

Shropshire Local Access Forum	<u>Item</u>	<u>Paper</u>
21 October 2010	14	H
10.00 a.m.		

MINUTES OF THE SHROPSHIRE CYCLE FORUM

Tuesday 7th September 2010, Shirehall, Shrewsbury

1. Present

Councillor Miles	Geoff Shinner	Mike Arthur
Kenny (Chair)	John Petty	Mike Clarke
Alison Kennedy	John Shenton	Paul Wagner
Bernard Goodman	Kath Pickwell	Peta Sams
Beth Holgate	Keith Mason	Peter Gilbert
Derek Owen	Ken Bird	Peter Holgate
Gavin Ashford	Martin Beardwell	Richard Harman

2. Apologies:

Andy Seabourne	John Morris	Peter Carty
Ben Procter	John Short	Peter Lloyd
Chris Pennington	John Smyth	Peter Mathison
Dave Rolfe	Julie Potter	Peter Walden
Emma Bullard	Mary Diggory	Phil Lorenz

3. Previous minutes and matters arising

Previous minutes were accepted as an accurate record of the meeting on 16 June 2010. Matters arising:

- Proposed refuge on Smithfield Road, Shrewsbury – John P was concerned over loss of space for cyclists to overtake traffic queues, but removed his objections if it helps pedestrians. The refuge was approved at Central Planning Committee early in September and is now under construction
- Cobbles on riverside path (NCN Route 81), Shrewsbury – Richard described how a specialist contractor would be trialling the sandblasting of the existing granite sets. There was discussion over whether oily deposits continue to leak from the bridge, despite degreasing of the cobbles. Paul thought that re-texturing was a short-term solution. [The sandblasting of the cobbles has now been scheduled to take place in October. Other surfacing improvements are also taking place – this will require closure of the riverside path between St Mary's Water Lane and the Weir from 18th to 22nd October. Diversion routes will be signed.](#)

4. Cycle parking

Alison provided an overview of cycle parking in Shropshire with examples of the good, bad and the ugly in terms of cycle parking. Members agreed that Sheffield-style stands were preferred to any of the old fashioned 'butterfly'

front-wheel-gripping cycle stands. Cycle shelters were also useful, particularly at workplaces, although there were some concerns about security, particularly if they are remote from buildings.

Figures from **cycle parking surveys** in Shrewsbury, including historic counts in the town centre by Phil Pool, show year on year increases in average levels of cycle parking in the town centre and railway station.

A 'big bike count' undertaken at Shropshire schools during Bike Week 2010, showed the following:

- Shrewsbury Primary Schools: Oakmeadow (64 bikes), Oxon (64), St Georges/ Woodfield (42)
- North Shropshire/ Oswestry Primary Schools: St Mary's Shawbury (29), Hodnet (26), Maesbury (19)
- South Shropshire/ Bridgnorth Primary Schools: Albrighton (31), Cleobury Mortimer (30), St Mary's Bucknell (26 bikes = 55% pupils)
- Secondary Schools: Meole Brace, Shrewsbury = 156 bikes (20% pupils)
- Most staff cycling to school = Coleham Primary (8) and Severndale Special School (6), Shrewsbury

There was discussion about the role of **cycle parking standards** in improving the provision of cycle parking in Shropshire. [Existing cycle parking standards can be found online for Shrewsbury, Bridgnorth and South Shropshire:](#)

[http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-86NKJ9/\\$file/sabc-local-plan-appendix2.pdf](http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-86NKJ9/$file/sabc-local-plan-appendix2.pdf)

[http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-863KDX/\\$file/parking-standards-supplementary-planning-guidance-2004.pdf](http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-863KDX/$file/parking-standards-supplementary-planning-guidance-2004.pdf)

[http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-875CVY/\\$file/south-shrops-local-plan-appendix-1.pdf](http://www.shropshire.gov.uk/planning.nsf/viewAttachments/EWET-875CVY/$file/south-shrops-local-plan-appendix-1.pdf),

The following principles emerged:

- Cycle parking standards (currently produced as supplementary planning guidance) should be accompanied by cycle parking design guidelines (setting out the type of cycle stand/ shelter, location and layout)
- Motorcycle parking standards should also be developed alongside these, as there is often an absence of motorcycle parking (particularly at workplaces) and motorcycles then use the cycle parking areas
- Developers should have clear standards and expectations of what is required for cycle parking, as they already seem to have for waste collection facilities in new developments
- Cycle parking should be provided as close to the building entrance (less than 20m?) as possible, and overlooked by windows.
- Cycle parking should be Sheffield-style stands
- Workplaces that employ low-paid staff (such as hotels and care homes) should have higher levels of cycle parking
- All residential developments should provide space for cycle storage, which could include lockable, communal cycle shelters, as commonly used in Home Zones in the Netherlands
- Children's leisure facilities should also include cycle parking
- Guidelines should discriminate between the size of retail or business developments to provide more appropriate levels of cycle parking

Detailed figures for different types of new development were suggested and are summarised in Appendix 1.

