

**MINUTES OF THE GREAT YARMOUTH CYCLE FORUM**  
**Robing Room, Town Hall, Great Yarmouth**  
**7.00pm Tuesday 13 May 2008**

**Present:**

Penny Bailey (PB)	Great Yarmouth resident and cyclist
Karl Edwards (KE)	Great Yarmouth resident and cyclist
Jo Foden (JF)	Chairman
Dean Foden (DF)	Filby resident & cyclist
David Law (DL)	Norfolk Constabulary
Nigel Seago (NS)	NCC Planning & Transportation
Graham Smith (GS)	Great Yarmouth resident and cyclist
Stephen Shepherd (SGS)	Great Yarmouth Borough Council
Sarah Slade (SMS)	Vice Chairman
Mike Taylor (MT)	NCC/GYBC Councillor/cyclist
Anthony Wright (AW)	Sustrans

**Welcome and Introductions**

JF welcomed new member Karl Edwards to the Forum.

**Apologies for Absence**

Tom Andrews  
Tony Mallion  
Emma Luxford  
Barbara Brett

**Minutes of the Great Yarmouth Cycle Forum held on the 5 February 2008**

The minutes were agreed as a true record of the meeting.

**Scheme Updates**

- **St Georges Park**
- **Outer Harbour**

SMS explained to the Forum that Mott MacDonalds had asked for comments on a proposed walking and cycling scheme for the Outer Harbour area. JF had responded on behalf of the Forum adding weight to SGS's comments sent on behalf of GYBC. JF explained that a plan had been produced depicting existing cycle facilities which clearly weren't there. She felt that if the designer of the scheme had surveyed the area properly they would have seen that these cycle facilities didn't exist. Neither of the two letters to Motts had generated any responses yet. NS said the comments would be useful feedback. AW said he was meeting with NCC and would try and progress the matter.

SMS explained that the cycle shelter outside the old Post Office had been moved to the park. SGS mentioned that the stands the shelter had been

protecting had all been removed when he was under the impression that they were remaining. DL said they were to be replaced using money generated by the pay and display charges on the seafront. NS to check the original cycle stand replacement scheme.

### **Hall Quay/North Quay – Traffic Management and Pedestrian Improvements**

SMS showed the Forum a proposed scheme from NCC, which had only arrived that day, for traffic management and pedestrian improvements along Hall Quay and North Quay. The scheme did feature some cycle facilities, namely the section of footway outside the old toilets to the Dukes Head on Stonecutters Way being converted to a shared-use footway/cycleway. There was some discussion on the section from George Street/Broad Row leading to the proposed shared-use path and whether this proposed facility was actually required. AW felt that any scheme which would assist young or timorous riders should be supported. It was resolved that JF respond on behalf of the Forum supporting the proposal. NS said he had asked the designer of the scheme to consult with the Forum and suggested that the Forum may want to forge links with NCC which would help to further understand design issues. He suggested that the Forum nominate a spokesperson to enter into discussion with officers such as Maxwell Barnes (MB) and Ian Parkes. DF said he had approached Ian Parkes at NCC to attend the Forum.

### **Outstanding Issues with Completed Schemes**

NS informed the Forum that he had spoken to Richard Flowers, from Mott MacDonalds, who is responsible for the small project looking at the corridor from Haven Bridge to the White Horse roundabout and suggested that he contacts the Forum. NS felt the Forum could influence the detailed design of the project and this would also help forge links with Motts. He pointed out that the Forum might not get all that it wished for and that a balance might have to be struck. AW suggested that JF liaises with Motts and he would offer support if required. SGS enquired as to whether the Conge – Haven Bridge corridor could be added to the project. NS confirmed that the Richard Flowers had be asked to look at the whole route, however the Hall Quay/North Quay improvements mentioned earlier came under a different designer named Kevin Pickett, who was also prepared to meet with the Forum. It was agreed that SMS would forward details of the Hall Quay/North Quay scheme to JF so she could contact Kevin Pickett, and NS would forward Richard Flower's details to JF also.

