MINUTES OF THE GREAT YARMOUTH CYCLE FORUM
The Nelson Room, Town Hall, Great Yarmouth
6:30pm 22 March, 2017

Present:

Lorraine Lavan (LL) Chairperson
Simon Risi (Elliott) (SR) Great Yarmouth Bike Project
Stephen Lavan (SL) Caister Resident
Stephen Shepherd (SS) Vice Chair, Great Yarmouth Borough Council
David Wardale (DW) Norfolk County Council
Philip Schramm (PS) Norfolk County Council
Graham Smith (GS) Bradwell Resident
Mike Taylor (MT) Great Yarmouth Resident

Apologies for Absence:

Nigel Seago, Norfolk County Council
Barbara Brett
Claire Blamey
David Milligan

Minutes from the Great Yarmouth Cycle Forum held on 22 March 2017

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

Great Yarmouth Cycle Map

SS handed out copies of the new cycle map to members. The map had been launched on 12 March 2017 at the Gorleston in Gear event, which had been very well attended. The Great Yarmouth Bike Project had organised the event for Active Norfolk, which had been funded by DfT Sustainable Transport Fund money.

LL thought the map looked wonderful and had been impressed when Matt Thorne and Ben Webster had listened to Cycle Forum members and acted on their suggestions. SS explained that the maps had been distributed to Caister and Yarmouth libraries, local bike shops, and the Tourist Information Centre. Members kindly offered to distribute maps to various other locations around the borough.

Action: SS to post copies of the map to those members not present.

Rail Station to Market Place Improvement Works

DW explained that after holding a series of consultation events 140 responses on the proposed rail station to Market Place improvement works had been received and a report
was being prepared. The general feeling was that the main proposals were heavily supported. There had been many comments around cycling and these were mainly regarding the shared cycleway. Although there were some negative comments many were supportive and felt the scheme would encourage cycling. LL was very impressed with the communications around the scheme and asked DW whether, after studying the concerns raised, he felt the proposed shared use path was doable or not. DW said the width was there but added if the long term ambitions for The Conge were realised they would look for more separation. He added that SS, in the formal consultation letter from the Cycle Forum, had suggested more signage to advise of a shared use path and this was something they would look at with lower level signs and additional road markings. They may also look at a subtle way of segregating pedestrians and cyclists which had been used at Tombland in Norwich. He added the crossing point on North Quay would not now be segregated as schemes in Norwich show these do not always work if there isn’t a segregated path on both sides of the crossing. GS felt that the volume of cyclists using a route makes a lot of difference to how pedestrians react and if the number of cyclists is low then pedestrians are not necessarily expecting them. An example of this is the cycle path between Clarke Shoes and the Temple Road/Alexander Road crossing near KFC where pedestrians often walk into the cycle path even though there are symbols painted on the ground. DW felt that low bollards incorporating cycle signs could work well. Members agreed that ‘retro fitting’ a cycle path along the Conge was difficult and that the proposal was the best option and also allowed for future improvements. The crossing point at the Market Place was discussed and it was felt that a larger raised platform would work best.

DW reminded members that the Forum had discussed the possibility of removing one lane of traffic on North Quay to create cycle lanes on both sides of the carriageway from the rail station to Haven Bridge. However, the Great Yarmouth Transport and Infrastructure Steering Group and elected members had concerns about congestion and the resilience an extra lane gives if, for example, a car breaks down. MT pointed out that the police also had concerns about congestion at rush hour if one lane was removed. Members discussed the possibility of creating a cycle lane along the Riverside. LL explained that she had explored the potential of creating a route previously and generally it was accessible bar one of two areas where it was fenced off or blocked. MT felt that the Cycle Forum should let the Planning Committee know that it would like to see a riverside cycle path created should the land along North Quay ever be developed.

**Action:** SS to forward a copy of the Waterfront Regeneration Area plan to LL.

DW also mentioned that improvements to the surface of the crossing point at the entrance to the Aldi store/Staples would be included in the scheme. Landscaping the scheme was also discussed but DW pointed out that this hadn't been finalised. It was hoped that work would start before the end of the year.

**Trafalgar Road Cycle Scheme**

DW explained that the plans for the Trafalgar Road scheme had been modified since the last meeting as there had been some concerns about the seafront end of the route. They had looked at the suggestion of moving the route across to Trafalgar Square to avoid narrowing Trafalgar Road at the junction with Marine Parade but had decided that it worked best as
one continuous route. They had, however, gained an extra 2 metres of width by relocating the taxi rank. It was appreciated that the area gets very busy with pedestrians but it was felt that the installation of additional low bollard type signage, as well as larger cycle symbols, would help make pedestrians aware of cyclists. 'No-loading' signs would also prevent vehicles parking on the path. Unfortunately, work on the scheme would not start until October. LL felt that the revised plans were much improved on the original scheme.

**New Anglia Local Enterprise Partnership Growth Deal**

PS reminded members that there were a few schemes that were aimed at congestion issues. Feasibility work had been carried out and from this, options had been taken to detail design. PS stressed it was early days on these schemes which included:

- **South Quay / Yarmouth Way** – widening the section of South Quay to provide an extra south bound lane. Members were concerned that this would reduce the width of the existing cycle lane. PS added Great Yarmouth Borough councillors were keen on this scheme as it would reduce congestion. LL asked if the Forum could be kept up to date on this scheme. SL asked about the proposal to build a new biomass power station in South Denes and how many lorries would bring wood pellets through the town. PS said any proposal would have to have a traffic impact assessment.

