

STEERING GROUP MEETING FOR CYCLING DEMONSTRATION TOWN PROJECT

NOTES OF MEETING HELD ON THURSDAY 13 SEPTEMBER 2007

COUNCIL CHAMBER, MORECAMBE TOWN HALL

PRESENT:	Matt Hodges	(MH)	CTC
	Philip Longton	(PL)	Lancaster University
	Jonathan Mills	(JM)	Lancaster University
	Alasdair Simpson	(AS)	Lancashire County Council
	Stephen Buchanan	(SB)	Furniture Matters Pedal Power
	Dick Follows	(DF)	Dynamo
	Councillor Eileen Blamire	(EB)	Cabinet Member, Lancaster City Council
	John Whitelegg	(JW)	Sustainable Transport Advisor
	Rachel Scott	(RS)	Economic Development
	Bee Harding	(BH)	Economic Development
	Gary Bowker	(GB)	Engineering Section, Lancaster CC
	Ged McAllister	(GMc)	Engineering Section, Lancaster CC
	Kathy Bashford	(KB)	Sustrans
	Peter Loker	(PSL)	Corporate Director, Lancaster CC
	Steph Lucas	(SL)	Notetaker, Lancaster CC
	Mark Butt	(MB)	Mayer Brown (Guest)
	Oliver Douglas	(OD)	Mayer Brown (Guest)

		ACTION
1.	<p>APOLOGIES FOR ABSENCE</p> <p>After introductions, the following apologies were received:</p> <p>Jim Robson, Lancashire County Council John Leach, Dynamo Mike Hutchinson, Lancaster CTC County Councillor Jean Yates Councillor Maia Whitelegg Claire Drury, North Lancashire PCT Anna Redfearn, Pedal Power</p>	
2.	<p>MINUTES OF MEETING HELD 20 JULY 2007</p> <p>John Leach had emailed an amendment to item 4 "City Centre Strategy" on page 2 of the minutes. He said <i>"I did ask about north-south routes but in the context of there being greater potential north-south flow than east-west flow when the number of residents and the employment locations are taken into account. The east-west routes are important but the north-south routes have the potential for a greater impact on cycle flows in Lancaster."</i></p> <p>No further corrections.</p>	

<p>3.</p>	<p>MATTERS ARISING</p> <p>Centros Miller - PSL confirmed that he had written to the Planning Service on behalf of the Project Board requesting that the design of the development should actively encourage cycling through the site and this be a condition of any consent. In addition, ramped access for cyclists be provided up to the canal and that this access route be maintained during the construction period. He understood that some concessions had been made. AS reported that Centros Miller is to allow access from North and South , but can't allow West and East because of steps from Canal.</p> <p>JW requested that Centros Miller's offer be put in writing so that it can be considered.</p> <p>MH asked if there was anything regarding Cycle Parking. PSL agreed to write to Planning Service to see what was being proposed.</p> <p>Cycle Flow Trends – Cycle Parking Data - GB circulated the summary from the most recent count.</p> <p>Workplace Travel Plans – Freshers Fair - Confirmed that information will be available at the Lancaster University Freshers Fair. EB asked if there would be a presence at the Cumbria University Freshers Fair. BH had contacted them. RS said that there is a charge for a presence at the Fairs so we tend to provide information rather than set up a specific CDT stall.</p>	<p>PSL</p> <p>PSL</p>
<p>4.</p>	<p>MONITORING REPORTS</p> <p>PSL ran through the data circulated. MH said the information showed Lancaster was poor in comparison to Exeter. Darlington had fewer counters with low figures for bike counts per day (under 1000) we had over 6000, so consequently it would be easier for Darlington to increase their numbers. We had to be careful with percentages.</p> <p>At this point Mark Butt, Mayer Brown presented an overview on the Cycle Count Analysis work. He highlighted that there was no comparable data sets. He had looked at rainfall for January-July period and compared it with last year. There had been an increase in cycling to schools. It was important to take into account seasonal variations, e.g. term time at the University. He had made recommendations for future cycle count analysis.</p> <p>JW agreed with MB but said that Cycling England had a robust data methodology which is used for all CDT which takes into account seasonality, time periods and compensates and adjusts. We need to know what Sustrans and DfT think of the numbers of the preliminary comparative data. He suggested that the Steering Group needed to focus on comparative data.</p> <p>PSL reported that small errors had already been picked up in the draft data, so there was still a need to check the information provided. GMc said as this information is nationally available, we have to defend it, this is why we asked for Mayer Brown's input.</p>	

