

CHESTER CYCLING CAMPAIGN

Minutes of the Meeting held on Wednesday 3rd November 2021

Present at the meeting: Andy Evans (AE), Simon Brown (SB), Cathey Harrington (CH)(Minutes), Roger Hones (RH), Stephen Perry (SP)(Chair), Monica Robinson (MR), Nic Siddle (NS) Ian Slater (IS), Craig Steeland (CS), Peter Williams (PW). Councillor Richard Beacham (RB) joined the meeting at 8.30pm.

Present via Zoom: John Holiday (JH), Eileen Morgan (EM), Steve Pemberton (SLP), Helen Pulford (HP), Tom Smith (TS), John Violet (JV), Pierre Walthery (PWA).

Apologies: Andy Hamill (AH), Ashley McCraight (AM), Arnold Wilkes (AW).

1. **Minutes of the last meeting, held on 6th October 2021.** The meeting minutes were approved.
Action: CS to post on website.
2. SP thanked everyone who had submitted an update/report prior to the meeting. It is very helpful and allows time spent in meetings to be used effectively. Reports are reproduced below the minutes.
3. **Matters Arising.**
 - a. **'Taking You for a Ride' (PWA).** See PWA's pre-meeting report [below](#).
Rides are organised, names are assigned. SP and RH volunteered to ride if needed.
 - b. **Mid-Cheshire Community Rail Partnership (MCCRP) (AM).** See AM's pre-meeting report [below](#).
No further discussion of the routes
SB has bought a subscription to "plotaroute", which may be helpful.
CS has GPX files for the routes on the CCC website, and will put on the map library.
Action: PW will ride the proposed Cuddington Station Cycle Ride route to check safety.
 - c. **Road Surfaces (AM).** See AM's pre-meeting report [below](#).
Members have reported potholes as requested.
To ensure that the location gets reported accurately when using the app, have phone data and location turned on, check that the locator pin on the map shows the correct location and take and submit photos showing the pothole with its surroundings, so that it can easily be identified. Members have noted that CWAC responds rapidly, but time between reporting and being rectified is an issue. RB later explained that currently potholes are notified as "done" at the point at which they are passed on to the contractor! This should improve when pothole repair comes back under CWAC's direct control.
It was noted that there is not a specific reporting category for cycling infrastructure. Members believe that poor surface condition is not given the same priority as potholes, yet it can be more of a problem for cyclists.
Action: SP will draft a letter from CCC to CWAC about the priority given to poor surface conditions.
 - d. **Active Travel Forum (ATF)/Sustainable Transport Task Force (STTF) (SP)** (No pre-meeting report).
Disappointingly, the October STTF meeting was cancelled at short notice. The ATF and STTF will be combined into one group called the Integrated Transport Taskforce – details being finalised.
There has been no further progress on the LCWIP.
SP has an introductory meeting by phone with Rose McArthur, CWAC's new Director of Transport and Highways, on 9th November and is intending to raise 3 points:

- A way needs to be found for CWAC to handle volunteer input.
- CCC perceives the need for departments within CWAC to work together more closely, especially Planning with Transport & Highways.
- A strategy needs to be developed to frame volunteers' ideas.

SB reported that the STTF's Smart Mobility working group has produced a draft report titled "Thinking Smart Mobility -Re-imagining Sustainable Transport in Chester". Highlights for active travel are mobility hubs. This document will also be a key input into the review of the Chester One City Plan.

e. CWaC Consultation Feedback (AM) See AM's pre-meeting report [below](#).

No further discussion.

Ashley was thanked for his hard work in prompting CWAC to generate timely responses to consultations.

f. Letter of Month for November. PW wrote a letter but it was not printed.

g. Chester Sustainability Forum COP26 Fair, Cathedral, 6th November. CCC stall is in hand.

EM will call in with her trike.

4. Planning Report (NS). See NS's pre-meeting report [below](#).

Nic was thanked for his comprehensive report. Of note is that there is no right of way along Oil Sites Road. RH volunteered to help Nic with Land Registry searches. PW has contacted Wirral Borough Council about who owns the old railway lines near Rivacre Road.

PW noted that CWAC's LCWIP now shows North Road will be used (previously planned to be A41 & J5 of M53), whereas Wirral Borough Council are using A41 for their LCWIP route. JV offered to check with someone who has knowledge of the area.

5. Membership and School Travel Plans (IS). See IS's pre-meeting report [below](#).

No further discussion.

6. Update on A51 (RH). See RH's pre-meeting report [below](#). Toucan crossing now operating. RH will observe Toucan and surrounding paths in use by CHS students.

