

**Minutes of Derbyshire Cycling Liaison Group
Held on 8th April 2008 at County Hall, Matlock**

General Strategic Meeting

Present:

Peter Storey, Chair (DCC Reclamation)	PS
Wayne Bexton (DCC Countryside Service)	WB
Patrick Davis (Sustrans)	PaD
Matthew Connley (Bolsover District Council)	MC
Mark Shewring (Chesterfield Borough Council)	MS
Isobel Mulligan (DCC NW Area Traffic & Safety)	IM
Irene Hayward (Derwent Valley Cycle Group)	IH
Philip Smith (DCC Road Safety)	PSm
Jeremy Taylor (Sustrans Ranger)	JT
Les Sims (Sustrans Ranger)	LS
Rebecca Pennyfather (DCC Public Transport Policy / Accessibility)	RP
John White (CTC Alfreton)	JW
Harry Gould (Matlock Cycling Group, Derwent Valley Cycle Group)	HG
Dave Waldram (Derby Cycling Group)	DW
Matthew Reynolds, minutes (DCC Transport Policy)	MR

1 Apologies for absence and Introduction:

Peter Davey (Peak District National Park Authority)	PeD
Richard Groves (South Derbyshire District Council)	RG
Barry Kay (Chesterfield Cycle Campaign)	BK
Alastair Meikle (Chesterfield Cycle Campaign)	AM
Catherine Jacobs Chesterfield Borough Council – Air Quality)	CJ
Jim Seymour (DCC Transport Policy and Programmes)	JS
Terry Williams (CTC Right to Ride)	TW
Dawn Bryan (DCC North Eastern Area Team)	DB
Angela Carter (Derbyshire Sport)	AC
Dave Connell (DCC North Eastern Area Team)	DC
Mike Hase (Derbyshire Dales District Council)	MH

At 14:35, PS brought the meeting to a start and informed the group of the absentees. Most noticeably was the absence of Jim Seymour and PS kindly agreed to chair the meeting. This commenced with a quick round the table introduction of everyone present.

PS highlighted that this meeting is a Strategic meeting and not to dwell too much on area specific issues. The group seemed happy and the meeting commenced.

2 Minutes from the last strategic meeting, 16th October 2007

The minutes were accepted as an accurate recording of the meeting with several actions that were requested.

3 Matters arising from above meeting not on the agenda

Bikes on Buses

RB told the group that she had recently attended the bus operator liaison group meeting with Trent and Stagecoach to discuss any issues. RP raised the issue of bikes on buses and what their policy is. The bus operators were unanimous in saying that they do not encourage bikes on buses due to the fact that there is no way of securing the braking system and the bike may be a hazard to other bus users. LS/DW asks about the bus operator's stand on folding bikes, to which RP replied that they are generally accepted if they can fit into the storage compartments but will mostly rely on the driver's discretion.

Boythorpe Road

WB had looked into the idea of segregation and that there was not suitable width to add a dedicated cycle lane. The conflict of users on this route didn't raise many concerns and no action is to be taken.

Developing Cycle Strategies

RB explained to the group that the Accessibility Partnership has been established and the role it takes in helping people without access to a car reach the services they want. This includes cycling and they are happy to develop strategies that can deliver more cycle use. They will specifically be looking at the Bolsover and Chesterfield area. RP said that they need involvement from relevant organisations. MC, DCC area teams and DCC country side asked for and require details to create a smaller working group for the partnership to ensure that issues are received prior to the accessibility meeting.

PS clarified if it was just for Bolsover and Chesterfield, to which RP replied that at the time being but further discussion is needed to develop these strategies. PD stated that the updated Greenway strategy for NE Derbyshire needs to be dovetailed closely with road-related routes. He is keen to be involved with the group which should consider both.

ACTION: RP to pass on details to MC and PD.

4 RoWIP Consultation

WB explained that all the document had been out to consultation and with all the feedback received a plan has been developed which is available in hard copy if contacted the call Derbyshire and on the DCC website;

(http://www.derbyshire.gov.uk/council/consultation/consultation_search_index/draft_rights_of_way_improvement_plan_consultation.asp).

A set of key targets are now set up within the RoWIP plan that and these may relate to the Greenway Strategy. IH asked if the petition that was received by Councillor Lucas will be taken on board regarding the Derwent Valley cycle route. WB stated that the alignment of that route will be added but no timescale will be given. Strategic routes are now set in place with roughly 100km of new routes planned.

IH stated that this is the time to be building cycle routes in Matlock. With the new sports/leisure centre and housing estates being built, this is a good opportunity to push for developer contributions and plan cycle routes into new developments. PS explained that securing planning gains through the development process is not always possible and requires input from DCC and the local borough council to push things forward.

