

LIVERPOOL CYCLE FORUM MINUTES

Collingwood Room, Millennium House

11th March 2009, 5:30pm – 7:00pm

PRESENT	INITIALS	REPRESENTING
Roland Graham	RG	Cycling Projects
Eddie Clein	ECI	LCC – Councillor (Chair)
John Coyne	JC	LCC – Councillor
Mark Jones	MJ	LCC – Leisure Services
Emily Costantino	ECo	LCC – Transportation
Karen Stevens	KS	LCC – Transportation
Mike Peet	MP	LCC – Transportation
Richard Hebden	RH	MCC
Stella Shackel	SS	MCC
Dai Gwynne	DGw	MCC/Contechsa
Peter Bates	PB	MCC/Merseyside Disability Federation
Derek Gould	DGo	MCC/Royal University Hospital
Paul Thomas	PT	MCC/Sustrans
Rebecca Lawson	RL	MCC/University of Liverpool
Graham Ward	GW	Merseyside Police
Dave Foulkes	DF	Merseyside Road Safety Partnership
Steve Cook	SC	Merseytravel
Simon Wallis	SW	Sustrans Bike It
Jane Moore	JM	TravelWise Merseyside
Graham Pollard	GP	University of Liverpool
Paul Garratt	PG	Urban Space

	MINUTE	ACTION
1	<p>Introductions</p> <p>Introductions were made by all those in attendance</p>	
2	<p>Apologies</p> <p>Apologies were received from the following;</p> <p>Sarah Jennings LCC – Councillor Chris Lines LCC – Parks & Environment Glen Penryn-Lowe LCC – Transportation Don Thompson MCC</p>	
3	<p>Declarations of Interest</p> <p>None</p>	

<p>4</p>	<p>Matters Arising From The Previous Minutes</p> <p>Page 2 Minute 5 – Cycle Hire Scheme JC enquired whether Liverpool has a cycle hire scheme. KS informed the group that Liverpool currently does not have a cycle hire scheme and the information on the Barcelona scheme was provided as it was requested at the last meeting in December 2008. LCC and LTP partners are currently actively seeking to identify funding to provide initial one year funding to a cycle hire scheme operator.</p> <p>The paper on the Barcelona scheme summarises how the scheme operates, its success and how it is funded through local car parking charges. ECI stated that he believed that a cycle hire scheme is already in place. JM suggested that there might be some confusion with another scheme, FreeWheeling, which offers bicycles as well as training to members of the public. This was discussed at the December 2008 Forum.</p> <p>Page 3 Minute 8 SW suggested that contact needs to be made with the Merseyside Cycling Development Group as he has been informed that there has been a drop off in interest in cycling for sport. A link could be made to continue the impact of increasing cycling through Bike It. Funding to continue to encourage cycling this way would need to be found. School sports coordinators are trying to further develop the Bike It scheme.</p>	
<p>5</p>	<p>Safety Cameras/Speed Issues</p> <p>Following questions at the September 2008 Forum and further email correspondence from JC and DG on safety camera criteria, DF attended the Forum to discuss further issues.</p> <p>JC asked what was preventing the installation of more cameras. DF replied that it is dependant on the capacity of the police and the Road Safety Partnership to process detections. The number of items to be processed is exceeding the capacity of the police detection unit. Funding and accommodation are issues. JC asked if capacity could be increased if there was a political will. DF responded that finance was the biggest issue. Funding would be needed to accommodate an increase in staffing levels if the number of speed camera sites were increased.</p> <p>DF also stated that it is believed that there is an upper ceiling on the effect adding more cameras will have on driver behaviour. The Department for Transport (DfT) has carried out a study which includes a graph showing the effects of speed cameras and speeding levels. He has applied for funding from the DfT to identify peak camera levels in Liverpool and see at what point the area is on the graph. DGo stated that speeding is a problem on the roads and makes other road</p>	

