

Stockport public CYCLE USER GROUP
 Wednesday 20th March 2013
 DRAFT MINUTES

Attendees:

Richard Clark, Road Safety Manager, SMBC (Chair) **RC**
 Sue Stevenson, Transport Policy Manager, SMBC **SS**
 Abigail Pound, Groundwork **AP**
 Andy Howard, Transport for Greater Manchester (TfGM) **AH**
 Don Naylor, Cycling Officer, SMBC **DN**
 Charlie Hulme, local cyclist **CH**
 Joanna Hulme, local cyclist **JH**
 Kathy England, TPT Sustrans Ranger **KE**
 Keith Rogers, local cyclist **KR**
 Jim Court, Stockport Community Cycling Club (SCCC) **JiC**
 Roy Bradshaw, CTC **RB**
 Stuart Johnson, Cycle Stockport **SJ**
 Ian Tate, Love Your Bike (Manchester Friends of the Earth) **IT**
 Edgar Ernstbrunner, Ramblers and cyclist **EE**
 Norman Lowndes, local cyclist **NL**

Apologies:

Ernest Nama, Senior Public Rights of Way (PRoW) Officer, SMBC **EN**
 Iain Roberts, Executive Councillor (Economic Development and Regeneration)
 Janet Bellingall
 Merlin Evans, Cycle Stockport **ME**
 Janet Cuff, Ramblers and cyclist
 Miranda Galloway
 Dave Swindells
 Paul Mummery
 Bryan Percival
 Rob Sawyer
 Jonathan Fingland
 Andy Shaw

Item	Issue	Action
1.0	Apologies, previous minutes and matters arising	
1.1	Apologies were received from as above.	
1.2	The minutes from January 10 th 2013 were agreed to be accurate	
1.3	<u>Matters arising from the January meeting</u> 1.7 The SEMMMS team have responded to ME directly 1.8 covered by Item 4 in agenda 2.2 covered by Item 2 in agenda 4.3 the future consideration of speed reduction on the B5095, Manchester Road, has again raised with Network Management – discussed within Item 4: Cycle City Ambition Grant 5.4 outstanding	
1.4	IT commented that he'd raised with Manchester City Council (MCC) the issue of cyclists exiting directly onto Burnage Lane from the East Didsbury tram stop ramp. Additionally, IT reported that MCC support the principle of reducing the speed limit on Manchester Road (B5095 Parris Wood to Cheadle) to 30mph, with a similar regime	DN

1.5	<p>having already been put in place for Mauldeth Road.</p> <p>Continuing the B5095 discussion, RC referred to accessing casualty records and a need for speed enforcement. DN again remarked on the level of cycling along this road – the highest numbers in Stockport. IT added that when East Didsbury tram stop opens, these numbers may further increase; at the present time, though, weekend parking on this road does not make it conducive to cycling.</p>	
2.0	Trans Pennine Trail (TPT) and other Rights of Way issues	
2.1	<p>DN updated the group on further work being undertaken with Sustrans' Manchester and Bristol offices, to clarify detail of what's proposed with Department for Transport 'Linking Communities' upgrades to the TPT in and around the Mersey Valley.</p> <p>2.2 A meeting was held at Stockport Town Hall on Tuesday March 19th of the Greater Manchester TPT representatives group, which TPT co-ordinators from the Barnsley office also attend. The TPT are also seeking to input into Cycle City Ambition Grant – see Item 4 for more general aspects of this.</p> <p>2.3 EN had forwarded information to the group that a reduction of gradient on the Reddish Vale steps, and some surface improvement work south of Northumberland Av, as funding allows, is anticipated</p> <p>2.4 DN agreed to clarify the position in relation to RB's question on the status of the PRow between Hilltop Drive and Marina Drive, Marple</p> <p>2.5 Answering CH, DN advised that work on the Ringmore Road to Cromley Road link was expected to be carried out during April.</p>	DN
3.0	Sustainable Living in Stockport (SLS)	
3.1	<p>AP introduced herself and the SLS project; the presentation used at the meeting will be added to the 'related documents' on the Cycle User Group page of the Stockport Council website.</p> <p>3.2 AP suggested that probable common areas of interest between SLS and the CUG may be green infrastructure and sustainable transport.</p> <p>3.3 Key to the work SLS undertakes is an acknowledgement of the realities of climate change, and empowering Stockport residents to ask for and work towards 'green' changes.</p> <p>3.4 Examples of schemes with which SLS is involved are (the Greater Manchester) Carbon Co-op, MESS (Marple – Mellor – Marple Bridge Energy Saving Strategy) who run an eco-house that can be 'toured' on-line, and a Green Doctor.</p> <p>3.5 Focusing on cycling, CH reflected on the challenge of raising the approximate 2% of local journeys that are undertaken by bike, to 4%. JiC commented that an experience of SCCC is that some leisure cyclists 'graduate' into cycle commuting, while KE remarked that TfGM's free adult cycle training can be expected to help with this growth.</p> <p>3.6 AP anticipates SLS to be co-ordinating a programme of cycle maintenance and short rides</p>	

