**MINUTES OF THE GREAT YARMOUTH CYCLE FORUM**  
Supper Room, Town Hall, Great Yarmouth  
4:00pm 14th March 2019

**Present:**

<table>
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<tr>
<th>Name</th>
<th>Affiliation</th>
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<tr>
<td>Mike Auger (MA)</td>
<td>Norfolk County Council</td>
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<tr>
<td>Barbara Brett (BB)</td>
<td>Gorleston resident and cyclist</td>
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<td>Edward Bown (EB)</td>
<td>Norfolk County Council</td>
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<td>John Curtis (JC)</td>
<td>Norfolk County Council</td>
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<td>Lorraine Lavan (LL)</td>
<td>Chair &amp; Caister resident</td>
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<td>Steve Lavan (SL)</td>
<td>Caister resident and cyclist</td>
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<td>David Milligan (DM)</td>
<td>Belton resident and cyclist</td>
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<td>Graham Smith (GS)</td>
<td>Bradwell resident and cyclist</td>
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<td>Stephen Shepherd (SS)</td>
<td>Vice Chair, Great Yarmouth Borough Council</td>
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<td>Amanda Timby (AT)</td>
<td>Great Yarmouth Cycling Club</td>
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**Apologies for Absence:**

- PC Gary May
- Claire Blamey
- Philip Broadbent-Yale

**Minutes from the Great Yarmouth Cycle Forum held on 10th January 2019**

DM mentioned that Philip Broadbent-Yale’s initials were wrong in the Minutes. DM also mentioned that in the item referring to cycling along Breydon Water it said he thought a northern route would link to the public right of way network south of Acle - this should have read quiet lanes. The Minutes were agreed.

**New Anglia LEP Growth Deal Fund schemes update**

JC showed members a series of schemes being delivered under the LEP Growth Deal Fund scheme to get initial feedback to the proposals:

- Marine Parade scheme adjacent to the cinema to link the cycle/landau/road train lane to the Esplanade heading north. 2 options were presented at the last meeting - a shared space scheme and an off road facility. Currently cyclists heading north join the road at the traffic signals at the end of the cycle/landau/road train lane and cycle around the cinema and then head east through the car park to join the Esplanade. The proposal was to keep cyclists heading north on the same side of the road. The scheme was in 3 sections. The southern part was a two-way carriageway level facility where the road train shared the route heading south. This was similar to as it is now but with the addition of a layby for the road train to drop off and pick up passengers. The second section was adjacent to the cinema. EB
explained that they had looked at an on-carriageway facility but this would have meant the reduction of car parking spaces but this wasn’t popular with colleagues. Therefore, they were proposing a shared use facility, widening the path from 3½ to 5 metres. The crossing point at the car park entrance would also be improved, possibly with a flat-topped hump, but space was an issue here. The third section was a proposal to install ramps and a 4 metre wide path between the bowling greens north of Euston Road car park to create a safer route to the Esplanade. The scheme would be going out to consultation in May, with possible construction between October 2019 and March 2020. MA asked about current usage and EB said they didn’t have any figures but were commissioning counts. LL mentioned the hazard of cars pulling out of the lower level car park onto the old car park. Members were happy with the proposals.

- Church Lane and the East Norfolk Sixth Form College. JC explained they were looking to create a shared use path on the southern side of the Church Lane. They had discounted one on the northern side as it wasn’t feasible due to parking and the widths available. Improvements to the Church Lane / Church Road / Middleton Road roundabout were also discussed. JC said they had looked at changing the shape of the roundabout but this wasn’t possible because of the restriction in space with the church wall etc. They were looking to install a toucan crossing on Church Lane and were investigating how to get people from the college side of the roundabout to the town centre. BB pointed out the bus stops might cause problems with the proposed crossing point but JC said they were looking to relocate them. BB also added that traffic at the college in the mornings and evenings is chaotic. GS thought a shared use path on the southern side was a good idea, but that there would be certain times of the day when the amount of students congregating on the path would cause a problem. LL mentioned the possibility of cycling through Gorleston Recreation Ground to Recreation Road and then down to the High Street using quieter lanes. DM thought that this was a good idea as the bottom of Church Lane was very narrow; however, it was felt that most people, especially children and students, would want to go the most direct way and wouldn’t necessarily use a longer, safer route. GS also added that there was talk of Gorleston Town FC moving from their ground at Emerald Park to land at the rear of the college, and if built this would create more traffic at weekends. SL asked if traffic calming had been considered and EB said this was being looked at. JC said this proposal was a preliminary draft and they would take on board the Cycle Forum’s comments when looking at the scheme in more detail, including the possibility of using quieter roads/paths.

