

Minutes of North Staffs Cycling AGM – 7.30 pm 3 November 2021

At Greyhound PH, George Street NUL

Present – D Alcock, M Barr, J Bradbury, G Cartlidge, A Joynson

Apologies – D Barker, G Dancer, B Edwards, A Hill, E James

1 Minutes of 2020 AGM – there was no AGM in 2020 but club officials agreed to continue in post and to use the monthly rides programme in existing leaflet for 2021.

2 Election of officials and other committee members

chair – Geoff Cartlidge, **secretary** (acting) Mike Barr, **treasurer** – John Bradbury

other committee members (existing and potential ride organisers to be covered by our PLI)– Doug Alcock, John Baddeley, Dave Barker, Mick Bennett, Dave Brindley, Greg Dancer, Ben Edwards, Rob Fearn, Angela Hill, Mick Holland, Phil Hughes, Eric James, Alf Joynson, Karin Lund, Barry Moore, Clive Parrott. Alan Roberts

long rides - the committee

medium + greenway rides - Mike Barr

publicity/websites/campaign - Mike Barr, Andy Ashbery

3 Reports and discussion

finance – membership (31), club funds = £487.27; income = £155; costs = £82 CTC PLI (+ estimated £70 for newsletter + business card reprint + promotion of NSC on facebook)

2021 annual dinner – no annual dinner proposed for 2021

2021 Xmas breakfast – 11 am Sunday 13 December – “the picture house” Stafford

long rides – start locations and times to be posted on facebook.

1st café stops also to be posted BUT riders at the start may decide to go elsewhere e.g. if weather is bad. Other riders who start later or who want to ride directly to the café stop from home can check what is happening by ringing riders at the start. Also Mike Barr has set up a Whatsapp group for riders so that if riders at the start change the 1st café stop then other riders can be notified.

medium rides – to continue in 2022. In 2021 only 8 rides, due to Covid.

themed rides – to continue in 2022. In 2021 were 2 rides i.e. canal “tunnel vision” + “biking to bottle ovens”

publicity – BT stopped hosting our free community website in the summer. Thanks to Andy Ashbery, one of our “medium riders” and active cycle campaigner, we now have 2 new NSC websites hosted by “Wordpress” i.e.

one for rides <https://northstaffscycling.wordpress.com/> and

one for cycle campaigning <https://northstaffscyclingcampaign.wordpress.com/>

The 2021 newsletter to be available by Xmas breakfast. Our leaflet and business card to be distributed again to bike shops. Will reprint business card and consider paying to promote NSC via our facebook.

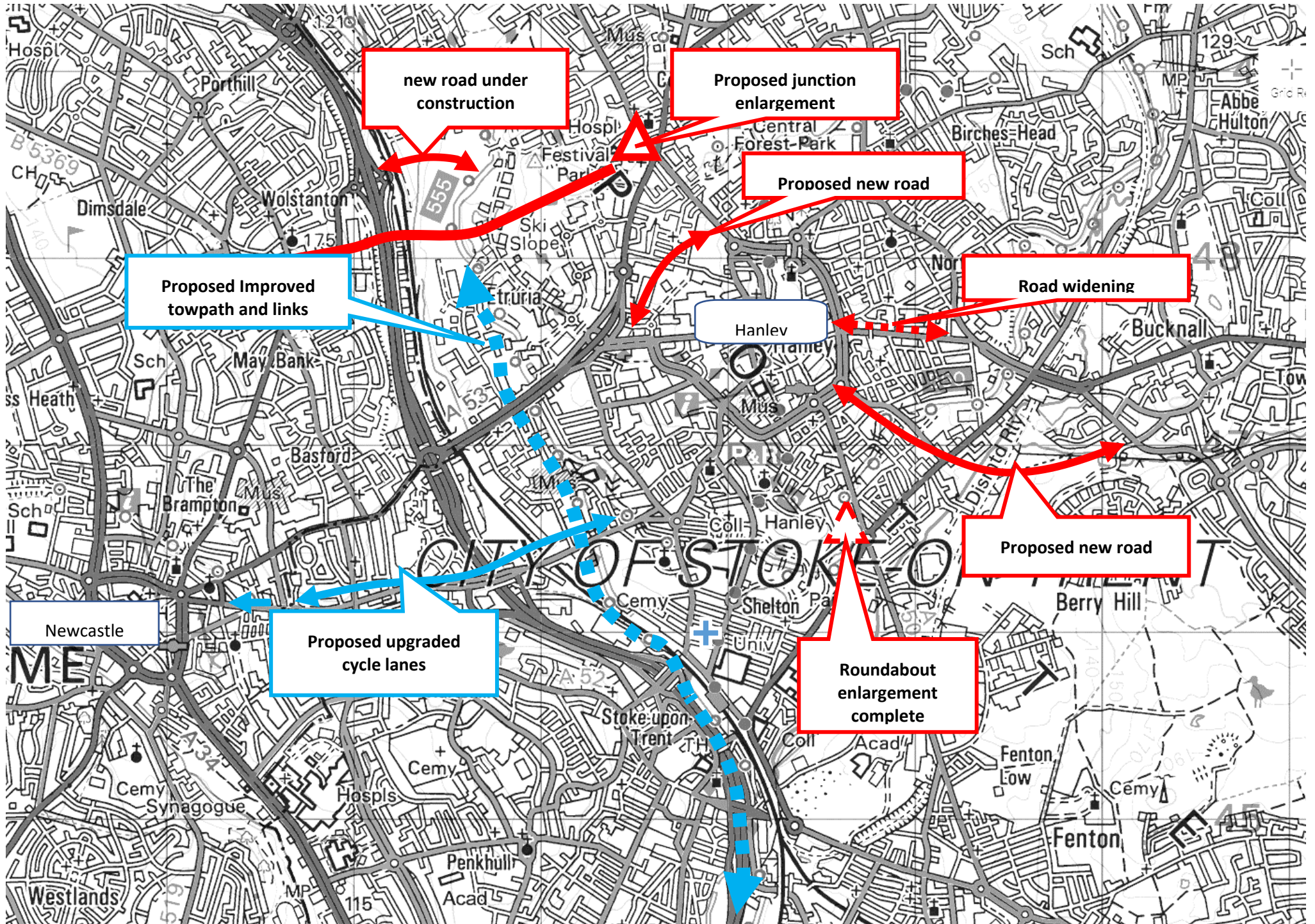
4 Campaign – context (see map) – Stoke council have carried out and also propose some major road schemes

