

**Notes from  
West Sussex Cycle Forum  
4<sup>th</sup> August 2010  
Billingshurst Village Hall**

Attendees:

Julian Harris	Richard Bates	Chris Sprules
Stuart Smith	Peter Smith	Geoff Farrell
Simon Stevens	Cllr David Holmes	JP Saville
Darryl Hemmings	Cllr Mary Lermett	Sarah Sharp
Simone Makepeace	Cllr Ian	Bill Sharp
Lynda Friel	Anita Van Rosen	Mark Ringwood
Neil Clark	Greg Collins	Mike Croker

### **Cycle Infrastructure**

JH     Waiting for October 20<sup>th</sup> to find out what potential budgets available for the next 3 years  
12 million pounds this financial year has been taken away from us and as a result we have not been able to deliver some of the projects that were programmed for this year. Also due to severe weather conditions this year has meant that a large proportion of capital has had to be invested in carriageway repair.  
So much uncertainty around now and over the next few years  
What we are looking at is identifying absolute core areas which we have to deliver, such as fulfilling our legal obligations and then looking at what choices we need to make.  
The County Council has a strong commitment to cycling, Derek Whittington is now continuing in his role as Cycle Champion for the County.  
Inevitably we can not do as much as we previously have, we will be looking at minor and safety improvements and looking at other opportunities such as Developer contributions and continue to look for Grant earning opportunities and other funding. David Cameron "Big Society" agenda, empowering local Communities is something we will want to watch and look at how that can affect the cycling agenda.

### **Maintenance**

SS     Prior to last winter our roads were ranked amongst the best in the Country reported via the National Indicators, our A roads were one of the best in The Country and our B & C roads up in the upper quartile, since the winter we have filled in the region of 40,000 + pot holes at the cost of around £50 - £100 per pot hole which equate in the region of 3 million pounds spent, clearly some of which if not all benefit cyclists. The budget this year since April there has been a spend of 15 million pounds spent on repairing damaged caused as

a

Result of the winter. Our road conditions following repair work are classified

As A roads went from 1 % - to now 3% and our B & C roads 7% - 10 %, still Good results, however due to budget constraints moving forward We will have to spend less on carriageway maintenance and as a Result the conditions of the roads may slip a little, say, from 3 % - 5% for A Roads and 10% - 15% for unclassified roads. Vegetation will have to slip a little as well. Drainage should be improving Generally due to Government led investments.

## Questions

Q Are we looking at 3 year plans or 3 one year plans?

A What we understand we will have in October is a broad 3 year annual capital And revenue totals but we also need to understand Council Tax as West Sussex

Doesn't get the same level of funding from central government

Q 40,000 potholes over the 3 year period, could we spend more initially to create Better quality road covering and invest so this would prevent pot holes Thus saving money?

A We do not have the funds to make that initial investment so we have to Maintain what we have and to sustain what we have at current levels would Broadly cost around 8 million pounds a year.

Q Return on investment in cycling is good 1 – 3, could we ring fence money and Allocate it to cycling and cycling schemes that have a positive effect on large Towns in order to achieve modal shift from people using cars to getting on Their bikes as this enable a better return on investment?

A Want to get a handle on what is being spent on cycling so there is Transparency, and this will give us a platform for discussion around the spend Levels, although we may not like the number and moving forward funding may be less but it could transpire that what money may be available could be spent in a better way to gain a better return on investment.

Q How do you identify what level/state the roads are in ?

A Inspectors go out and measure all the issues that are in the road and it's based On 100 metres of carriageway measured.

Q Concerns over missed opportunities for additional cycle infrastructure when Developers are involved, example given of a roundabout in Chichester, how can we ensure that we maximise all opportunities?

A Unfortunately we are not going to get everything right every time, there is Only so far we can push developers. We hope that the LTP 3 is showing how Cycling is featured and that there is infrastructure maps in each major town so that if opportunities exist then this will help enable us not to miss Opportunities as the maps will show existing cycle infrastructure and where new infrastructure can join up, so enabling a more joined up approach .

**Simon, please could you have a look at this one as didn't get all the detail down?**

Q Is it possible to get engineers to look at all schemes?

A There is limited opportunity as developers tend to deliver the schemes themselves, but would expect quite often it comes down to compromise on space. Quite often the design engineers that work for the developers are based in Malaysia and do not understand the local area, they do use DMRB design Standards, we do try to get more funding out of developers.

Q S106 monies and the LAA funding, how do we work with the Councillors In? allocating where the monies are spent?

A The LAA funding has been taken away from us and was going to go towards School Safety Zones. S106 monies we do spend on cycling and work with Developers, we try to obtain as much money as possible and have to gain as much flexibility as to how the monies can be spent to ensure we can use it in a more flexible way working with the Boroughs and Districts.

JH A significant part of our investment is going into School Safety Zones, Safer Routes to School, behaviour change programmes.

SST It is difficult to build seamless cycle routes due to towns like Chichester and Horsham due to width of roads and lack of funding

The ability to stand back is necessary to look at what we are trying to achieve with regard to the LTP strategy, cycling is key and could be a wonderful investment.

A lot of talk from WSCC as to how important cycling is and for 6 – 7 years Horsham has wanted more cycle infrastructure when the County did have funding but Horsham has received very little and has not met the needs of cycling . Cycling needs to be given priority.

As car drivers, they are never inconvenienced, as cyclists are always inconvenienced in Horsham and Chichester, do something about where HGV's go and reduce speed limits, this will help resolve some of the issues, Re-route HGV's in order to get them out of towns.

Delighted to see press article with regard to the County supporting speed reductions across the County.

**Simon please can you check this is right?**

Q DMRD manual, is it also attached to LTN 02/08?

