

BCF Minutes 22nd May 2008-05-29
Next BCF is 16th September.

BOURNEMOUTH CYCLING FORUM



Minutes of Meeting held on 22nd May 2008 commencing at 6pm

Members present:

John Hayter (Chair) - JH
Adrian Hale (BBC) – AH
Jenny Ansel - FoE
Lucy Marstrand (BBC) – LM
Peter Dulieu (CTC, DCN) – PD
Sally Funnell (PBC) - SF
Steve Garrett – SG
Ray O'Luby
Cllr Stephen Macloughlin – Leader of the Council
Angela Pooley – AP
John Vaugniaux (CTC, DCN, Sustrans) – JV
Alex Sully – Cycling England

Apologies

Martin Handford (Secretary)
Neil MacBean (Dorset Police) - NMcB
Graham Wood - GW
Terry Walsh - TW
Cllr Parker - BP
Keith Bichard – KB
Ben Prescott (JPM) - BP
John Vugniaux (CTC, DCN, Sustrans) – JV
Cllr David Smith - (BBC) - DS
Cllr Bob Lawton – (BBC) - RL
Cllr Lisa Northover (BBC) – LN
Cllr Roger West
Catherine Stark
John Thraves – DCN Purbeck

Comments on previous minutes:

PD : need to KNOW what the routes are..
Lucy TAUSSIG needs omitting

Connect 2; update by Bill Green.

BG has made contact with Hurn Parish Council to agree a meeting for the 20th June with CBC. It has been agreed there will be stakeholder meetings every 4 or 6 months. DCC will need to progress legal orders to include for cyclists and horse-riders. Upgrading the bridge will be a crucial part of the scheme. DCC is providing £275,000 to be spent in 2009 and 2010. Sustrans is providing £300,000. BBC is providing £275,000. There had been some concern about funding but this has now been resolved.

AH: there are a range of issues to resolve – legal, Rights of Way, land ownership, technical details etc.

There is a 5 year plan for Connect 2.

BG: Over the next 4 or 5 weeks he will develop a delivery plan.

Parley Cross-Parley Gate

Need something in New Road (PD)

The Forum gave its full support to the proposed cycle track

Cycling Strategy: introduction by Cycling England Consultant Alex Sully.

The Cycling Strategy will be partly based on the views of cyclists and others who are consulted. But it should also be a “daughter” document to the LTP, setting out policies to give the Council direction.

An example was given, based upon another authority, of how the Council could use as their framework the assessment criteria developed by The English Regions Cycling Development Team (ERC DT). This was employed for its assessment of all local authorities’ (outside London) cycling activities in 2003 and 2004.

The ERC DT review looked at such things as

- 🚲 The Council’s commitment to cycling, eg: do they have a Cycling Officer, and looks at the LA’s general commitment. Cycling policies need to be imbedded within the Local Authority across the board.
- 🚲 The quality of it’s visible (e.g. cycle lanes) and invisible infrastructure (measures that make the road network cycle friendly but are not cycle-specific [e.g. traffic calming])
- 🚲 How well the LA engages with stakeholders, and with other agencies such as the PCT, Railways, etc.
- 🚲 How well cycling is integrated into planning and land use development.
- 🚲 The degree to which cycling policies developed in the strategy are imbedded into the processes of the entire LA workforce so they are knowledgeable
- 🚲 The quality and rigorousness of the targets set and the monitoring regimes put in place.

It was also explained that the authority being used as an example had chosen to express its vision for cycling with the words; “More Cycling, More Often”. In following the example of Cycling England’s vision of ‘More Cycling, More Safely, More Often’ it deliberately avoided the words “more safely” rather than give the impression that cycling is inherently unsafe, which is not the case: more cycling is better for all road users.

A cost effective way of making the road network more cycle friendly could be achieved by ensuring that all highway schemes should be subject of a cycle audit, not just cycle schemes.

Having drawn up a cycling strategy and identified future improvements, is important to embed it in both the LTP and the local development framework so that all future land-use planning and transport decisions are informed by it.

At this point those present were reminded that there are two approaches to congestion:

- 1) Reducing the amount of traffic

2) Widening the road

We have known for a long time that 1) doesn't work; we cannot build our way out of congestion, so we need to reduce traffic and increasing cycling has an important role to play in this.

Question put to those present; what would you like to see happen?