	<p>users such as cyclists vulnerable. He stated that there are between 110,000 and 120,000 detections a year, 50% of which were detected using speed cameras. The other 50% were detected by the police themselves. DGo asked if it would be possible to benchmark Liverpool's current position on the graph - if it is below the level where penalising is claimed to be counterproductive, could extra speed cameras be put in? DF responded by stating it was not in his power to authorise this and he would not have the finance available for the extra accommodation and staffing levels required should extra speed cameras be installed. He also stated that it could take up to 2 years to determine Liverpool's position on the graph. DGo asked if this matter could be revisited at another meeting. GW said that enforcement has shown a steady increase over the past years. A lot of funding, time, and effort had been put into the mobile police camera units which are located at accident hotspots. These hotspots were located using accident statistics and the results of this are proving to be positive. One example of camera success is the M62 (inbound) and Edge Lane Drive (outbound). A fixed camera at this location has seen fatalities disappear. DF stated that the life of the camera units is running out and that the finance needs reviewing to change the existing systems to new technologies. JC inquired whether speed levels are actually decreasing. DF said speed accident data can be found on the website www.no-excuses.org.uk.</p> <p>RH stated that there are 8/9 sections of cycle routes in the Cycling Strategy that are dependant on the installation of speed cameras. None of these sections meet the criteria for the installation of speed cameras. He recommended that LCC review alternative locations for these routes should the cameras not be installed. DF stated that camera site activity is increasing but it will be through mobile cameras. There are no plans to install any other fixed camera sites. This is reviewed annually and it may be possible to overlap camera sites with those in the Cycling Strategy, although accident hotspots are the primary locations. ECI stated that the matters discussed had raised awareness on the speed camera issue although no conclusion had been reached.</p>	
6	<p>Cycle Events 2009 There are a number of cycling events this year:</p> <p>Pedal It Pink 19 April Taking place in Sefton Park in aid of Breast Cancer Campaign. It is possible to have a table/stall at the event and should any member of the forum be interested they should inform KS. The tables are free although own cover will need to be provided.</p> <p>Liverpool – Manchester Ride 28 June To support Alder Hey and Manchester Children's Hospitals, it starts at Salford Quays.</p>	ALL

	<p>Liverpool – Chester Ride 5 July An extra 30/35 miles has been added to the ride this year. The event is free to any participants over the age of 60.</p> <p>Bike Week 13 – 21 June MCC are organising a couple of events during Bike Week: 13 June a bike ride ‘Metal Birds to Metal Men’ and 15 June a cycle to work ride from Sefton Park to the city centre, with a bikers breakfast.</p> <p>Details of all events are at www.liverpool.gov.uk/cycling (see the ‘cycling news’ page) and will also be in the new issue of the Cycle Liverpool magazine due in April.</p> <p>MJ added that Lifestyles are hosting BMX Racing events which are free to all children between 11am – 2pm on 22 March in Everton and 28 March at Walton.</p> <p>GP stated that the University would host an event during Bike Week although it has not yet been decided what. Last year the University did a breakfast ride and are aiming for something larger this year.</p> <p>SW said that there is a new website from Sustrans aimed at encouraging women to cycle – see www.bikebelles.org.uk</p>	
7	<p>TravelWise Update</p> <p>JM gave an update on the TravelWise programme:</p> <p>Cycle maps The cycle maps will be reviewed every 2 years. Currently St Helens and Sefton maps are being reviewed. St.Helens’ new map should be ready for April. Wirral will be reviewed next year.</p> <p>The new Liverpool Loop Line map will be available soon, produced jointly with TravelWise, Sustrans and MCC</p> <p>Annual School Travel Event The annual event is being held on 18 March. 94 schools are attending from across Merseyside. The event will inspire and help schools with their Travel Plans. There is a cycle workshop included in the day.</p> <p>Cycling promotion being done with organisation Travel Plans. They will be sent monthly emails to support them in the lead up to an event in the summer. The event will be a cycle challenge to encourage people within organisations to cycle. Each organisation will be able to log onto a website and record the number of miles they have travelled by bicycle. There will be case studies and prizes, etc to encourage cycling.</p> <p>To increase promotion of cycling events, Forum members were asked</p>	