At this point in the meeting it began very clear that the group was disappointed that Derbyshire Dales District Council have not been represented for the last few meetings. It would be very much appreciated that Mike Hase would attend the next meeting.

IH said that the path through Hall Leys Park could be split into two to allow designated space for cyclists and pedestrians. It was agreed that this was a local issue and Derbyshire Dales District Council would be the people to contact to things moving.

DW passed round a map he had picked up from the tourist information of Matlock and noted that no cycle paths/routes were marked. He questioned if there is scope to get involved with who ever produced it to get cycle routes on the next one. This does not only apply to the specific map brought for today's meeting but getting more cycling information produced on future maps that are displayed at tourist information centres. WB pointed out that DCC do have their own cycle map and DCC have contributed to the online Sustrans mapping, and so they should be available within tourist information centres.

PS brought the focus of the discussion back to the RoWIP consultation. JW asked if the routes in the plan are specific or if the quite varied. WB Explained that the yearly programme will show site specific and the rest of the vagueness will disappear as specific plans are outlined. JS also asked if the routes to upgrade that were put forward are the plan. WB said that if they were inputted at the consultancy phase they will be worked into the delivery programme.

5 Monitoring Update

WB commented that the monitoring updates are produced at quarterly intervals and if you want information/figures on monitored routes contact WB.

LS mentioned that the monitoring of the routes is a good idea and questioned if there has been any improvement. WB described that the new monitoring techniques which have been recently installed are giving more accurate readings than the old systems so figures may fluctuate due to that. The three years of collected information allow trends to be studied and further data collection will make the data base more accurate and reliable. PS mentioned that the monitors are placed at pinch points to make sure all users are captured. He also stated that vandalism to the monitors is an on going problem. WB ended the discussion by mentioning that usage has increased.

6 Route Issues/Scheme Update

In the absence of Alastair Meikle and Terry Williams, MR raised the following issues to the groups attention.

Lockers at Chesterfield Station, on behalf of Alastair Meikle

AM attended a meeting with East Midlands Trains in regard to the cycle lockers at Chesterfield Station. EMT admitted that cycle lockers are not a high priority and following a Chesterfield Transport Users Meeting, Davis Mather of EMT stated that they are planning to add a further 10 Sheffield cycle stands but are not keen on lockers. The group accepted this as it is pleasing to see something being done at Chesterfield Station to encourage cycle use.

Rother Washlands, on behalf of Alastair Meikle

This was discussed at the last area meeting where plans were circulated showing the footway as a shared path through the housing estate, but no signs have yet appeared. To provide a continuous cycle route, a solution better than a cyclist dismount sign must be found before the St Johns ambulance depot. WB said that this is a highways issue and a connection linking the route needed further investigation.

ACTION: DB to investigate

Donkin Site, on behalf of Alastair Meikle

Work has started to clear the site of the new cycle path east of park road. There must be a protected crossing provided across park road to queens park cycle track as this is vital to link the routes together. WB and MS commented that the funding will have to come from the LTP as it is too late to

request money from the developer. WB said that he would submit to next years LTP spending programme but in the mean time nothing can be done. MS added that because there is no definitive time scale for completion of this site, there is no point doing anything on this site till it is complete.

Whittington Roundabout, on behalf of Alastair Meikle

Poor Condition of cycle lanes at this point makes it unsafe for cyclists as deep ridged textured paving can cause tyres to get stuck and in-line paving is dangerous especially when wet and icy. (These do not meet dft guidelines). Also the layout problems can lead to a higher risk of collisions with pedestrians and other cyclists. WB said that once again this is a highways issue and as for the DfT guidelines, maybe the guidelines have been changed or are out of date. LS added to this by saying that although the paving might cause problems, the purpose of them is to aid the visually impaired so that needs to be considered. JW also joined the discussion stating that from experience, the style of the paving is not the hazard but the gradient of the slope coupled with speed that can cause accidents.

ACTION: WB to check with Dawn Bryan standards of paving at identified site

Upgrading the footpath between Canal Wharf and Lockoford Lane, on behalf of Alastair Meikle

This route provides a safer and greener access route from the town centre and college to the Dema Glass development. Potential users are shoppers, football fans and employees. It would assist cyclists travelling to Dunston/Sheepbridge. We are aware that it is a footpath but has the potential to be a very important cycle route. WB mentioned that Gemma Gregory (DCC North Area) had looked into this and could contribute to promoting cycling in the area. This in turn would help deliver on the cycle strategy. This will be kept in mind in future but problems with land ownership and the limited space would be barriers to overcome. It was mentioned that the old railway line from Chesterfield to Arkwright could be a future project to aid the Dema Glass development

ACTION: MS/WB/PD look into the accessibility of the route

Cycle Path A50, Toyota Works to Clay Mills, on behalf of Terry Williams

The Highways Agency have completed the upgrade of the cycle/pedestrian path all the way from the A50 island by the Toyota works to Clay Mills, the last section almost complete this week. It has a good tarmac surface 2 m wide and so makes a much safer and more pleasant ride alongside the A38 road. As this is now complete, nothing needed to be added.