7. Chester Station Consultation (JV)

EM & JV attended a virtual consultation with Transport for Wales, along with Louse Gittins and Rose McArthur.

The discussion was limited to the station environs as TfW have no jurisdiction beyond the station building curtilage. Network Rail own the buildings and TfW manage the use of the station.

TfW intend to improve waiting areas, toilets, signing, loudspeakers etc in this financial year.

Eileen raised the importance of accessibility and how bicycles can be a mobility aid.

TfW are going to improve the cycle area with more storage and make it a Cycle Hub. JV suggested adding a public tool station, costing about £900, which are at the larger stations including pump and basic tools & has since received a positive response.

8. Frodsham & Helsby T2 scheme (SLP, JV)

SLP reported that Frodsham & Helsby T2 scheme needs to be completed by the financial year end and if not, it will not be funded. CNC will urge CWAC to start construction. Sustrans' observations may hold up progress.

JV noted that this is the first design done by CWAC to LTN1/20 by and that the segregation is good although the transition areas at each end were not fully designed. A learning point has been just how much space is required to be fully compliant with LTN1/20 which will be difficult to achieve in a compact urban environment of Chester.

CWaC have confirmed that they will reduce the speed limit from 50 to 40mph as the segregation width changes.

9. CCC website (see CS's email). See CS's pre-meeting report [below](#).

The proposals to use Donorbox, Stripe and Airtable were endorsed by members. Airtable will

dovetail with Mailpoet for distributing emails. CS was thanked for the large amount of work in setting up these new systems.

10. EM's Chester Wheelers project (Spacehive crowdfunding).

EM has 10% of target pledged and more than required number of likes. Has gathered support for equipment to be kept at COCH country park. EM & TS will promote, including leaflets produced by EM with QR code to access Spacehive. Members reported difficulties with logging in to Spacehive.

11. Discussion with Councillor Richard Beacham, CWAC Councillor for Newton and Hoole since 2015 and Cabinet Member for Inclusive Growth, Economy & Regeneration since 2019. RB is a Campaign member and joined the meeting to help CCC understand the Council's position on active travel and to help with ways in which our campaigning can be more effective with the Council.

Points of note from the discussion:

- CWAC's annual budget is ~ £800M.
- Business rates are set by central government, Councils collect it on the government's behalf. The government then redistributes some to Councils.
The grant revenue support grant has traditionally been a funding source from government to local councils, this has been reduced to almost nothing over recent years.
- There are 2 sources of budget for Highways in CWAC: a portion of Council Tax that CWAC sets aside, and the Highways funding grant from central government. The latter was reduced by 22% last year and is being supplemented to a degree from local taxation.
- There isn't a specific budget for cycling.
RB will ask what proportion of the Highways budget is spent on cycling. It is possible that climate change awareness may in the future result in money being ring-fenced for active travel.
- Reactive road maintenance is being brought back in house by CWAC, it should make it easier to get small repairs to roads and possibly to deliver small initiatives which will benefit cyclists
- RB's advice to us: look at how the ambitions of the cycling campaign fit in with Council's plans & strategies.
- Chester's One City Plan (2012) was, in part, an economic bricks & mortar type plan for city. The refresh will be a community based plan for the city. It has been reviewed to take more account of social & environmental issues. The update was done by Good For Nothing, a civic participation group with over 400 members. GFN were commissioned by the Council, especially to solicit views from people who would not usually respond to Council consultations. This will have been the biggest participatory-style exercise ever undertaken by the Council. Early results show support for more active travel. Delivery/implementation is a huge challenge. The update will be published the first week in December, presented to the public and the final version due to be presented to Council 2022. There is potential for continual updating of the Plan, which would become a more flexible document
- Generally, RB is looking for ways in which community groups who don't feel heard can engage with the Council.
- The STTF was seen generally as a good first attempt at co-working with volunteers and learning points have been noted.
- JV pointed out that Cycling UK quotes the benefit-to-cost ratio of investing in cycling & walking schemes as 13:1.
- NS raised the issue of cyclists' potential liability when using a route which is not well signposted to show whether it is an SUP or not.
- SP raised the issue that small measures to raise awareness of cycling facilities around Chester would be beneficial. Chester Sustainability Forum has suggested that CWAC do billboard advertising to show cyclists whizzing past drivers held up in traffic queues

- PW raised the need to get good cycling infrastructure into plans for the regeneration of Ellesmere Port industrial area. CWAC's role is to create a vision for decarbonising the E Port area, which is 4th biggest polluter in UK.
- SB queried whether CWAC has taken measures to safeguard potential transport corridors against encroachment by development.

