

CYCLE USER GROUP  
THURSDAY 19<sup>th</sup> MAY 2011  
MINUTES

Attendees: Richard Clark, Road Safety Manager, SMBC [Chair]  
Councillor Iain Roberts, Executive Member [Transport], SMBC  
Don Naylor, Cycling Officer, SMBC  
Lucy Sutcliffe, Bike It officer, Sustrans  
Janet Bellingall, Cyclist  
Roy Bradshaw, CTC  
Joanna Hulme, Cyclist  
Charlie Hulme, Cyclist  
Tim Carlisle, Cycle Stockport  
Kathy England, Cyclist [Sustrans Ranger]  
Jim Court, Stockport Community Cycling Club

Apologies: Ernest Nama, Senior Rights of Way Officer, SMBC  
Norman Lowndes, Cyclist  
Sandy Broadhurst, Friends of Fallowfield Loop  
Merlin Evans, Cycle Stockport  
Stuart Johnson, Cycle Stockport  
Rob Sawyer, Cycle Wilmslow  
Janet Cuff, Cyclist

Item	Issue	Action
1.0	<b>Apologies, minutes of previous meeting, matters arising</b>	
1.1	Previous minutes agreed as accurate.	
1.2	Matters arising: <ul style="list-style-type: none"> <li>▪ KE made the meeting aware of a letter from Councillor Keith Whitmore, Chair, Transport for Greater Manchester Committee addressed to Love your Bike campaign members, on the subject of Trans Pennine Trail proposals at Sandhurst Road [see Appendix 1]</li> <li>▪ For staffing and other reasons, an independent SMBC cost estimate of options at the above location has not been possible</li> <li>▪ A6 / Edward St junction [Town Hall] – stage 3 Road Safety Audit risk assessment still pending. Road markings at the junction are now complete, although the group enquired whether the use of double yellow lines within ‘cycle gates’ was necessary. The Network Engineer has agreed to provide shared use [pedestrian and cyclist] signing to alert pedestrians walking from the direction of Stockport College</li> <li>▪ Warren St: one stand has been re-sited in the vicinity of the Early Learning Centre shop, and has been set back further from the kerb as requested by CUG members.</li> </ul>	
2.0	<b>Rights of Way Issues and Connect2</b>	
2.1	KE made the meeting aware of a sofa dumped on the Trans	

	<p>Pennine Trail [TPT] already having been reported; initial feedback was that it is the landowner's responsibility to remove this type of item. The sofa has continued to remain on site – it was agreed to get this matter resolved.</p>	DN/EN/RC
2.2	<p>Construction of the Connect2 bridge is now scheduled for late summer / early autumn 2011, with any possible impact of construction work on the Chadkirk Festival being monitored. Preparatory work for the additional linking route at the rear of Marple Hall School [MHS] has commenced, with most land issues complete. MHS is supportive of the additional link, and some of its students will have direct access to a new Link to School. The additional route will not be significantly longer than the Dale Road option, and is expected to deliver less severe gradients for users.</p>	
2.3	<p>In the context of Hazel Grove cycle networks, DN reminded members of the need to submit evidence of cycle usage of Cow Lane and the path adjacent to Chester Road allotments. DN will make an evidence claim form available to all</p>	DN
2.4	<p>CH requested that the status of any proposed cycle route through the Mirlees site towards Woodsmoor station be verified. DN agreed to do this.</p>	DN
3.0	<p><b>Bike It presentation / discussion – Lucy Sutcliffe [Sustrans]</b></p>	
3.1	<p>LS outlined that she works with schools in Stockport [two Secondaries and four Primaries] and Rochdale, on a project funded by Lottery and the two Districts. A Bike It fundamental is to provide three activities per term in each school; LS also offers schools in Stockport that were involved with Bike It in previous years, one activity per term.</p>	
3.2	<p>Bike It is about encouraging travel behaviour change, which is not always straightforward, even where a school has 'signed up'. Typically, most teachers will not be aware of their school's School Travel Plan, as this may have been submitted by the Headteacher, and not widely circulated</p>	
3.3	<p>Whereas the first term of the school year is used to 'sow seeds', the summer term is very much about 'activation'. One reality is that while perhaps a hundred children and adults may attend an initial Bikers Breakfast, this may translate into ten or twenty children regularly cycling to school</p>	
3.4	<p>Cycling may have cultural issues to take into account; parents generally often have a pre-conception that building cycling into a family's daily routine will be harder than it often turns out to be. They also usually react positively to a school acquiring good quality cycle parking</p>	
3.5	<p>Ways of further encouraging Bike It include 'Medals for Pedals' and a 'Bike It Champions toolkit'. Schools that engage</p>	