Killamarsh Greenway

WB explained that this greenway is on the verge of completion and will create a safe route to school for local children and will add to the cycle provision in the North of the county.

Pennine Bridleway - Gamesley

WB told the group that the bridleway through this area of the county has been delayed due to the persisting wet weather making working conditions difficult. Completion of this route depends on the land being dry but should be completed soon.

Breadsall Greenway

Work has begun at this site but has stalled due to the need to acquire planning permission from DCC. LS asked if there were ideas on timescales, to which PS replied that there is no definite date but planning permission has to be granted so it takes as long as it needs. PS confirmed that DCC are applying for permission off themselves but are confident the bid will be passed and the autumn deadline should be met. PS also stated that the Bloomfield College land is the second phase of the scheme and is a separate project.

PD asked if letters of support would support the planning application. PS said that any letters of support would be advantageous and would be appreciated. If you want to send a letter of support send it to;

Anna Chapman
Shand House
Dale Road South
Matlock
Derbyshire
DE4 3RY.

Beighton to Staveley branch of Trans Pennine Trail

WB explained that this section of the TPT will be getting re-surfaced and vegetation control to cut back overgrown bushes will be completed this summer.

Cemetery Lane to Arkwright

PS told the group that this route is now complete. The starting date for phase 2 at Silver Hill has been delayed due to drainage problems. The DCC Tibshelf to Newton link project is now complete.

Eggington Link

PS discussed with the group the recent problems that this route had received from areas of the public. The link cannot get underway unless the situation with the local airstrip users and some members of the community resolve their differences. At a recent parish meeting, concerns were expressed about the cycle route running over an air field. AC and PD are in negotiations to work out a solution.

Hipper Valley Greenway

A designed route is in the process of being produced to show where the route will go and all the related measurements and details. Some funding has been received and allocated but the scheme requires more contributions to get it to the construction stage.

WB ended this agenda item by stating that 14km of new cycleway/greenway is planned for this financial year.

7 Round Table – Strategic Issues

Cycle Demo Towns on behalf of Alastair Meikle

A further round of bidding for cycle demo towns has been underway and it is to my attention that the ideal size of the project is for a town the size of Chesterfield. Neither DCC nor CBC has put a bid in; surely this is where a designated cycle officer could be of use. If DCC have not then this is a complete lack of support and a serious failure on their half, especially as they claim to promote sustainable transport. Has any town within Derbyshire put a bid in? MC explained that Bolsover District Council was planning to put in a bid due to the high obesity rate and low cycle use. As they were informed in March, there was too little time to put in a bid. MR explained that the same problem had arisen within DCC as with many cases like this, a message may have been sent to the wrong person within the organisation and by the time it had been passed to Jim Seymour and MR it was too late. MR had been to a workshop organised by cycle derby to look into the bidding process and it was concluded that the lack of staff time to put together a proposal and the need for senior level support from the off meant that a bid was unlikely to be completed by the closing time with insufficient support.

Council Tax Spending on behalf of Alastair Meikle

From the latest figures it shows that £56m of DCC tax money will be delivered on transport. How much will be spent on non-car projects and specifically cycling. The group wasn't sure about the exact breakdown.

Cycle Training on behalf of Alastair Meikle

DCC rely on volunteers and a few road safety staff to educate cycle proficiency and as a result the costs are low but coverage is patchy. I would to see a Derby approach to cycle training as all year 6 pupils are given training through the Bikeability project from cycle England. This means that £40 per head is given from Cycle England. Sheffield have recently been given a £3m grant for cycle training. DCC not taking this national standard on board is denying many children within Derbyshire the opportunity to have cycle training and to show them that cycling is an alternative to the car.

MR, PSm, JT, HG, MC and DW discussed the above issue.

MC asked PSm what is Derbyshire County Councils position on Bikeability and are there any plans for Derbyshire County Council to take on Bikeability and provide training to National Standards. PSm answered by confirming details of DCC's current Cycle Training Scheme which is delivered by Volunteer Instructors who are trained and supported by DCC Road Safety Team. PSm said he would keep the group updated if there were any changes and any developments towards Bikeability.

MC then asked PSm if Derbyshire County Council would object if Bolsover District Council Staff were trained to National Standards and offer Bikeability training in the Bolsover area. PSm replied by highlighting some of the potential problems of both DCC Cycle Training Scheme and Bikeability being offered to the same target audience. PSm went on to say he would ask the question to Rita Childs, Road Safety Manager and get back to MC direct.

