

CITY OF NEWCASTLE UPON TYNE : CYCLING STAKEHOLDERS FORUM

NOTES OF THE MEETING HELD ON THURSDAY, 16 May 2019

In attendance: John Litherland (Chair), Julie Whittaker (Vice-Chair), Rob Snowball, Ali Lamb (both Newcastle City Council), Heather Evans (Cycling UK), Mark Nelson (SPACE Heaton), Liz Scarff (Living Streets), John Dixon, Chris Warburton Brown.

Apologies: Bill Dodds, Cllr Marion Talbot, Tony Waterston, Gareth Evans, Michelle Whitworth.

1. Notes/Actions from the previous meeting (21 March 2019)	Action
<p>The notes of the meeting were taken as read, with one correction - page 2, item 4, Haddricks Mill, end of first para, should be £4m and £15m.</p> <p><u>Future of the Cycling Forum</u>: RS reported that following the local elections Cllr Ainsley has been confirmed as the Cabinet Member for Transport and Air Quality and Graham Grant is to meet with her shortly to discuss the future of the Forum.</p> <p><u>Blue House Working Group</u>: The website is now working. Graham Grant is to write to the Working Group members in the near future with an update.</p> <p><u>Blackett Street</u>: RS reported that an Independent Review has taken place and the report and that discussions are ongoing. Further updates will be provided in due course.</p> <p><u>LCWIP Update</u>: RS mentioned that work is continuing on this. Consultation has closed and there are 915 comments and over 4325 agreements with comments that are currently being worked through. The findings will be fed to AECOM and further work on the LCWIP be undertaken, which will then be fed into the Cycling Strategy. It has still to be agreed how setting up a Working Group could best help with this task.</p> <p><u>Haddricks Mill</u>: Rupert Weare had met with Cllr Ainsley and it is understood that minor changes have been made to the scheme.</p> <p><u>Disabled cyclists</u>: This will be on Agenda for the July Forum meeting.</p> <p><u>Transforming Cities Fund</u>: Tranche 2 is still being developed and a business case will be submitted in June. This is a regional submission which contains large capital rail and road projects, based on a corridor approach, it will contain walking/cycling schemes, but the details of what will be included and ultimately might be funded is still to be determined. JL asked that an update be provided at the July Forum meeting.</p> <p><u>Barras Bridge works</u>: There has been a TAG where draft drawings have been presented. JL reported that Bill Dodds who was present at the meeting was extremely upset that no cycling infrastructure is included, except for the cycle crossing from Claremont Road to the Civic Centre.</p> <p><u>NCN 725 - New Bridge Street</u>: CWB queried the signage associated with this on New Bridge Street. RS will investigate.</p>	<p></p> <p></p> <p></p> <p>RS</p> <p></p> <p>RS</p> <p></p> <p>RS</p> <p></p> <p>RS</p> <p></p> <p>RS</p>
<p>2. Air Quality Consultation</p>	
<p>AL circulated the Air Quality Public Consultation document and outlined the nature and scope of the public consultation. The consultation ends tomorrow but responses from groups, especially the Forum, will still be accepted for another couple of weeks (providing a list of bullet points by email is fine). She also mentioned the following:</p> <ul style="list-style-type: none"> • The consultation questionnaire is designed for individual responses, so that the 	

<p>Council is made aware of the cost impact on residents (e.g. those on lower incomes and shift workers), so that consideration can be given to what financial support could be provided and whether any exemptions or delays to the start of charging could be put in place.</p> <ul style="list-style-type: none"> • From the responses received to date there is an over representation from higher income households, and very limited engagement from those under 18 years old. • Tyneside residents can commute easily compared to those in other areas, average commute is 30 minutes. • There are still 20,000 car parking spaces in Newcastle, with 10,000 associated with work travel. • 42% of Newcastle residents do not have access to a car • 80% of the visitors to Eldon Square arrive by public transport <p>Discussion took place over the plan and some of the comments included:</p> <ul style="list-style-type: none"> • There is a need for disincentives and sensible alternatives to driving. • It would have helped if measures could have been introduced more gradually but the short timescale prevents this (1 January 2021) • The need to think about the last mile of the journey • Despite the constraints on cycling, there's an opportunity to increase the numbers cycling, subject to funding for increased cycling infrastructure • E-bikes need to be included in Cycle to Work schemes (limit currently £1,000 max) <p>It was agreed that JL, JW (and BD) submit a list of bullet points on behalf of the Forum</p>	<p>JL BD JW</p>
<p>3. Cycling Infrastructure Update</p>	
<p>The May report was circulated, and RS went through this including updates on Broadway to Brunton and Streets for People schemes</p>	
<p>4. Any other business</p>	
<p><u>Question from Julie Whittaker:</u> This was on behalf of her 11 year old son who uses the crossing by St Gabriel's Church in Heaton, He wanted to know why it was taking longer for the crossing signals to change.</p> <p>RS responded that Traffic Signals have confirmed that there has been no change to signal plans at this junction recently and that they have checked and tested the junction and there is no fault on any of the equipment at the junction.</p> <p>There is vehicle and pedestrian detection in place at the junction and because of this, Traffic Signals did suggest that if it has only happened since he's changed schools, then perhaps he's using the crossing at a slightly different time of day which might be busier in terms of vehicular traffic which would increase the wait time for pedestrians.</p> <p><u>Questions from Rupert Weare:</u></p> <p>2 specific questions were received from Rupert Weare on Air Quality as he was unable to attend (these answers were also emailed back to RW).</p> <p>Q1. When does the Council propose to implement the Low Emission Zon? We are presuming in 2020 as for the CAZ.</p> <p>A1. We have presumed that it would be implemented in the same year as any CAZ</p> <p>Q2. Which areas of the city would not meet limits in 2021 according to modelling of the CAZ D?</p>	

A2. As outlined in the map in the Strategic Case, there are annual mean exceedances for NO2 in 2021 in the CAZ D scenario on the A1, A167/A167M and A186.	
5. Next meeting	
Thursday, 18 July 2019 at 6.00pm.	

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