4.0	Cycle City Ambition Grant (CCAG), plus funding to develop cycling in National Parks	
4.1	<p>SS provided a CCAG presentation, outlining the aim of a Greater Manchester (GM) bid at the scale of £10 – 20m over two years, but with a view of what might be in place in up to 20 years into the future. KE noted that a similar discussion had begun the previous evening at the Manchester Cycle Forum.</p> <p>4.2 Greater Manchester Council leaders were to meet on Friday 22nd March to consider the bid.</p> <p>4.3 Providing Stockport is geographically included in the bid (not all of GM will be, as this exceeds the eligible population size of 1 million), Stockport Town Centre and links to Manchester City Centre (particularly from Gatley / Cheadle and Stockport Town Centre) can be expected as priorities. There will be an expectation that levels of cycling rise as a result of this capital expenditure. Stockport can use examples, such as the Middlewood Way, where there is hard evidence showing that route improvements have caused an increase in the number of bike trips.</p> <p>4.4 Discussion and clarification ensued that CCAG and National Parks bids are not in competition; in fact they may be complementary, with Stockport well positioned to be on board with both, through also working with Peak Park. Mention was made of the potential for certain buses to carry bikes.</p> <p>4.5 Suggesting options for a Stockport ‘package’, RB felt that extending the Connect2 route into Stockport should be a key consideration; IT felt this route could also be the basis of a network into the Peak District. Both KE and KR felt that ‘iconic’ projects may be likelier to be supported.</p> <p>4.6 In reality, there will only be 18 months to deliver projects (by March 2015) once any funding has been secured; this will be a consideration, and could make it less likely that ‘difficult’ (eg requiring resolving land issues) projects are undertaken.</p> <p>4.7 KR suggested that a number of smaller projects, including cycle parking, could produce an overall effect ‘greater than the sum of their parts’. SJ reminded the group of the value of the Halls Route; RB felt that a connection between Bramhall and Bruntwood Parks would encourage less confident cyclists.</p> <p>4.8 At the time of the meeting, it was agreed that the CUG sub-group meeting on April 10th would be useful for further developing ideas.</p>	
5.0	Bike Week and Stockport Big Cycle 2013	
5.1	<p>This year’s National Bike Week runs from June 15th to 23rd. Greater Manchester Cycle Campaign (GMCC) are planning to have a ‘Bike Month’ of events; other groups may wish to share publicity of their Bike Week events with any or all of Stockport Council, TfGM and GMCC</p> <p>5.2 Both DN and AH have had preliminary discussions with the Vernon Building Society over the practicalities of again holding a Family Bike Ride in Woodbank Park after a break of a year. JiC confirmed that SCCC would be willing to support this; DN recognised that reductions in Council staffing, including at Woodbank Park itself, will have to be assessed.</p> <p>5.3 The 2nd Stockport Big Cycle will be on August 18th. JiC has been in discussions with LifeLeisure and Decathlon over options to make changes from the 2012 event. The</p>	

	route to be used has yet to be finalised.	
5.4	Mention was made of the Tour de France 2014; the closest point on the route to Stockport will be Holmfirth.	
6.0	Other scheme updates, including Stockport Council / TfGM cycling developments	
6.1	AH re-introduced himself to the group, and briefly referred to TfGM's capital – funded work, including cycle hubs. It was noted that the Edinburgh Cycle Co-operative operates from the new facility at City Tower in Piccadilly Gardens.	
6.2	The revenue-funded Commuter Cycling Project at TfGM has adult cycle training at its core – in headline terms, this is available to anyone living or working in Greater Manchester. Further encouragement is provided through carrying out the training at a location to suit, cycle 'buddying', lending pool bikes for short-term try-outs to those without a bike, and maintenance training (at the level of both roadside fixing, and a City and Guilds course).	
6.3	TfGM's new Travel Choices Team is now in place – anyone aware of businesses interested in support from this team can refer to AH or DN as a first point of contact.	
6.4	KE and DN continue to be involved in discussions about cycle storage at the forthcoming Grand Central multi-storey car park	
6.5	Work is nearing completion on the ramp between Station Road and the Manchester Cycleway / Fallowfield Loop in North Reddish	
6.6	A meeting took place this afternoon (March 20 th) at Hazel Grove rail station, involving Stockport Council, Northern Rail and TfGM to discuss further upgrading of the cycle parking there.	
7.0	Any other business	
7.1	<u>Future CUG dates</u> Full CUG: May 16 th and July 10 th Sub group: April 10 th and June 13 th – no meeting in August	

Post-meeting notes

- 1) Support for Greater Manchester's Cycle City Ambition proposals may be pledged at: <http://cycling.tfgm.com/velocity/>