- Acle New Road. EB explained the proposal was to provide 2 bus stops, one on the train station side (which would require land to be purchased from Network Rail), and a bus lay-by on the northern side of the carriageway just south of School Road. There would also be a cycle link on the northern side of the carriageway to the existing cycle network near Fullers Hill Roundabout. EB explained the original proposal was to provide a cycle link from Acle New Road to North Quay, but the parapet (railing) height on Bure Bridge was 200mm too low to allow a cycle facility to go over it (it should be 1.4 metres high). The cost to raise the parapet was prohibitive, therefore, it was proposed that cyclists who didn’t want to dismount over Bure Bridge would use the toucan crossing to join the new cycle link past the rail station, go over Vauxhall Bridge, ride up to the roundabout and then go through the subways (in reality it was expected that cyclists would ride over the bridge). EB added that Sustrans were investigating a scheme to link this proposal with Tar Works Road as part of the works they were currently carrying out. Members approved of the scheme.
• Gapton Hall Retail Park. JC explained they were looking at improving access for non-motorised users into the retail park. The owners were going to be carrying out works to widen the entrance road into the park and it was hoped that these improvements could be carried out at the same time. He said that when crossing Gapton Hall Roundabout, heading towards Bradwell, cyclists and pedestrians used a short section of private road and there was an obvious worn track from here into the retail park so they were proposing to create an access here. The retail park owner had reservations about this as people were driving their vehicles over the grassed area to avoid using the entrance and fencing might have to be erected. They were also proposing to create an access near to the McDonalds as there was no pedestrian access planned along the widened entrance road, and would also tighten the radius on the vehicle access and widen the refuge to 2.5 metres. JC said they would have more to report back on after meetings with the retail park owners. DM wondered if the Highways Agency’s planned improvements to Gapton Hall Roundabout would affect these proposals. JC said they wouldn’t, although they hadn’t been given too much detail about the works. GS mentioned the mystery clearance of the vegetation on the land between the roundabout and the private road, and DM wondered if the private road could be used to access Cobholm. JC to speak to the Trails Team about possibly getting it made into a permissive path. LL said members would look forward to hearing more about the scheme after the planned meeting with the owners.

DM mentioned plans to improve South Quay and Hall Quay and asked if the traffic would be diverted through the town, possibly making Haven Bridge quieter and safer, adding that the whole network needed a strategic overview. MA assured him that with the Third River Crossing the impact of the bridge on the network would be looked at. DM wondered if some of these proposed schemes were premature if the whole network might possibly change, but EB said there was the challenge of when the funding was available.

EB gave a verbal update on other projects which included:

• the Burgh Road to Edison Way scheme where the existing footway will be widened from 1.8m to 2.5m.
• A new pedestrian crossing point on Warren Road, Hopton, at the Haven Holiday Village.
• Town Hall to Bus Interchange link which included widening the existing cycle lane, narrowing the islands and adjusting the kerblines. Rebound bollards would be used to stop buses from driving into the cycle lane.
• A cycle wayfinding project for the existing Great Yarmouth cycle map and identifying potential improved links to the pedalways. EB said this should be progressed to a sufficient level to discuss at the next meeting.
• Sustrans were working on improving facilities for cyclists and pedestrians from Caister-on-Sea to the town centre and the town centre to the South Denes peninsular. He hoped to be able to present these schemes in June.
• Southtown Road non-motorised user improvements feasibility design was being progressed, looking at potentially widening the existing cycle lanes, segregated or shared facilities and changing the dropped kerbs and crossing points. Rationalising the traffic signals was also being investigated.
• Accessibility schemes, which included improving the dropped kerbs and tactile paving. EB mentioned an ongoing consultation and if members knew anyone who had access issues or challenges and wanted to take part he would forward questionnaires and put them in touch with the designers.