	<p>MH said a significant point was that we have a great deal of data on automatic counts on cycleways, but little on road-counts. Also, base line information would not take into account the subsequent introduction of new/diversion routes.</p> <p>JW said we need to put it directly to Sustrans and say we have concluded from analysis of the data that there are some problems, submit to them what we think and ask for their comments.</p> <p>PSL said that Cycling England have a vested interest to make sure that CDTs are successful. DfT are currently carrying out an analysis of Cycling England.</p> <p>PSL said an early meeting with Sustrans and representative from Cycling England is required to discuss how robust the data is. RS to arrange and a representative from Mayer Brown to attend if possible.</p>	PSL/RS
5.	<p>FUTURE WORK PROGRAMME</p> <p>PSL reported that further to his visit, John Grimshaw had made recommendations to the Cycling England Board which he understands have been accepted, but the letter of confirmation is still awaited.</p> <p>GB circulated the Work Programme as at 17 August which is based on what John Grimshaw indicated he could support.</p> <p>GB reported that work was about to commence on the canal towpath to Ashton Road (alternative University route). Negotiations were still ongoing regarding the Haverbreaks Road route.</p> <p>Planning approval given to Moorside, Lancaster and Cabinet being asked on 9th October 07 to approve match funding.</p> <p>Central Drive is 60% completed.</p> <p>GB is preparing a Cabinet report regarding Westgate (which is external Sustrans funding).</p> <p>Phoenix Street – Going to Lancashire Locals in November for approval and has a potential January start.</p> <p>Lancaster City Centre – Mayer Brown currently doing the design work.</p> <p>DF asked about the delay with Phoenix Street. GB explained that there was a delay with the TRO which required a further advert for the Toucan crossings.</p> <p>JW asked about Lancaster City Centre Strategy and in particular about George Street. GB reported that John Grimshaw has supported the Church Street route rather than across City Centre.</p> <p>JW sought clarification as to whether Spring Garden Street etc was off the list. GB confirmed this was the case in the current funding and time constraints. AS confirmed that County do consider East-West has benefit and are looking for funding.</p>	

	<p>JM asked about the Hospital/Ripley route. GB gave an update – Ripley did not want a “back door to the school”, so proposed route now via a link from the Canal, through British Waterways Yard to the car park at rear of hospital. We have written to the Hospital about this, but are still awaiting a reply.</p> <p>PSL asked members to note that the proposed programme required more funding than was available, so Cycling England had been asked for prioritisation. The work programme was still draft until we actually receive the approval letter. The letter would be circulated as soon as available.</p> <p>PSL reported that Lynn Sloman from Cycling England had met with BH regarding her post and Cycling England had agreed that the post should focus on a Bike It approach with four major employers in the City. The employers suggested were Lancaster and Morecambe College, the RLI, Lancaster University, and possibly University of Cumbria or the PCT when they move to the former Reebok premises and the City Council.</p> <p>JW felt this was good news and gave a clearer focus. He had been looking at Area Travel Groups and suggested the 4/5 major employers form such a group to share information etc. RS confirmed that a date had already been suggested for a meeting of the major employers and arrangements were ongoing.</p>	<p>PSL</p>
<p>6.</p>	<p>ANY OTHER BUSINESS</p> <p>Locked Gate, Lancaster Train Station - JW raised the issue of the locked gate from the cycle path on to Lancaster Train Station. He has met with Stephen Reynolds, who works for Virgin Trains and is the Station Manager for Lancaster and Oxenholme. Mr Reynolds confirmed the gate had been locked due to the high number of cycle thefts and to prevent the “Marsh Hornets” running through. He agreed to the gate being unlocked again provided two CCTV cameras were installed – one pointing at the gate from within the station which Virgin would pay for and would be linked to their control room, and an external camera on the other side of the gate, which could also be linked to their control room. This would provide full facial recognition. JW referred to a Government announcement to spend £150m on upgrading stations and it was hoped that Lancaster would be included, and one proviso for the funding was for the station to produce a Travel Plan for the Station. JW asked for ideas on who could fund the second camera. EB said there was a queue of areas wanting CCTV cameras funded by Lancaster City Council.</p> <p>PSL asked RS to look for sources of funding for the external camera and liaise with Stephen Reynolds to take this forward and possibly linked into allowing more cycle lockers at the Station.</p> <p>20mph Zones - DF understood that the schools pilot had failed and asked what County had done to try and make it successful. Additionally, he asked where County were up to with regard to proposal to make residential areas 20mph.</p>	<p>RS</p>

	<p>AS said that the schools pilot only involved flashing warning signs with no other measures. The trials were not successful and it was concluded that other measures were needed in addition to the flashing signs. EB reported that at the Lancaster Locals meeting, Jim Robson had said that the problem was that the 20mph was not enforceable because it was a voluntary scheme. She asked AS for clarification.</p> <p>AS reported that the County Council has an ongoing programme of 20mph schemes in the County area. Lancashire Locals had allocated money for this but there was a limited budget. JW said that Lancaster Locals had made a clear decision on supporting 20mph zones. AS to take this forward and report back to the next meeting on the options for mandatory schemes.</p> <p>GB reported that County had recently appointed an extra member of staff who will be working on 20mph programmes.</p> <p>JW said that GONW have reported that the number of 20mph home zones required will not be achieved. They are now discussing what Portsmouth have done, e.g. general 20mph for all areas.</p>	<p>AS</p> <p>AS</p>
7.	<p>NEXT MEETING</p> <p>To be arranged in approximately three months.</p>	<p>SL</p>