InteGREAT Phase 3 was discussed. This wasn't finished yet but was progressing very quickly. The scheme did not extend as far as originally planned as it had run out of money. MT explained that there were 3 or 5 sites identified for casinos in Great Yarmouth and that one was at the end of the Pleasure Beach. It was hoped that if the application was successful that planning gain in the form of Section 106 money could be earmarked to extend the scheme to Main Cross Road. It was pointed out that this was a

very useful route and would be used by people using the ferries sailing into the new outer harbour. SMS to provide JF with the latest casino planning application details.

MT also mentioned the possibility of a casino being built near the Vauxhall Bridge and said if this came off he would be looking for contributions to its refurbishment from any developers.

### **Maintenance Issues**

SGS reported on a surface defect where the shared-use path joins the advisory cycle lane opposite the junction of Rampart Road and North Quay. When joining the advisory lane at an angle it was possible for cycle wheels to fall into the defect at the edge of the dropped kerb.

SGS also reported on the faded/damaged red surface dressing at the junction of North Quay and the Aldi/Staples service road. NS advised that coloured surface treatments look good for a few months but soon fade and strip off under use and are a maintenance nightmare.

JF said she didn't have any defects to report in Great Yarmouth's borough but had a few in Lowestoft and Norwich. SGS mentioned a CTC website (<http://www.fillthathole.org.uk/>) where you can report potholes which are then fed back to the relevant highway authority. DL said that he had used the site but the defects aren't always reported back. NS said he was happy for people to report problems using the NCC website ([https://online.norfolk.gov.uk/HighwayProblemReport/\(S\(m0hjyz450hkmln55142beayx\)\)/Default.aspx](https://online.norfolk.gov.uk/HighwayProblemReport/(S(m0hjyz450hkmln55142beayx))/Default.aspx)) or NCC's Customer Service Centre (0844 800 8009) as it prevents possible injury and potential litigation.

### **Cycle Facility Construction Standards**

DF thanked NS for the informative information he had been given and explained to the Forum that he had asked what standards are followed in the construction of cycle facilities. Further to that, DF had other questions and asked if, in safety terms, 1.5 metres was considered the minimum width for on-road cycle lanes. NS reported that 1.5 metres was the width he had been given by policy and casualty reduction staff. DF then went on to ask if the 1.5 metres was a standard or a guideline. NS suggested it was a guideline and that there was the feeling that some provision was better than no provision. DF didn't agree and felt that without provision a cyclist could command up to 1.5 meters of the road, but if a narrower facility was provided motorists would drive up to it. AW said that if the cycle lane was advisory or mandatory made a big difference and DL felt that cycle lanes slowed down traffic which could only benefit cyclists. He also said the Forum were in a good position to see the proposals for new schemes before they are built and feed back comments to NCC/Motts. DF accepted that schemes may not be built to the optimum specification because of constraints/compromises as long as they are safe and pass the safety audit.

DF then asked if a scheme had sub-standard width cycle lanes but plenty of space on the road would the cycle lane be widened when the road was resurfaced? NS explained that in that situation you would get like for like as the original scheme would have passed a stage 3 safety audit. DF then asked what was the minimum width of road required after a 1.5 metre wide cycleway had been created. NS said it would depend on many things – speed limit, classification of the road, if there any schools, the type of traffic using the road etc., but generally it was 6.2 metres over two carriageways. DF then asked if 6.2 meters was available whether a 1.5 metre cycle lane would be provided. AW said this would depend on the stage 1 safety audit. DL explained this would depend on many things like speed limit, whether buses used the route, HGVs, etc. DF surmised that rather than adhering to set rulebook, pragmatic common sense is used when designing schemes. AW said that if someone felt that a facility was sub-standard that they could still report this to the County Council. DF used the example of Caister-on-Sea where after resurfacing works, a cycle lane had been repainted at a width of approximately 0.75 metres. He then asked if it was possible to see the original safety audit. NS said he could find the documentation for that scheme, but felt that the Forum should engage with the policy makers at NCC to shape the policies. JF said she would bear in mind the construction standards when talking to Kevin Pickett and Richard Flowers.