A Yes it is

Q A lot of people in their local areas/forums are really concerned about the local issues in their own areas with regard to cycle routes not being joined up, would it help if the local forums worked together in their local areas to draw up a list of cycle routes that could be extended and developed in order for? them to make more sense and look at new cycle routes in their local area

A Absolutely, it would really help if all Forums pulled together a cycle network that they felt made sense in their local area and was cycle infrastructure that they would like to see implemented.

## **20 MPH**

JH This is a real topic at the moment and we are looking at what we do about speed and traffic in towns and rural areas, if that is a major concern then how do we go about achieving that ? Example Portsmouth implemented 20 mph average speed was 21/22 mph previously and spent half a million pounds on reducing the speed by 1mph so, was it a good investment as the return on that investment wasn't a great return for 1 mph, the question we are asking ourselves is if the public are interested in this in our towns and villages then what do we need to look at, what investment will it take and what.how is the speed limit enforced and also with the government looking at abolishing speed cameras this doesn't help with enforcement, we find that camera are most effective and perhaps keeping them, so we are looking at the way forward, with regard to what is the most cost effective and quickest and effective way to reduce speeds, often peripheral things make people go slower and not speed limits.

SST Most of the signs in Portsmouth had to be illuminated so that presents ongoing costs to Portsmouth in the way of running costs and maintenance costs of illuminated signs.

SS Most common features now are speed cushions that are effective for reducing speed.

DH One option to look at as we are developing cycle networks as local groups is to consider where there could be speed reductions implemented in terms of 20 mph areas rather than cycle infrastructure as a possible solution; it won't be the solution for every location but an option and could be part of a sweet of options.

In Portsmouth cars parked in all the residential roads so most drivers can't go faster than 10 mph and when you look at the average speeds it's the odd driver that is speeding rather than the average driver so we should be taking this into consideration rather than just looking at the average speed that drivers are driving.

Unhappy to hear having to put in infrastructure to help reduce speed. In France people do slow down when approaching villages. We should be helping to influence Central Government by telling them what we want and what is needed. Don't keep saying we can't do it, make representation to government, let's have a can do attitude.

1mph speed reduction in Portsmouth is significant as it has helped reduce KSI's, 15 % KSI reduction has been achieved in Portsmouth.

Q Crawley have had 20mph zones for some time, has any work been done to see if they have helped?

A The change in government will possibly create the opportunity for us with less bureaucracy, could lead to us being able to implement some of the areas/issues that the community would like.

### **Safety Audit**

#### **Simon perhaps you may want to add stuff in here?**

SST There are many things to consider with speed reduction a couple being speed verses congestion, create gases and people will always choose to go an alternative route rather than try to get through congestion

Risk v Hazard, hazard secondary effect, safety audit trying to reduce the risk of something happening, looks at the elements in a new design. as an example would you be happy to give up your parking space on your road in order for a cycle route to be put in ? As the width of roads are just not wide enough to accommodate both, in many cases, these are some of the choices that have to be made.

Could more roads be made one way, Portsmouth has done something similar as diagonal crossroads slow traffic down.

Q Is there scope to ban on street parking in streets where there isn't parking currently

A There is a programme in place that the Parking Team are looking at

### **LTP 3**

DH LTP out to consultation document on web site and also road shows around the County, time to respond is prior to 23<sup>rd</sup> September 2010. You can give feedback

through your local groups/attend the Road show/workshops and submit a response through the web site.

The Forum has submitted the CTC information and SM submitted the CTC Information to Tim Yair.

The document has also gone out to over 400 different groups/bodies/organisations

across the County, also trying to get to difficult and hard to reach groups, heard a lot tonight which can be considered but still would like to get the Forums views through the consultation process either write in through the web site or via SM or via the road shows. The networks in the document can be developed using the individual Forums so when we secure developer contributions that can help to fulfil cycle infrastructure.

Q Speed reduction isn't in the LTP ?

A Suggest where you feel speed reductions could go in as part of a sweet of Individual solutions

Q Why haven't you got Bishop Luffar and Central in the LTP as SSZ ?

A Talk to our School Travel Advisors and work with them, suggested getting a

- Group of parents together and work with the Governors of the school to come Up with a plan, the Governors of the school can be your champion.
- Q LTP is in two parts, strategy and implementation, strategy is not specific about What is going to happen and what kind of policy, this needs to be sharpened up.
- A Quite open to hear what the forums have to say, could be opportunity but not sure about what the future holds due to central government but will have a Look at it.
- RB Encouraged all to get a response to County from individual Forums and please send a copy to RB ,RB will compile a response from the West Sussex Cycle Forum.

Would DH come back and discuss next steps at the next West Sussex Cycle Forum in October, DH is happy to do so.

The process of the LTP3 is the following:

After 23<sup>rd</sup> September it will take around 4 weeks to then analyse the data and start to pull together the final version which should be complete by the 1<sup>st</sup> December 2010, this will then go to the Deputy Leader to approve by the end of December, this will then go the next Cabinet Meeting for them to adopt the document, this meeting is expected in February 2011.

AOB

- Q Bike marking in Chichester and Bognor vary in quality, could we look at getting some consistency in the methodology.
- SM- Response: the bike marking is done by the local Police and each area has there own way of doing it. This service is free of charge and on occasions is very difficult to get them to attend any event, however I will give feedback.

Chichester Festival Theatre has no public Cycle Parking

SM – followed up since the meeting and have sent two emails, one to the Theatre and one to CBC as WSCC happy to provide the stands free of charge should they wish to implement them.

Cycle to See campaign would like WSCC to support.

Next West Sussex Cycle Forum meeting

27<sup>th</sup> October

Worthing Town Hall

The Gordon Rooms

6 o clock the doors will open, meeting to start at 6.30 – 8.30