Given the government's spending cuts, future funding for cycle parking is uncertain. Suggestions from members included:

- GP surgeries – can afford to provide their own cycle parking
- Developers – the cost of cycle parking, even shelters, is usually a fraction of the cost of any associated development
- Cyclists – some cyclists will be prepared to use certain facilities, such as secure bike parking (including luggage storage) at stations and tourist destinations.

5. Sustrans/ Shropshire Council agreement

Mike Clarke summarised the draft agreement that sets out the role of Sustrans Rangers in inspecting and maintaining National Cycle Network routes and the role of Shropshire Council in responding to ranger reports and involvement of the rangers in the continuing development of the NCN. A similar agreement is being negotiated with Telford and Wrekin.

Outstanding issues included areas of responsibility and signing policies. Alison has produced an updated NCN route map and signs audits need to be undertaken. Members of the Forum were supportive of the agreement in principle. Gavin noted that Telford and Wrekin Council were looking to sign their agreement after further discussions about sign replacement schedules, legal comments and landownership.

6. Cycling updates

Telford and Wrekin

Gavin informed the Forum that restructuring at Telford and Wrekin has led to the following changes in highways and transport management:

- David Gibson has left the authority
- Phil Lorenz is the new co-coordinator of Telford Bicycle Users Group (TBUG) and is responsible for Road Safety, Sustainable Travel, Cycle Training and Travel Plans

Geoff noted that route alignment for NCN R55 from Newport to Donington has been approved by Sustrans.

Bike Month was very successful, particularly BMX events by Wrekin Riders which involved over 20 activities at 18 schools (involving 2,500 children).

Shrewsbury

- October will be promoted as 'love your bike' month, including talks, training events and led rides (**Action: All – please send ideas for rides or volunteer to be ride leaders**). An evening talk about Velocity 2009 (Brussels) and Velocity 2010 (Copenhagen) will be given by Alison Kennedy and Emma Bullard at the Wildlife Trust, Abbey Foregate, 7.30pm, Tuesday 19th October. **The evening will be chaired by Lynn Sloman, who is on the board of Cycling England.**

- Short films made at Bike Fest 2010 and Shrewsbury Town Football Club (STFC), are now available for loan and are suitable for showing on plasma screens at schools, libraries etc (Action: All - please suggest venues for showing these). The DVD topics are; Cycle Shrewsbury (one year on), BikeFest, Get Cycling with STFC; day out with your bike (aimed at children).
- Schools Bike it events will be taking place on Wednesday 22nd September as part of European Mobility Week. Two schools (Oakmeadow Primary in Bayston Hill and St Georges/ Woodfield in Copthorne) will also hold 'in school without my car' events that day, including one hour road closures outside the schools.
- Comments on the journey planner were invited (Action: All, please visit <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx?repeatingloop=Y> and pass comments to Alison as soon as possible)
- Shrewsbury Sports Village - the new waiting shelter has been opened. Formal talks have started between the different organisations that use, operate or promote cycling at the Sports Village
- Highways maintenance works – there are proposals to alter or provide cycle lane markings as part of surfacing works on Longden Road, Abbey Foregate and Monkmoor Road – please contact Richard for more details (01743 252511). Highways Maintenance colleagues are also assisting on other projects such as the riverside cobbles and surfacing works on Sutton Lane/ Betton Street bridge
- Cycle direction signing – has now been installed throughout Herongate and Greenfields. Although some members expressed surprise at the need to signpost short cuts around town, Alison noted that she regularly receives feedback from local people who discover new routes after looking at the cycling map and/ or seeing cycle direction signs.
- Connect2 – the Smithfield Road refuge near Roushill is currently being installed but design work continues for extension of the riverside route to Raven Meadows. Initial plans for a new path behind the Boxing Gym proved overly expensive, so latest designs concentrate on widening the footway, plus improved crossing facilities and a contra flow lane on Meadow Place
- Martin asked about the Milk Street contra flow cycle lane. Richard is progressing this and expects to have plans for consultation shortly.
- Following the removal of cycle stands outside Shrewsbury Music Hall, to install scaffolding, temporary cycle stands have been provided by the Old Market Hall. Martin noted that these were a 'boon' to cyclists. However, the temporary stands will only be available until January 2011.

Rest of Shropshire

- NCN R44 - Alison has received a suggestion for a link to Clun. Although the Council has no funding for additional signs, it could be added as a link on the route leaflet. Action: Alison to consult Sustrans Regional Office for comments and local Rangers to check out the proposed route.
- NCN R45 – (Bridgnorth to Coalport Phase 2) of Richard is hopeful that work could start early Autumn. Richard has now confirmed that the landowner agreement has been signed and works start in October

- NCN R81 – Richard is co-ordinating design work on an off-road link between Cosford and Albrighton.
- Mountain biking – copies of the Long Mynd draft mountain biking map were available at the meeting (and will be available soon online). 2,000 copies were printed and distributed over the summer. Peter Carty is convening a 'Long Mynd Mountain Bike Forum' at 7.30pm on 11th November at Carding Mill Valley. It's open to anyone with an interest in mountain biking – [please contact Peter.Carty@nationaltrust.org.uk](mailto:Peter.Carty@nationaltrust.org.uk) for more details. Following recent discussions between the National Trust and Wenlock Quarries, a major new cycling project could be developed, providing new cycling and tourism opportunities in and around Much Wenlock.