### **Potential 'Plan of Action'**

JF mentioned that SMS had forwarded a copy of the Sustainable Community Strategy to everyone and that there had been an opportunity to mention cycling in a number of places. SMS had subsequently sent round a collation of all the responses which are not very conclusive due to the design of the questionnaire. SMS said that cycling was, however, supported in the conclusion. SMS also said, with regards forming a Plan of Action, that she had been doing some research to see what information was already available and had found the section on cycling in the Local Transport Plan (LTP). There was a section on Great Yarmouth and what criteria schemes are assessed against. SMS had also found a copy of NCC's capital program, although it was a year old. This listed various schemes which could be also used as the basis of the action plan. It also programmed £10K for a Great Yarmouth Cycle Review Study in 2008/09. SMS to check with MB to see if this item is still listed in the current capital program. JF asked SMS how this information could be used. SMS said that the Forum needed some aims and objectives – the already identified schemes could form the basis for the plan of action. SMS also suggested looking at other cycle forums for ideas. AW said the Forum could identify any shortfall from the capital program schemes and inform NCC where they were needed. DL suggested that if the money wasn't available for the Review Study that the Forum approaches the Seafront Parking Strategy Group for funding as money generated from the car parking charges is spent on projects in Great Yarmouth, such as cycle parking. DL suggested looking at the cycle map and looking at the missing links. The Hopton link was mentioned and AW said that a feasibility study was currently being carried out. DF agreed that it would be a good link but felt the most obvious missing link was to Acle. SMS said that Tom Andrews had

suggested resurfacing the Weavers Way from Yarmouth to Acle as a cycle route, but she had received prices from MB stating the length of approximately 16,000 metres would cost approximately £4.1 million, when the annual NCC cycle scheme budget for the whole county is around £750,000. DF mentioned that the Acle Straight featured heavily in the LTP and even if it wasn't dualled there would be a huge amount of money spent on it - could some of the money be spent on a cycle scheme? However, the majority of the Acle Straight is outside GYBC's boundary and therefore the Forum may have little influence on any proposals. MT asked if there had been any progress locating the Great Yarmouth Cycle Study – SMS had asked MB for a copy but he was unaware of any study. It was suggested that former cycling officer Tim Jarvis be contacted as to its existence. NS said he may be able to get Tim's details and it was also suggested that Ian Temperton may have some information. It was resolved that SMS would obtain a copy of the latest Capital Program and make enquiries about the Great Yarmouth Cycle Study. JF to speak to Graham Bygrave at NCC and the Forum would also ask MB for an overview of the latest cycling policy.

### **Any Other Business and Items for the Next Great Yarmouth Cycle Forum**

SMS reminded the Forum of Tom Andrews's suggestion for a cycle route between Hemsby and Winterton. She had mentioned this to MB and he had responded saying that he had added it to the long list of potential cycle schemes, but it was low priority as the current LTP focuses on community cycle paths which link essential services such as schools, doctors' surgeries and shops.

SMS informed the Forum that she had been contacted by Tony Mallion regarding Gorleston resident Margaret Ward's campaign to get the Gorleston – Hopton link made into a proper cycleway. AW explained that Mott MacDonald are currently carrying out a feasibility study on behalf of NCC.

SMS updated members on the 3<sup>rd</sup> river crossing, which was discussed at the last meeting. 1<sup>st</sup> East, the urban regeneration company, had published some dates on their website. The Stage 1 design and scheme assessment had been completed, the Stage 2 scheme assessment is due to be completed by March 2009 and the Public Consultation on Stage 2 options by autumn 2008. JF said she had contacted Ian Parkes about the Forum's wish to be closely involved with the design of the cycle facilities to be provided on the crossing. NS to contact Ian Parkes.

### **Date of Next Meeting**

12 August 2008