Pushing Ahead updates

MA reminded members that Pushing Ahead was a 3 year funded programme and that they were now entering the final year of funding. He updated members on what they were planning to do over that year, which featured several campaigns, the biggest of which was based around the National Road Championships, which featured the road race starting in Norwich and the time trial in Kings Lynn. They were looking to hold a series of 10 family fun day events in Norwich and Great Yarmouth in the build up to the Championships, linking in to schools and other places such as the UEA. He said they had dates lined-up for events in Great Yarmouth but no locations yet. There was also no set formula of what they were looking to deliver, but they usually had a ‘learn to ride’ session, Dr Bike, cycle confidence sessions, ramps or assault course. They were aiming to encourage people to walk and cycle and primarily targeted families. Pushing Ahead were also planning to do led rides using some of the pedalways in Great Yarmouth. They were hoping to get communities to buy-in to the project and were looking to contact local communities through a newsletter; explaining that they were running a series of sessions in the area and asking what people were interested in. MA said when they had finalised dates it would be great if Great Yarmouth Cycle Forum members could circulate the details as wide as possible using any networks. Further to this LL explained she had met with MA and Sandy, a trustee of the St George’s Theatre Café, and had discussed the possibility of targeting events on MA’s plan and advertising it from the Cycle Forum’s point of view. LL thought the Cycle Forum could potentially run 4 events, with the aim of showing local residents how easy it is to cycle around the town using the routes and facilities identified on the Great Yarmouth Cycle Map. She thought an item in the local paper could suggest that people interested in building their cycling confidence could come along to an event where they would be taken out along the cycleways with a guide and shown how to cycle safely. Other topics could cover bicycle maintenance and repairs. MA’s team could train people to lead a ride around the town. LL also reminded members that there was a free cycle loan scheme, which included electric bikes. She hoped members would help, and also encourage people to register with the Cycle Forum, who would then pass their details to MA and he would organise everything. SL felt that schools were a good place to get children interested in cycling and that would hopefully inspire the parents too. MA said they already did this with community champions, but the family fun days are also an opportunity to connect with the parents. LL said it would be great if the Great Yarmouth Cycling Club could get involved. AT said they didn’t currently have a Junior Ride but two of their members were currently being trained up. MA mentioned the park rides they are currently running at Whittingham Park and these are being delivered by Neil Turner from Pedal Revolution. This is an off-road family event which currently attracts 50 - 80 riders every weekend. He hoped the model set up there could be sustainable, and he would ideally like to see a similar event held in the Great Yarmouth area.

Other events Pushing Ahead were organising in the period leading up to the Nationals were a Workplace Challenge in May, run through their Better Points app. In June they were running a campaign in Great Yarmouth aimed at people who are not very active to encourage them to take part in short walks ending at a community cafés where they could have a coffee and a chat - this was aimed at improving physical as well as mental health. SL asked if Pushing Ahead worked with
doctor's surgeries and MA said they worked in partnership with Public Health England and Active Norfolk who work with surgeries and hospitals, which included personal journey plans for people attending hospital/doctor appointments etc.

It was also hoped to have another cycling festival in Great Yarmouth or Gorleston in August or September. MA said events were now set until the end of the National Championships and he would circulate a list, but he would come back and talk about what they had planned for the rest of the year. If anyone had ideas for events they would like them to deliver in this area he would be pleased to hear from them.

**Maintenance Issues and Updates**

CB couldn’t attend the meeting but had mentioned a problem with overhanging vegetation on the shared use path adjacent to Pasta Foods on Pasteur Road and overhanging vegetation on the shared use path on the A47 Inner Relief Road at Victoria Road. CB also commented that she had only seen one bike using the new cycle stands at the train station and thought they were a little isolated. She also noted that vehicle drivers were reluctant to stop at the new crossing points there.

BB mentioned large fir trees growing in the garden of a property at the junction with Southtown Road and Station Road were obstructing the traffic signals. JC to ask the maintenance manager for that area to get them cut back.

AT had been asked to highlight the problem with the poor surface of the shared use path along New Road, Belton. EB said new housing developments proposed at Belton and Bradwell would hopefully see the shared use path upgraded.

AT also mentioned a deep rut in Links Road, near the Beacon Park roundabout, which would be dangerous if you got a cycle wheel in it. SS to report it via the tool on the Norfolk County Council website and JC would follow it up if it is not repaired.

BB noted that Albemarle Road, Gorleston, had been marked up for surfacing repairs last summer but the works still hadn’t been done. JC to follow up with the maintenance manager.

**Any Other Business and items for the next Great Yarmouth Cycle Forum**

EB added that if anyone had issues with sunken manhole covers or gullies to raise it at the meeting.

**Date of next meeting**

16 May 2019 4.00pm