	with Bike It for one year, achieve a School Mark bronze award; beyond this, a silver award is available for those schools able to maintain momentum with reduced direct input from a Bike It officer. Gaining these awards gives all members of a school a real sense of achievement.	
3.6	Each school location presents a unique set of circumstances, including issues linked with routes to the school – LS and colleagues tackle this by responding to each individual school’s needs	
3.7	The Lottery requires evidence of progress achieved at schools. Surveys and counts are undertaken at various stages during each school’s Bike It involvement	
4.0	<b>Manchester’s Countryside / Halls Route map</b>	
4.1	Final proofs of Stockport’s two walking route maps for this project were circulated [Etherow Country Park, and Middlewood Way [MWW] / Macclesfield canal]	
4.2	Across Greater Manchester, the walking maps are being published prior to the cycling maps. SJ has undertaken a considerable amount of further work on Halls Route mapping in conjunction with the Council’s Tourism team. A proof document is expected shortly	
5.0	<b>Traffic Services and Capital Programme updates</b>	
5.1	It is understood that the Highways capital programme for this financial year will be much smaller than in previous years; the group will be updated as this evolves	
5.2	DN updated the group on progress with schemes in Hazel Grove [see also 2.3, above], Rose Hill, and Dooley Lane / Dan Bank	
5.3	KE commented on the location and quantity of cycle parking at the Peel Centre. DN will investigate this further	DN
6.0	<b>Bike Week [June 18<sup>th</sup> to 26<sup>th</sup>] and Olympic Open Weekend [July 22<sup>nd</sup> to 24<sup>th</sup>]</b>	
6.1	<input type="checkbox"/> Known Bike Week Events: <ul style="list-style-type: none"> <li>▪ Woodbank Park Family Bike Ride – Sunday June 12<sup>th</sup>, with registration on the day starting at 1:30</li> <li>▪ Council staff events on the 22<sup>nd</sup></li> <li>▪ Community Cycling Club ride on the MWW on the 22<sup>nd</sup></li> <li>▪ Stockport Clarion open time trail on the 20<sup>th</sup></li> <li>▪ Circular Way of the Roses / TPT [coast-to-coast ride west to east and east to west] commences in Southport, and will pass through Stockport on July 3<sup>rd</sup>. All are welcome to join in any of the individual stages of the ride</li> </ul>	
6.2	Olympic Open Weekend – Bramhall Park	

	<ul style="list-style-type: none"> <li>▪ Schools from outside the immediate area are to be encouraged to attend, and to cycle to the event</li> <li>▪ LS suggested that some funding for refreshments at the event may be available through Bike It</li> </ul> <p>The next CUG sub-group meeting will take place on Wednesday 13<sup>th</sup> April 2011. The next CUG meeting will take place on Thursday 19<sup>th</sup> May 2011.</p>	
7.0	<input type="checkbox"/> <b>Any other business</b>	
7.1	<p>The next CUG sub-group meeting will take place on Thursday 16<sup>th</sup> June 2011; the next CUG meeting will take place on Wednesday 20<sup>th</sup> July 2011.</p> <p><input type="checkbox"/></p>	

### **Post –meeting note**

At a meeting of the **Transport for Greater Manchester Committee on June 24<sup>th</sup>**, a resolution to approve the retention of the Trans Pennine Trail within and alongside the Metrolink corridor between Olive Shapley Avenue and Parrs Wood Lane was adopted. Additionally, lengthening of Sandhurst Road Bridge – as the preferred option for dealing with the “crossing” of Sandhurst Road by the Trans Pennine Trail, was also approved

### **Appendix 1**

#### **Text of April 26th letter to Love Your Bike campaign members from Councillor Keith Whitmore, Chair, Transport for Greater Manchester Committee**

Dear member

Thank you for your email regarding the Metrolink extension to East Didsbury and the Trans Pennine Trail.

The value of the Trans Pennine Trail is fully recognised by TfGM and I can assure you that, in undertaking the design for the Metrolink extension to East Didsbury, we have endeavoured to have regard to the interests of Trans Pennine Trail users. Naturally, however, it has been necessary to accommodate the new Metrolink infrastructure within the same corridor and to work within a finite, publicly funded, budget. That has meant producing a design which recognises all of the relevant parameters and strikes the right balance between them.

Insofar as the Trail is concerned, we have been able to preserve it predominantly within the corridor and provided enhancement in terms of its width and condition. Whilst steps are part of the current proposal, this decision was not taken lightly; the Trans Pennine Trail was designed to pass up and over Sandhurst Road as there is insufficient room beneath the bridge at this location to accommodate both the tram tracks and the Trail. The steps have been designed to include for a cycle "groove" in accordance with the Department for Transport's Local Transport Note 2/08 - Cycle Infrastructure Design, to enable cycles to be wheeled alongside rather than carried. For those users who are unable or do not wish to use steps / groove, a diversion route

is available which is step-free and would involve an additional travel distance of only 400m. These proposals would comply with all relevant legislation.

As you may be aware, the above design proposals were considered by the Greater Manchester Integrated Transport Authority (now Transport for Greater Manchester Committee) at its meeting on 25th March 2011 and they heard representations both from users of the Trail and the residents who live adjacent to the corridor. The meeting discussed potential alternative solutions for accommodating the Trail and, in light of the costs so far identified for doing so, the members sought confidence that the chosen design was providing value for public money, noting that the scheme must remain within budget. In consequence, TfGM are now examining the costs of alternative options for accommodating the Trans Pennine Trail and will be having those costings independently validated.

The options being examined are:

1. Steps plus cycle groove at Sandhurst Road (current design).
2. Lengthening of the Sandhurst Road bridge to allow the Trans Pennine Trail to pass beneath (instead of up and over).
3. “Tunnelling” through the embankment next to the Sandhurst Road bridge, again, to maintain the Trail within the cutting rather than crossing up and over Sandhurst Road itself.
4. Re-routing the Trans Pennine Trail alongside the River Mersey whereby it would not occupy the Metrolink corridor – as suggested by residents and the Love Your Bike Campaign at the meeting on 25 March and which is being discussed with the City Council.

The option of providing ramps to cross up and over Sandhurst Road is not being considered further on the basis that our preliminary investigations concluded that Options 2 and 3 above would be the more cost-effective means of providing a steps-free Trail at Sandhurst Road and would be considerably less visually intrusive than ramps (which was a concern for residents). Therefore, these options have been preferred for further consideration.

Once a decision has been made to confirm which option will be taken forward, an appropriate announcement will be made.

