

Warrington Cycle Forum

The Gateway

21st July 2009

MINUTES

ITEM		ACTION
1.0	<p data-bbox="228 465 395 495"><u>Attendees:</u></p> <p data-bbox="228 539 480 568"><u>Forum Members</u> Jon Wood (Chair) Maurice Leslie Chris Mayes Pete Owens Dave Mitchell Esstta Hayes (Birchwood Park) Neil Rowley Geoff Foreman Linda Foreman</p> <p data-bbox="708 465 1043 495"><u>WBC Representatives</u> David Boyer - Head of Sustainable Transport Alan Dickin - Transport Planning Manager Lesley McAllister – Principal Travel Planner Neil Jones – Network Development and Control Manager Steve Carson – Principal Transport Planner Steve Hunter – Strategic Transportation Divisional Manager</p> <p data-bbox="228 994 395 1023"><u>Apologies:</u> Rod King Alan Litton</p>	
2.0	<p data-bbox="228 1137 667 1167"><u>Minutes of Previous meeting</u></p> <p data-bbox="228 1173 1241 1240">Two changes requested to the minutes from 4th March 2009 – page 4 – AOB</p> <ul data-bbox="228 1249 1241 1361" style="list-style-type: none">• Comments re speed limit signs was on A56 not A57• Birchwood Park reported a 7% not 5% drop in single occupancy car use. <p data-bbox="228 1368 852 1397">Otherwise previous minutes were accepted.</p>	<u>LM</u>
	<p data-bbox="228 1435 464 1464"><u>Matters Arising</u></p> <p data-bbox="228 1509 448 1538">20mph update</p> <p data-bbox="228 1547 703 1576">DB updated the group as follows:</p> <ul data-bbox="228 1585 1289 2065" style="list-style-type: none">• A series of public events had been held to further promote pilot and obtain feedback• Feedback had been broadly positive, although numbers of responses in Orford and Town centre had been less than hoped. Future consultations and events would include a greater level of advertisement• Park Road had been the best attended event. Feedback included a large proportion of requests for an area-wide limit including 20mph on side roads. This extension will take place although monitoring and enforcement will still be focussed on Park Road.• Baseline and follow-up surveys have been carried out. The greatest positive change has been seen both on Park Road and Long Lane with a 2mph reduction in average speed.• Enforcement would take place in autumn	

CM suggested future events promoted through letter drops to school pupils.

Other outstanding issues

AD reported that the UTC unit (Urban Traffic Control) had checked operation of the controlled crossing on London Road. The crossing is working correctly and the delay in operation is the necessity to link the signal operation to the adjacent traffic signalled junctions.

Potholes and Highway maintenance

AD reported that it was still the intention to develop a pilot project to prioritise a selection of roads and routes for an increased level of intervention when assessing and rectifying potholes. Internal discussions were planned for August and the council would report back to the Forum at the next meeting.

Attitudes to Cycling

AD reported that Transport Planning Unit was working on a week-long promotional campaign for spring 2010. The campaign would have a series of daily events on different themes of changing travel behaviour. It is hoped that others partners such as the Cycle Forum, Warrington Cycle Campaign, Primary Care Trust, schools, major employers and public transport operators would be able to take part.

Cycle Parking at Stations

AD had looked into Halton scheme and key element is partnership with rail operators. Will be considered for Warrington in the future.

3.0

Design Guide Review

NJ gave a verbal update to the Forum on progress since the presentations to the November 2008 meeting.

A series of internal meetings had been held and NJ was able to set out the basic elements of a proposed revision of the guide, taking on board the main objections set out by PO and ML at the November meeting. NJ set out the following proposed actions:

- A review the road hierarchy to reduce the number of road types and reconsider the need for off-road cycle track provision at each level. Eg. if a 20mph design speed is met, the justification for off road facilities can be reviewed. The requirement for segregated cycle tracks would not be removed entirely – but the need reviewed as part revised hierarchy
- Revise the advice on culs-de-sac to as far as possible ensure that access for pedestrians and cyclists be retained at the end of roads to link to other parts of the development
- A review of the requirement to allow frontage access
- Comply with Manual for Streets guidance on visibility standards
- Review the kerb radii on residential streets to reduce vehicle speeds
- It was felt distributor roads needed to be retained

In response, the following points were made:

PO – Where cycletracks are proposed, the on-road environment should

still be designed to be cycle friendly.

GF – In Denmark an adaptation of the ‘T’ sign is used in cul-de-sacs with a dotted spur off the dead end to indicate ped/cycle through access - was seen as very useful.

NJ confirmed that a revision of the Design Guide would be made available for comments prior to being confirmed.