- **Bridge Road / Southtown Road / Station Road Junction** – another scheme put forward for development work to look at minor works to traffic islands, crossing points, signal timings and road markings. LL asked about the section near the bus stop at Matalan. DW said that this would require some land take and this was being investigated.

DW updated members on schemes Duncan Cole was working on:

- **Albany Road** – provision of dropped kerb to provide connectivity for cyclists between Southtown Road and Albany Road.

- **Anson Road** - provide new west- east contraflow cycle lane.

- **Gapton Hall Roundabout** – provision of 2 yellow box junctions on Gapton Hall Road and the service road opposite Pizza Hut to prevent congestion.

- **Southtown Road** – relocation of bus stops near Anson Road, opposite Rumbold Arms, to reduce congestion when buses pull up – it was not possible to provide bus cycle bypass lanes at these locations. Construction of a new cycle lane on the west side of Southtown Road between Queen Anne’s Road and Boundary Road.

MT highlighted a recent Highways England consultation on improvements to Gapton Hall Roundabout and Vauxhall Roundabout. The Gapton Hall Roundabout scheme didn't feature any direct improvements for cyclists or pedestrians but the Vauxhall Roundabout scheme showed a 'toucan' crossing just off the roundabout on Runham Road (leading to Runham Vauxhall).
MT suggested a cycle underpass at Gapton Hall Roundabout, however, DW mentioned that they were being closed in places like Norwich and surface crossings used instead. Members were unsure whether the paths leading from the holiday park to Vauxhall Roundabout and then towards the town centre were shared use paths. LL mentioned the lack of barriers separating pedestrians from the traffic. Members supported the proposal to provide a shared use path from Vauxhall Holiday Park to the crossing at the ASDA junction. LL also asked if signs directing cyclists to North River Road/Runham Vauxhall could be erected.

Action: SS to write to Highways England supporting the proposal.

SL asked about the future of Bollard Quay. SS explained that Bollard Quay is owned by the Borough Council but is also an operational quay.

Action: SS to ask Property Services why the quay is fenced off.

**Pushing Ahead – Access Fund Bid 2**

SS explained that Norfolk County Council were successful in the competition for Pushing Ahead Bid 2 which was for £1.48m from DfT to build on the original Sustainable Transport Transition Fund, which funded things like the Great Yarmouth Cycle Map and work on missing links. Although they are still working in Great Yarmouth they would also be looking further afield to Thetford and Lowestoft.

SR added that along with AtoBetter (an initiative being delivered by Norfolk County Council in partnership with Mouchel Consulting), the Bike Project had been running a cycle loan scheme. 40 bikes had been loaned out in Great Yarmouth and it was shown that around 25% of those engaged will take up cycling. The Bike Project also had “up skilled” bikes available as an option to those bringing back their bikes at the end of the loan period.

SR mentioned that he was currently working with the Heritage Lottery Fund in 4 primary schools on heritage cycle routes in the town with the children researching and devising the routes. 5000 cards, with artwork by the pupils, have been printed and are available from the Tourist Information Centre. There are also free heritage cycle tours for 3 months every Saturday morning at 10am lasting 60-90 minutes. Led by Glen Johnson, who is one of the town guides, they will depart from the Bike Project.

SR advised the Forum that as of 1 April 2017 he would no longer be managing the Bike Project. He was setting up a new community project, called Top Banana, with the first project being a mobile wellbeing cafe. This will run mid-week in the evening and be open to everyone offering healthy food and drinks and taster sessions in activities such as cycling, walking and beach yoga. It was hoped that this initiative would help galvanise the community and reduce social isolation and SR thought it could be taken out to other coastal communities. He was looking to secure lottery funding to provide the service for 30 - 40 weeks and hoped to be up and running by June. He would be operating near the Waterways from his mobile cyclists’ cafe/delicatessen. He had also been talking to the police with regards to working with young offenders to get them through their Level 2 food hygiene
training whilst volunteering at the wellbeing cafe. He was also continuing to work on Bikeability training with Active Norfolk. SR was also going to be busy with his mobile cyclists’ cafe/deli and had secured places at the Tour de Yorkshire as well as other large cycling events around the UK.

SR pointed out that he had changed his surname and was now using his mother’s maiden name.

**Tour de Broads and other cycling events**

SR mentioned the Tour de Broads South which would start and finish in Great Yarmouth on 30 April 2017 and was part of a 3 year plan, with 500 riders on the first event but hoping to build on the success of the main Tour de Broads which attracts 2500-3000 riders.

SS mentioned the second Tour de Broads (North) on 20 August 2017 and the Tour de Norfolk on 17 September 2017.

**Maintenance Issues and Updates**

Nigel Seago had contacted SS to inform him that due to a restructure at NCC Highways he would no longer be dealing with this area and maintenance issues should now be forwarded to Area Engineer John Cotton. SS had thanked him on behalf of the Cycle Forum for all his help over the last 10 years.

SS read out two maintenance issues raised by Claire Blamey. The first was overhanging vegetation on the Pasteur Road cycle lane and the second issue was similar with overhanging vegetation on the Lowestoft Road A12 (now A47) (eastern side) shared use path near to Bridge Road.

Action: SS to forward to John Cotton (the latter was passed to Kier Services who act for Highways England as the A47 is a trunk road).

**Date of the next meeting**

Thursday 13 July at 4:00pm.