There are also some local cycling schemes – upgrading of existing Shelton New Road cycle lanes (see [Active Travel Fund consultation | Active Travel Fund consultation | Stoke-on-Trent](#)) and upgrading cycle routes along the T&M canal between Etruria Valley/Festival Park and Trentham Lakes/Bet 365 via Stoke Station with Transforming Cities Funding (TCF)

North Staffs Cycle Campaign supports the widespread adoption of 20 mph speed limits in existing 30 mph urban areas - see [20's Plenty for Us \(20splenty.org\)](#). A local branch of the campaign has been set up in 2021 – see [20's Plenty for Staffordshire | Facebook](#)

20 mph as a default speed limit in 30 mph has been adopted by Wales from 2023 and is planned for Scotland from 2025. It is the recommended speed limit by WHO, the UN and many health and road safety organisations. It has also been adopted by many large urban authorities across the UK e.g. all inner London boroughs.

5 Date for 2022 AGM - Wed 2 November



Context

Encouraging govt words

Limited cycling funding, lots of money for roads

Local Schemes

Shelton New Road

Canal links to Stoke station from EV and TL

20 mph

Campaign report

Highlights

1. government aim to double cycling (from 2% of trips to 4%) between 2013 and 2025
2. councils to prepare local cycling and walking plans (LCWIPs)
3. some funding opportunities for local cycle schemes (LTP, transforming cities, development)
4. money for cycle training for schools (bikeability) till 2020.

Lowlights

1. government cycling funding, outside London and Cycling ambition cities, (£2 per person) is way below recommended levels (£10-£25 per person).
2. Lots of funding for increasing traffic flows (£80 per person) nationally and a lot of money locally e.g. Hanley Bentilee link (24M), Cobridge junction (5M), Joiners Square junction?
3. Lack of support for cycling and active travel from councillors and Local Enterprise Partnerships
4. Lack of funding and staff within councils for cycling and active travel

Local cycling and walking investment plans (LCWIPs);

1. a network of cycling and walking routes and core zones to develop further
2. a prioritised programme of schemes
3. an analysis to support and justify the identified network and prioritised schemes

Stoke and Staffordshire councils to prepare LCWIPs in 2019.

North Staffs Cycling campaign intends to have input. The campaign long term aim is a network of cycle routes that allow most people to cycle to work or school etc safely and conveniently.

The network would be a mix of greenways, cycle paths/ lanes on main roads and 20 mph areas and roads.

Campaign section of our website shows some suggested schemes and a priority list was submitted to Stoke and Staffordshire transport planners for consideration.

Local Schemes

Recent– Festival Way (continues future link road from Wolstanton roundabout, T&M towpath surface improvement at Trentham, wayfinding signs Stoke/Hanley/Westport

Future – Biddulph Valley Way (rough section), Berryhill greenway (rough section), Fenton Road (Leek Road to St Paters Academy)

Local cycle funding

Cycle funding generally included in other funds such as the “Transforming cities fund” where Stoke is shortlisted as 1 of 10 cities to bid for access to £M 840 for funding improved transport connections. Includes transforming Stoke-on-Trent Railway Station into a major transport hub, improving public transport links – particularly between the station, city centre and Etruria Valley – and enhancing walking and cycling links across the city. Other funds that contain some funds for cycling include LTP and development contributions.