14th NOVEMBER 2012
MINUTES

Attendees:

Richard Clark, Road Safety Manager, SMBC (Chair) **RC**
 Sue Stevenson, Transport Policy Manager, SMBC **SS**
 Don Naylor, Cycling Officer, SMBC **DN**
 Dick Venes, GMCC **DV**
 Janet Cuff, Ramblers and cyclist **JaC**
 Charlie Hulme, cyclist **CH**
 Joanna Hulme, cyclist **JH**
 Kathy England, TPT Sustrans Ranger **KE**
 Andy Shaw, Stockport Community Cycling Club (SCCC) **AS**
 Norman Lowndes, cyclist **NL**
 Mary Brooks, Stockport PCT **MB**
 Tim Carlisle, Cycle Stockport **TC**
 Ian Tate, Manchester Cycle Forum **IT**
 Merlin Evans, Cycle Stockport **ME**
 Keith Rogers **KR**
 Janet Bellingall **JB**
 Pete Abel, Love Your Bike / M'cr FoE **PA**
 Jim Court, SCCC **JiC**
 Matthew Hack, cyclist **MH**
 Roy Bradshaw, CTC **RB**
 Peter Hartt, SCCC **PH**

Apologies:

Stuart Johnson, Cycle Stockport **SJ**
 Iain Roberts, Executive Councillor (Economic Development and Regeneration) **IR**
 Ernest Nama, Senior Rights of Way officer, SMBC **EN**
 Edgar Ernstbrunner **EE**
 Neil Derbyshire **ND**
 Miranda Galloway **MG**

Item	Issue	Action
1.0	<p>A6 to Manchester Airport Relief Road consultation – the group began by viewing and discussing using current public exhibition / consultation displays available in Fred Perry House: SS and RC were available to answer questions. A more detailed presentation and Q&A session continued in the Town Hall, led by SS</p> <p>At this meeting, there will be more of an overview approach – a Vulnerable Road Users Group (VRUG) will follow, and will consider issues in more detail. This phase of consultation includes considering junction layout options. Responses from both individuals and groups will be welcome. If the scheme gains planning permission construction may be expected to occur during 2014 to 2017; complementary measures are also expected to take advantage of ‘freed up’ road space on other routes. Although levels of traffic on the A6 in High Lane and Disley would be likely to increase, the Relief Road (RR) is also predicted to move traffic away from country roads.</p> <p>SS continued to explain that while the path for cyclists and others is proposed to be generally on the north side of the RR, along a section of the existing A555 it is felt that it will work better on the south side because of space limitations (stream and caravan site). Any bridges provided to carry Public Rights of Way (PRoW) over the RR, would be constructed to bridleway standard, with PRoWs normally upgraded from footpath to</p>	SS / All

	<p>bridleway, but not necessarily provided with a bound surface. Discussions with potentially affected landowners have commenced, with the preferred process to achieve a new bridleway being through agreement rather than by order.</p> <p>DV asked whether cyclists would be able to use the roadway, as this might assist their passage through junctions (locations, along with ramps, which KE felt would benefit from lighting); SS confirmed that anyone wishing to would be able to cycle along the entire roadway.</p> <p>In response to IT, SS reminded the group that approximately £40m of SEMMMS money has been spent over 8 years on a range of sustainable transport measures, and referred to the Council’s draft cycle strategy that complements SEMMMS</p> <p>Replying to MB, SS advised that a full business case for the Relief Road can now be viewed on line – see Post-meeting note 1; bringing Metrolink to Stockport, and improvements to the Bus Station remain aspirations of Stockport Council, although delivery timescales will largely be determined by TfGM. There are also three TfGM tram-train studies relevant to Stockport.</p> <p>KE remarked that the proposed additional walking and cycling links are likely to prove useful, although a 3m width for the parallel walking / cycling path would have been preferable to the 2.5m that is now proposed; CH commented that he would prefer new routes to be designated as cycleways rather than bridleways.</p> <p>RB felt that existing cycle routes around the Airport require improvements.</p> <p>ME asked how it was felt that 5 000 new jobs would be created by the Relief Road. SS commented that access to various employment sites, particularly an expanding Airport City, would be enhanced.</p> <p>Reviewing transport funding currently available across Greater Manchester, SS noted that the vast majority is now being spent on Metrolink expansion, although there is Local Sustainable Transport Fund (LSTF) ascribed to particular schemes. In Stockport, such schemes will address rail station and Town Centre access issues.</p>	
2.0	Apologies, minutes of previous meeting, matters arising	
2.1	<p>July 2012 minutes agreed as accurate (September meeting had been cancelled)</p> <p>2.2 Matters arising from July 2012 meeting:</p> <p>1.2 Because of Item 1, above, there is a need to defer PRow matters to Jan 2013</p> <p>2.1 TPT issues deferred until Jan, although a 2013 - 18 Development Strategy has been published. TPT equestrian stickers now in stock – also working with Sustrans on Middlewood Way equivalent</p> <p>2.4 Covered by Post-meeting note 1</p> <p>2.5 Expect to use TopTrek as a default surfacing material for rural off-road routes</p> <p>2.9 Natural England recognises challenges of a 2026 cut off for PRow claims. SS noted that Local Authorities have other options of ensuring that routes are not lost.</p> <p>4.1 See Item 4</p>	RC / EN / DN