	to forward information to JM about their organisations' internal communications (newsletters, websites, etc) and deadlines for receipt of articles for publication.	ALL
8	<p>University of Liverpool Update</p> <p>GP gave an update on the University's cycling promotion:</p> <p>Numerous projects are due to be completed by the end of July 2009. This includes £125k programme to improve cycle storage and access on campus. The programme includes 6 new cycle storage units which are gated and will only be accessible using a pass card. Usage of the units can be monitored with this system. Each unit will have panic alarms, lighting and will be protected with CCTV. Security has been identified as a main barrier to cycling. There will also be 28 new Sheffield stands for public use installed at the Sports Centre which will be lit and covered by CCTV. If members of staff register as cyclists, they will be able to use the Sports Centre facilities for free. There will also be new lockers for cyclists in the Sports Centre.</p> <p>Liverpool Vision has funds to improve the route from the back of the University through Dansie Street, Bronte Street and Russell Street leading to Lime Street. The University will be contributing to these works.</p> <p>The University will be taking part in a Personalised Journey Planning project with TravelWise and JMP. A team of transport experts will review the travel options for staff. A pilot project is being set up in June 2009 for the Science and Engineering departments. The PJP will be rolled out to other university departments at the beginning of the next academic year (Sept–Nov 2009). There will also be a Travel Plan guide aimed at students and staff which will include cycling initiatives.</p> <p>RG inquired whether a cycle route had been considered to allow access via the north side of Brownlow Hill. GP responded that on-campus funding was limited and was to be used to improve access across the campus. He agreed that wider links do need improvement and that there are plans to extend the parking exclusion zone around the University. DGo requested that the provision of cycle stands at the Thompson Gates building and Green Square be looked at. It is a security issue to lock bikes to railings which can be broken. GP stated that a survey has been done on campus which found there is not enough cycle storage. The first phase of works has spent funds on resurfacing and they are looking at the area outside the library and engineering building for cycle parking. The preference from the Bike User Group (BUG) was for centrally located storage compounds and stands located at various locations around the site. The budget is to be revisited at the end of July and these points would be considered.</p> <p>DGo stated that the barriers on Ashton Street are a problem as it is</p>	

	<p>difficult to cycle past them. GP responded that the barriers was being looked at improve access to the new cycle compounds.</p> <p>DGo also requested that the BUG has a more prominent position on the website. GP responded that he will soon have an assistant who will help with the travel plan implementation, including updating the website. RL stated that at BUG meetings, barriers to cycling seemed a priority and this is not being reflected. GP responded that barriers are in the programme but time and funding are an issue. The barrier issue is part of a larger car park improvement programme and the approval process for this is long. RL stated that the BUG isn't meeting regularly and there are issues with trying to access updated information. GP agreed and stated that the BUG needs to be reawakened. It did start up an internet group but this has since fallen flat.</p>	GP
9	<p>Cycle Parking</p> <p>Rail Stations KS has visited Liverpool's Northern Rail stations with Graham Rothwell at Merseytravel to review cycle parking and signage. Merseytravel has now approved a programme of works to go ahead April-May 2009. She will report back when the works have been completed.</p> <p>Liverpool Airport Toby Screech, a Forum member, made a complaint about the parking times at the airport that was mentioned at the last forum meeting. LCC passed this onto the airport, which has now reviewed access to the cycle parking to be 24/7.</p> <p>University Square A previous CCMS report had stated that the scheme would include cycle parking. The University has since decided that no cycle parking will now be included. GP stated that there are plans for staff cycle storage to be installed although this would be as part of a different scheme. The nearest public cycle parking would mean a 150 yard walk. RH stated that this does not meet the DfT criteria and could be a problem. GP will feed back to the university.</p> <p>DGw asked if cycle parking is included as a planning requirement. KS replied that the supplementary planning document 'Ensuring Choice of Travel' is used to dictate the standards for transport in all of the city's new developments, including minimum requirements for cycle parking dependant on the type and size of building. This document does not apply to existing buildings. RL inquired if the new Tesco building has any cycle storage incorporated. GP stated that it was in the basement. DGw stated that there is no public cycle parking priority anywhere. KS responded that she is chasing up conditions for cycle parking on new developments but it is difficult to be aware of provision at all developments. She asked the Forum to let her know of any instances where new buildings do not appear to have installed cycle parking and</p>	<p>KS</p> <p>GP</p> <p>ALL</p>