ACTION: PSm to contact MC

6 Cities Initiative

PD asked if Derbyshire were involved. He inquired about the growth points between Derby and Nottingham and South of Derby. The group didn't know much about it. PD was told to speak to Jim Seymour on this matter.

8 Any Other Business

PS went round the table asking if people had anything to add.

Toward a Sustainable Transport Strategy

PD explained to the group that he had been a meeting recently that warned local councils that money is likely to be allocated to councils through their focus on sustainability. PD mentioned that 'fortune favours the prepared' and that DCC and the rest of the councils represented should watch out for the strong sustainability focus and feed this into regional development plans and strategies. He also mentioned that local authorities should think again about large scale road plans as the Government is unlikely to support schemes that are likely to have negative effects on the environment..

Bike Week

IM was interested in what the councils have planned for Bike Week 2008. MC mentioned that Bolsover are holding family cycling afternoons on Sundays starting on 15th June. WB said that DCC's country side team are organising cycle evening and day events to promote cycling and the cycle during bike week. WB listed a few days when events are pencilled in. MR described the idea of linking Bike Week with Adult Learners Week this year. As ALW starts on May 19th, it gives a few weeks before Bike Week and that enables DCC to get a head start with publicity. MR then explained

the virtual Tour de France idea to get people cycling and added their miles to a cumulative total. Bikers breakfasts are going to be given out and vouchers for the body shop are being negotiated to be used incentives for people to take part.

Travel Smart Week

PSm told the group that Travel Smart Week starts on the 19th May and to get involved in this, DCC are encouraging walking to school for primary schools and cycling to school for high schools. They will be making use of the safer routes to school programme.

Cycle Sign on B5035, between Ashbourne and Cromford

JT explained a fault with the cycle sign at the above location. The sign seems to be loose and pointing the wrong direction, therefore giving users the route the wrong directions. It maybe due to wind or vandalism but an extra post or a stronger bracket could sort this out.

ACTION: IM to look at securing the wonky sign

Sustrans Supporters Group

JT also mentioned that the local Sustrans group has set up a supporters group to help with publicity events and 'spread the word'. The latest event had 65 riders turn up on very cold and wet day so it seems to be a good idea. They plan to work in conjunction with the Derwent Valley Cycle Group and Derwent Valley Greenway and the Bakewell show to capture new members and advertise their services.

Square Posts

LS added to JS's previous point regarding the wonky sign. He mentioned that it would be useful if ion future DCC look into using square posts rather than round ones for signage to stop people/wind moving the signs. He mentioned that they are in place in Derby and seem to work.

Accessibility Partnership

RP described the role of the Accessibility Partnership once again. She told the group that it would be a good idea that all the area accessibility partnerships had some sort of cycling representation. It was agreed that DW would be the contact for the S and NW areas.

ACTION: MR to pass DW contact details to RP

Development Accessibility

RP expressed concern of a growing problem that lies with the planning process. She explained that new developments are often decided before any accessibility issues are taken into consideration. There is a need to discuss these concerns with the developers as soon as possible. RP said that Darlington PCT and JMP consultants had developed an accessibility checklist that identifies what is being missed. DCC are keen to adopt this into their planning procedure. PD added to this saying that every district should have a cycle network development plan and new developments should fit in line with it.

Pot-Hole Reporting

JW mentioned that the procedure for reporting pot-holes and vegetation overgrowth has been impaired by the infrequent working of the reporting comments section on the DCC website. He said it is dangerous as verges are and branches are obstructing the route which can be extremely dangerous at night as cyclists can't see obstructions before they hit them. WB said that improvements to the website are happening and they should be sorted soon. PSm mentioned that if there are any problems they should ring 'Call Derbyshire' on 08 456 058 058 to report the problem.

Mapping

DW asked if there is the ability to put the maps on the internet to make them more accessible and easier to find cycle information for Derbyshire. WB explained that all mapped greenway was available on the internet (which is going through a complete review) and advertisements of these routes are done through leaflets, tourist fairs and events.

Cycle Route 6 (derelict canal section)

DW brought to the groups attention that misuse of the path had been occurring on this route with unauthorised use of motorcycles and horse riders. Apart from the misuse there are problems with the vegetation and brickwork causes obstructions to people's path.

9 Date of Future Meetings

2008

Wednesday 16 July 2.30pm	SE Area Meeting	Long Eaton Town Hall
Wednesday 08 October 2.30pm	NW Area Meeting	Matlock Town Hall

2009

Thursday 15 January 2.30pm	Strategic Meeting	County Hall Matlock, 166a
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The meeting ended at 16:20.