	<p>4.4 September CUG meeting was cancelled, but general consultation responses received</p> <p>7.1 Event was successful - intention is to grow it next year, from around 200 this year. A few ‘hiccups’ occurred, and there is possibly a need to emphasise to participants that the surface around the circuit varies. JiC felt the big way-marking logos spray-painted on the ground were good; SCCC has offered to help again for 2013.</p> <p>8.3 SMBC Planning Enforcement has given timescale for compliance by Aldi to Councillors</p>	
3.0	Update on Cycle Infrastructure proposals (following October sub-group meeting and Area Committee consultations); Cycle Safety proposals (Sustrans / DfT)	
3.1	Some Areas Committees had suggested fairly major works which would require all of, or exceed, the available funding;	
3.2	A package of smaller measures (including cycle parking) to encourage cycling to local centres will be developed, but the particular suggestions of improving links at: (i) Station Rd, North Reddish (to the Manchester Cycleway) and, (ii) Ringmore Rd to Cromley Rd (Bramhall Gr to Woodsmoor) are still proposed	DN
3.3	A bid is being developed for submission to the DfT re Cycle Safety proposals: there is currently £15m available for Highway Authorities outside London. Stockport is continuing to develop a bid for the end of Nov, which now includes the Cheadle end of Manchester Rd (B5095) – possible extension of 30mph	DN
4.0	Woodford, Grand Central and general scheme updates	
	<u>Woodford</u>	
4.1	The earlier public consultation produced approximately 500 responses; SS noted that this is a situation that only allows for interpreting existing planning policy, rather than a writing of new planning documents	
4.2	DV hoped that responses submitted by cycling groups would help shape any future development on this site	
4.3	A press release was circulated, giving future possible milestones	
	<u>Grand Central</u>	
4.4	RC introduced the point, explaining that there are fewer cycling facilities (no showers or toilets now being considered) in the latest proposal than in an earlier version seen by the group, although all cycle parking is now shown to be at ground level.	
4.5	Responding to DV and CH, SS explained that there are no cycle parking standards applicable to multi-storey car parks, and the development would involve Council funding. In answer to IT, SS confirmed that this scheme is not a joint undertaking with TfGM	
4.6	KE felt the latest proposal had gone through the planning process very quickly, that a downgrading of cycle facilities would not encourage people to make bike / train journeys, and was surprised that the more recent changes amount to only ‘minor amendments’ in planning terms	
4.7	It was generally agreed, that the detail of any 2-tier cycle parking installed should be considered carefully, as not all products on the market appear to be of the same quality, or easy to use. CUG members may wish to contact Cllr IR in his role as Portfolio	

4.7	<p>Holder responsible for both Regeneration and Transport (see Post-meeting note 2)</p> <p><u>Other</u></p> <p>Toucan under construction on A34 / M60 SE slip-road Connect2 opened Hazel Grove signs ready for costing / manufacture Trans Pennine Trail (Tiviot Dale section) TopTrek nearing completion Lighting columns installed for a section of the Trans Pennine Trail south of Brinnington</p>	
5.0	Stockport Council / TfGM cycling developments; next week's Dutch cycling seminars (Manchester)	
5.1	<p>Latest location being investigated for the Stockport Town Centre cycle compound is at east end of Bridgefield St. The Bury and a Manchester City Centre facilities are now open. In response to a question from DV, DN confirmed that there is a fairly standard form for the cycle centres / compounds across GM that TfGM are delivering in partnership with Councils.</p>	
5.2	A new Greater Manchester cycle strategy being progressed	
5.3	An update on TfGM adult cycle training is awaited; RC updated the group on cycle training in schools (for which there is DfT funding for 3 years), and confirmed that a new Bike It officer is to be appointed to replace Lucy Sutcliffe. Involving teachers directly in cycle training may not be realistic considering time constraints. ME noted that some particularly good work had been carried out at Tithe Barn School.	
5.4	The Dutch seminars are over two days next week - considering application to examples of City Centre streets on Day 1, with Day 2 including: What is a Cycling Culture & How do we get there?; Dutch Design Techniques for Safer Roads and Junctions; Residential Street Design – Safer Neighbourhoods and Retail areas. See Post-meeting note 3	
5.5	Five SMBC delegates plus KE are expected to attend	
6.0	Any other business	
6.1	JiC told the group that SCCC had won the Stockport Sports Club of the Year 2012 award. This was achieved because the club is successful in encouraging a wide range of participation; all present at the meeting agreed that this was well-deserved recognition of the work the club continues to undertake through its team of dedicated volunteers.	
6.2	<p>Future CUG dates:</p> <p>Sub group: December 13th and February 13th 2013 CUG: January 10th 2013</p>	

Post-meeting notes

- 1) The Business Case for the Relief Road may be read here:
<http://www.semmms.info/140683/638805/a6tomanchesterairportmsbc>
- 2) A further meeting discussing proposed details for Grand Central cycle parking was held on Nov 29th, involving Cllr IR, SS, KE, PA, DN, and representatives of SMBC Regeneration Team and the developer
- 3) Presentations from the Dutch cycling seminars may be found here:
<http://www.dutchembassyuk.org/economic/index.php?i=785>