	<p>these would be chased up with Planning. GP added that new developments for the University include conditions for the installation of cycle parking.</p> <p>JC requested that other universities be invited to the Forum to update on their plans to promote cycling. KS will invite Liverpool John Moores and Hope University to the next meeting.</p> <p>GP informed the Forum that Liverpool University have a partnership with Liverpool John Moores and the Royal Hospital to promote accessibility and more sustainable travel modes.</p> <p>Renshaw Street RH noted that the June 2007 Forum was informed that the cycle stands on Renshaw Street were to be installed in “a few weeks” and they have still not been installed. Some were removed for CCMS and never replaced. There is car parking on Renshaw Street yet no cycle parking. KS is to write to ECI regarding the lack of cycle stand provision on Renshaw Street.</p>	<p>KS</p> <p>KS</p>
<p>10</p>	<p>Cycle Audit/ Rice Lane Safety Scheme</p> <p>Due to a lack of time this item is to be on the agenda for the June Forum.</p>	<p>KS</p>
<p>11</p>	<p>Reports:</p> <p>The following reports were circulated prior to the meeting.</p> <p>Bolton Street PB put together a report on Bolton Street for the Merseyside Cycling Campaign (MCC). It is part of a strategic route yet is not enforced. PB stated that this street needs action taken or it would prove to be a waste of money. Currently this street is dangerous for cyclists. He requests that officers take a look at the report and the various solutions to the issue. PB highlighted that the street is not marked with a ‘no entry’ sign and the cycle lane needs to be enforced.</p> <p>KS stated that she has discussed this with the CCMS team who stated that the signs in place are standard, but motorists don’t appear to understand the road signs. GW said that the scheme had had two options, and that the scheme in place is the inferior of the two. He stated that initially there were ‘no entry’ signs in place then LCC installed a contra flow cycle lane with ‘no motor vehicles’ signs. ECI said he would take responsibility for the report and put it to the Regeneration Select Committee. GW also informed the Forum that no safety audit has been carried out on the scheme and that a Stage 3 safety audit needs to take place. ECI stated that a scrutiny panel has been set up to look at city centre TROs under the chairmanship of Cllr Stuart Monkcom. The Panel will deal with car parking/ parking</p>	<p>ECI</p>

	<p>schemes. ECI will consider the report at the next Scrutiny Panel and have recommendations for the next Forum. MP will check if a safety audit has been done. He said that the scheme in place complies with DfT and Transport for London criteria. He will make contact with Cllr Monkcom before the end of March. GW stated that the scheme is now compliant although when first implemented it wasn't. JC inquired whether taxi licensing can be brought into account at the scrutiny panel.</p> <p>Demonstration Towns/City Actions This topic will be added on the next Forum agenda.</p> <p>City Centre Movement Strategy DGo stated that there are no special facilities for cyclists on the Strand. RH said that the Strand is not included in the Cycling Strategy and there is no need or reason to install special facilities for cyclists. ECI stated that the Waterfront provides a cycle route for this area. KS said that cyclists will be able to continue to the Pierhead from the Albert Dock. ECI stated that cycle provision could be looked at again once these works are complete.</p> <p>Cycling Schemes Update Vauxhall Road remedial works are currently underway and will be completed by the end of March 2009. The completion of Regional Route 81 will also be by the end of March 2009.</p>	<p>MP</p> <p>KS</p>
<p>12</p>	<p>Any Other Business</p> <p>SW gave a Bike It update. The figures for 2008 were good and the school cycle rate was better than average. There are more independent schools now interested.</p> <p>PT said he is changing roles within Sustrans and therefore there will be a new manager for the Loop Line. He also stated that the Sustrans North West area will be split into 2 regions; Merseyside and Cheshire.</p> <p>KS added that the Sustrans Loop Line Report has been published and that if anyone would like a copy to let her know.</p> <p>KS closed by stating that the ERDF bid had been successful and LCC has been awarded over £600k over the next 2 years. Spending will start in April.</p>	<p>ALL</p>
<p>13</p>	<p>Next meetings: 24 June, 16 September</p>	