- 20mph speed limits in all residential roads
- High quality cross boundary routes
- Removal of centre lines/hatchings
- There is no point in writing a Cycling Strategy that is then ignored. It needs to be adopted by elected members and officers, and it needs to be adhered to once written. There needs to be joined up thinking (SF).
- Building Schools for the Future should integrate cycling as main part of school transport.
- Improve cycle access to work and facilitate home working.
- Reducing Congestion should not be interpreted as increasing traffic flows/speeds but as reducing the number of cars on the roads. Increasing road capacity increases the number of cars on the roads so makes it less cycle friendly. We need to be making the roads more cycle/pedestrian friendly.
- Improve both the real and perceived safety of cyclists on the road.
- We need to listen to the views of non-users.
- The strategy needs to be imbedded within the planning system.
- Make use of money from development schemes for cycling and walking.
- Giving motorists what they want is not going to get people out of cars, just increases congestion and makes it harder for other users to use the road space.
- There are on-going safety issues which need dealing with, eg: Cooper Dean barriers have been taken down.
- At junctions cyclists are treated like 2nd class citizens, left fighting to stay on the bike.
- In residential areas motorists should be made to feel uncomfortable. It is the people who should be important, rather than the cars.

Alex Sully responding:

New road schemes should all bear in mind provision for cyclists.

20mph schemes, demand management, new developments and retrofit solutions all benefit cyclists

When considering where we want the money to go, it is important to consider priorities for expenditure and it may be necessary to weigh the benefits of high quality routes to the countryside with those in an urban setting where more trips and hence more cycling will take place?

New residential developments should consider cyclists

Removal of centre lines accompanied by the provision of cycle lanes can be a valuable way of reducing speeds whilst making conditions better for cyclists

Adoption of the strategy is very important, and so is the resulting 'joined up thinking' within the authority

Building Schools for the Future is an opportunity to get it right for cyclists and pedestrians

Cycle Audit should be in place for any changes to the road network and check that problems are not being designed in. This requires officer training.

Use of demand management techniques; e.g. park and rides, car parking charges and availability can all encourage a shift away from unnecessary car journeys.

We need to understand the perceived needs of non-users, but it is important to look at the studies which reveal that it is actually safer to return cyclists to the carriageway at junctions than give way where a cycle track meets a side road.

Barriers should only be used where there is a demonstrable demand; we also need to maintain cycle routes

Junctions: cycle audit should deal with all changes to junctions.

Consider the cost of accidents – deaths and injuries cost millions of pounds to the economy.

When looking at regeneration and enhancement measures it is important to allow cyclists through the middle of town to avoid creating a barrier and discouraging cycling by doing so.

Creating developments that meet the needs of those who live there is a crucial point and needs imbedding of policy across the board.

SM: Because Bournemouth relies on its tourism car parking is form of income.

AS: There's a lost generation of cyclists, adults who no longer cycle, so the training of children as cyclists is very important.

JA: Motorists also need training!

AS: There needs to be a shift in culture. An example was given of Dublin City where an annual cycle ride has become so popular that the authority now closes over 10km of roads within the city to accommodate it and create a car-free environment.

Town Centre Vision – Stephen Macloughlin, Leader of the Council

There are 5 priorities for the town:

1. Improving our Environment, natural, built and social.
2. Tackling crime and fear of crime and anti-social behaviour
3. Planning and economic development
4. Community Action; the voluntary sector is coordinated by Bournemouth Council Voluntary Service
5. Efficient Council; making sure the Council is responsive

Investment Priorities

1. Building Schools for the Future : £120 M invested in schools
2. Transportation, including communications: invest in transport initiatives
3. Pavillion: aligned to the Pavilion Gardens Project
4. All-weather attractions
5. More affordable housing

Master Plans

Continuation of work in Boscombe: gardens and reef

Regeneration; physical, economic and social

Slades Farm to have a new cycle track; the Forum was in full support of this proposed cycle track scheme.

There will be a public consultation on the building of 16,000 new homes. The Council has been told to build 1500 on green belt land.

The Town Centre Master Vision reflects a view that Bournemouth has a lot of potential. Bournemouth has competition from Portsmouth, Poole and Southampton. The aim is to establish what we want Bournemouth to look like in 20 years time: The kind of retail? Quality of the outlets? How will people shop? It's important to have a

number of people living and working in the Town Centre rather than commuting in. The Civic Aspect of the Town Centre is also vital.

The Town Centre needs a proper bus interchange. The University will continue to expand and increase. There is a slight increase in demand for office space. Cinemas are moving out of Westover Rd. It is intended that the Lower Gardens will be revamped.

SF: The Railway is poorly connected to the Town Centre; this puts people off visiting. It is very important that the town centre is accessible by bus, rail and cycling, especially for the physically disabled.

SG: Radial routes are needed for cyclists.

?: Can't get from Winton to the town centre by bicycle, so they end up having to drive

Talbot Avenue

There were 2 accidents: One on the shared use cycle path at the Glenferness Rd end. A car stopped on the path and a cyclist was hurt

Another accident at the roundabout at the Junction of Talbot Ave/East Avenue.

Action: LM to do site visit

Poole Rd/Richmond Rd

No progress yet due to lack of human resources

Martin Hanford has requested that the middle chine might be made accessible to cyclists