NJ

6.0 Planning Issues and Partnership Working for a Low Carbon Future

JW (Chair) brought forward this item to follow on from planning related discussions. JW made the following points:

- He felt that public policy between government agencies, local authorities and public sector organisations was not joined up and insufficient progress was being made on Climate Change issues
- Cited the approval and construction of car parking at Warrington Hospital as an opportunity missed to restrict car use
- Suggested that the money spent on the car park would be better spent on sustainable transport measures and felt the council should have demanded that this approach be taken.

WBC Officers were able to respond as follows:

- The council could not object to the additional parking as it still kept parking numbers under the Maximum Parking Standards advised by regional and government policy. These standards are designed to restrict growth in car use
- The council has no influence over PCT budgets, but does work closely on several projects
- Highway and transport comments are only one consideration in the planning process

EH raised the difficulty she experienced in Birchwood Park in convincing some park tenants of the value and need for travel plan measures and restricting car parking spaces

4.0 Area Accessibility Update

Black Bear Park

SC advised the Forum of proposals to review ‘A’ frame provision on Black Bear Park to improve access for cyclists, wheelchair users and double buggies. The proposals were intended to gain an Executive Board decision to approve a Code of Practice for Barrier Control of non-motorised routes.

Plans of proposals were distributed and AD added that consultation with other groups had revealed strong objections and therefore a view from the Forum members on the proposals was invited outside the meeting, to:

scarson@warrington.gov.uk

JW asked the forum to vote on support for the principal of removal of A frames. **The Forum supported the removal of A frames in principle.**

Hilden Island

SC explained the background to a proposals to improve on-road and off-road conditions for cyclists at the junction of Hilden Road and A50 Orford Green. The main elements of the design are:

- Re-lining of roundabout circulation and approaches to reduce entry, exit and circulation speed and manage traffic into one lane around the roundabout. This is designed to provide a more cycle friendly on-road environment.
- Footway widened and sections of new footway around the island and approaches to deliver shared-use footway/cycleway

SC explained that options considered included a complete remodelling of the roundabout to produce a continental-style design with a much smaller diameter and increased deflection on approaches. The costs of this option were in excess of £250,000 and therefore not viable.

SC reported a 50/50 split between on- and off-road cyclists during a recent peak-hour site visit, with a total of around 60 cyclists observed.

Detailed discussions took place and it was agreed that Forum members consider the plans and come back to SC with any detailed comments.

scarson@warrington.gov.uk

There was general support from members of the Forum for the proposed changes.

5.0 Cycling to School

ML introduced this item. He wanted to raise the example of one primary school where the Headteacher was reluctant to allow child cycle training. The example was Barrow Hall Primary where the Head was of the opinion that training should only take place once off-road improvements in the vicinity (included in the school's Travel Plan) were in place. Recently Phase 1 of the off-road improvement referred to has been built and one session of training had taken place.

ML concerned that a Head could deny children the training on offer.

CM questioned whether Heads were legally bound to provide training.

Officers provide the following comments:

- Not aware of any legal requirement for Heads to allow training
- Travel planning staff were aware of situation at Barrow Hall and hoped to work with the school to reach a point where all year 6 children had access to training
- Phase 2 of the off-road scheme was subject to negotiation with private land owner, although even when complete it would only serve a proportion of school trips to the southwest of the school
- Great Sankey High (the adjacent high school) has the highest proportion of pupils cycling to school in the borough (7.8%)

7.0

AOB

PO

- Quarry Lane prohibition of driving. The order said 'motor vehicles' but it is signed as 'no vehicles'. Requested that this is looked at and signs changed to allow cycles.

WBC to look into this.

- Cockhedge roundabout signalisation – concerned that the signalisation was part-time because in principle, the signalisation will improve cycle conditions. Would prefer full-time operation. Also asked if cycle audit had been undertaken and ASLs considered.

SH responded that the Cockhedge scheme was experimental, and there will be an opportunity to review periods of operation. A safety audit and cycle audit have been arranged.

- Highway near Bank Quay station – query over width of road and possible pinch point for cyclists. Previously raised at March meeting.

AD responded that this would be looked at.

LF

- Raised the point that destination signing for off-road and key cycle routes was lacking in Warrington. Examples such where off-road cycle routes meet the highway were given.

AD acknowledge that signing had not been implemented in recent years, but acknowledged as an area where some work should be done in the near future.

EH (Birchwood Park) provided the following update on activity in Birchwood:

- Sustainable travel day 23rd July with free emissions testing – all welcome.
- Central bike rack and lockers to be built providing additional 60 spaces
- Display holders in locker rooms
- Commuter centre now reopened
- Through Climate Change Foundation grant 27 adults have been level 2/3 cycle trained with a target of 60 to meet

8.0

Future Meeting Dates

Wednesday 9th Sept 09

Wednesday 9th Dec 09

AD

SH

AD