7. AOB

BMX - Derek noted that the Wrekin Riders club has 20 members from the Shrewsbury area but was unsure what was on offer for BMX riders in the Shropshire area. Projects are being developed. **Action: Derek to contact Sean McCarthy in Sports Development (regarding a new club at Upton Lane, Shrewsbury) and Steve Cunningham, Community Working, for other projects.** There are also opportunities to develop BMX at Shrewsbury Sports Village and make better use of BMX bikes stored at Belvidere Secondary School. Monkmoor Skate Park is to be rebuilt this month – the new design plus a charge for use will help to reduce ongoing maintenance costs. [Bayston Hill Local Joint Committee will also be contributing funds towards refurbishment of the BMX site in Bayston Hill](#)

8. Content, dates and venues of future meetings

Venues – a number of people commented that the Council Chamber was unsuitable for future meetings due to issues with sound, lighting and heating. It was agreed that 2011 meetings would take place on a mixture of Tuesday and Wednesday evenings and the June meeting would take place again at Carding Mill Valley, Church Stretton.

Appendix 1 – suggested cycle parking standards by Cycle Forum members (NB 1 'Sheffield' cycle stand = 2 cycle spaces)

Generally, the suggestions were for much higher levels of cycle parking than are currently recommended.

Use Class	Description	Possible categories	Suggested standards Shrewsbury	Suggested standards Market town/ village	Suggested standards Rural
A1	Shops	Per 100sqm (customer parking) Per 10 FTE staff (staff parking)	3-5 customer stands 2-10 staff stands	2-5 customer stands 1-5 staff stands	1-5 customer stands 1-5 staff stands
A3 A4	Cafes/Restaurants Pubs/Bars	Per 100sqm or Per 20 seats Per 10 FTE staff	4 stands 1-10 stands for customers 1-5 stands for staff	2 stands 2-10 stands for customers 2-5 stands for staff	1 stand 2-10 stands for customers 2-5 stands for staff

Use Class	Description	Possible categories	Suggested standards Shrewsbury	Suggested standards Market town/ village	Suggested standards Rural
B1	Business offices, light industry	Per 100sqm Per 10 FTE staff	2-10 stands 4-10 spaces	2-10 stands 2-5 stands	1-10 stands 1-5 staff stands
C1	Hotels and Guest Houses	Per 10 FTE staff Per 4 bedrooms (visitor parking)	3-5 staff stands 1-2 stands for guests	2-5 staff stands 1-2 stands for guests	1-5 staff stands 1-2 stands for guests
C2	Care and Nursing Homes	Per 10 FTE staff Per 10 residents	1-5 staff stands 2-3 stands for visitors	2-5 staff stands 2 stands for visitors	1-5 staff stands 1-2 stands for visitors
C3	Residential - houses with garages	Per bedroom or Per dwelling (residents)	0-2 stands or secure enclosed parking	0-1 stand or secure enclosed parking	0 or secure enclosed parking
C3	Residential - houses with parking within the curtilage	Per bedroom or Per dwelling (residents)	1 space/ 1 stand per bedroom or secure enclosed parking	1 space/ 1 stand per bedroom or secure enclosed parking	1 space per bedroom or secure enclosed parking
C3	Residential - houses with no parking	Per bedroom or Per dwelling (residents) Per 20 dwellings (for visitors)	1 space per bedroom 2 stands or secure enclosed parking 3-10 stands for visitors	1 space per bedroom 2 stands or secure enclosed parking 3 stands for visitors	1 space per bedroom 2 stands or secure enclosed parking 3 stands for visitors
C3	Residential - apartments	Per dwelling (for residents) Per 20 dwellings (for visitors)	1-2 stands or secure enclosed parking 2-10 stands for visitors	2 stands or secure enclosed parking 3-5 stands for visitors	2 stands or secure enclosed parking 3-5 stands for visitors
D1	Medical facilities	Per 10 FTE staff Per treatment room	2-3 staff stands 1-4 stands per 4 rooms	3 staff stands 1-2 stands	3 staff stands 1 stand
D1	Primary schools and nurseries	Per 10 FTE staff Per 10 pupils (pupil parking) Per 100 pupils (visitor parking)	3-5 staff stands 4-5 stands for pupils 2-4 stands for visitors	2-5 staff stands 2-5 stands for pupils 2-5 stands for visitors	1-5 staff stands 1-5 stands for pupils 1-5 stands for visitors
D1	Secondary schools	Per 10 FTE staff Per 10 pupils (pupil parking) Per 100 pupils (visitor parking)	2-5 staff stands 3-5 stands for pupils 1-4 stands for visitors	2-5 staff stands 2-5 stands for pupils 2-5 stands for visitors	1-5 staff stands 1-5 stands for pupils 1-5 stands for visitors
D2	Assembly and leisure	Per 10 FTE staff Per 100 people expected to use the facility at any one time	2-5 staff stands 5-20 stands for users of facility	2-5 staff stands 5-20 stands for users of facility	1-5 staff stands 5-20 stands for users of facility