Next Meeting Wed 1st December at 7-30pm at Bowling Green Court (Members can also join via Zoom)

Reports submitted prior to the meeting

A quick update on the 'Taking you for a ride' action: (PWa)

We currently have now four rides scheduled:

- Two on the 11th of November with Chris Matheson and Sheila Little (with Monica, Cathey, Ian S for the first one, and Nic and Simon for the second one)
- One on the 12th, with Simon Eardsley and Paul Roberts (with with Ashley and Andy H)
- One on the 22nd, Val Armstrong, Richard Beacham, Adam Langan, Rosie Mc Donald; and Karen Shore TBC (with Monica, Cathey, Ian, Pierre)

Three circuits have been trialled and discussed:

- Blacon to the City Centre via the Countess Hospital;
- Bren Bikes to Christleton via Hoole and Boughton;
- Saughall to Newton High School;

The rides are designed to convey a small number of headline messages (ie need for connectivity; the 'competent 12 year old' test, etc) as well as highlighting local and specific issues. When possible councillors will be riding from/to their local area.

Mid Cheshire Rail Community Partnership (MCRCP) (AM)

Action: AM to contact SMO via email to review options. PW and SMO to work on Whitegates Way proposed route.

Update. I discussed this directly with Mark Warren, who is the chair of the North Cheshire Rail Users group and he contacted Marina Farey, of the adjacent North Cheshire Community Rail Partnership. It is on the agenda for discussion in December.

FYI –a map of cycle routes starting from both Helsby & Frodsham station has just been published. All Mark's work.

Road Surfaces (AM)

Action: All to report at least 5 hazards by end of the month. Please reply directly to AM with number of cases and approx. location e.g. Hoole, Tarvin etc. (email to Ashley).

Update. Quite a large number of people were invited to report potholes in Chester, Frodsham and Helsby & surrounding villages.

There is no definite number of reports submitted but an estimate is approx. a 1-2000, thanks largely to John Violet who contacted the 1000 local Cycling UK members, who are known to be keen.

Thanks also go to the CCC members who contributed.

Monica made a comment which resonates - "my overall impression is that there are lots of badly degraded surfaces but only a few that actually fit the >4cm rule on my route".

I suggest we feed both of these observations into the Active Travel Forum.

CWAC Consultation Feedback (AM)

Action: SB agreed to set up separate zoom meeting for the following:

- Air Quality Plan for Chester - CH, RH, AM

- Walk Ride Thrive – RH and JV
- Climate Emergency Response Plan – PWA and IS
- LCWIP Tranche 2 design – AM and CNC

Update

The sub-group members involved been very active reviewing the consultation summaries and raising questions.

There is an on-going engagement with Beverley Wilson who leads the Insight and Intelligence team within Cheshire West and specific officers appropriate to each of the topics.

Next steps will be agreed with each of these officers as they are confirmed. i.e.

Air Quality Plan for Chester : Having spoken to Martin Doyle yesterday, he advised us (Cathy, Roger and I) to contact the Directors Maria Byrne and Rose MacArthur to discuss some decisions.

Martin Doyle provided this histogram which shows the large effect that Covid has had in reducing toxic NO2 levels in the Chester area.

The future trend of course is not yet clear but it does show the benefits resulting from reduced traffic volumes.

A second example is the Tranche 2 scheme for segregated cycle tracks from Howey Lane, Frodsham to Helsby high School.

John Violet refers to this in his feedback and points out the difficulties that will occur when attempting to retrofit LTN 1/20 standards to an existing urban roadway in say Chester.

Currently Steve Pemberton is in dialogue with Sustrans', Paul Bruffell and the CWaC Project Engineer, Sian Williams, to debate analogous challenges presented by the A56 on this T2 segment.

Part of the way forward must of course be to build LTN1/20 into all new developments.

I suggest this is also raised with Active Travel Forum as a key strategic tool.

Opinion : The subgroup process appears to be working well, if quite demanding on time, so we will continue to conclusions.

CCC Report on Planning application submissions for November 2021 meeting (NS)

1. Land Registry info enquiries.

Thanks to Richard Beacham, we now have some answers for the tranches for which we requested information:-

- a) The path between the Deva Link and the Greenway. *Unfortunately, it raises as many questions as it answers with Sustrans saying that they are responsible for the bit parallel to the Greenway but not the bit parallel to the Deva Link. That might be CWaC's, but the ramp does not appear on its own map at all (which could explain the lack of maintenance?). Richard has raised it with the Street Care Service people and we await a response.*
- b) Ross Road, Ellesmere Port. The dog-leg bridge over the railway:-
Peel has a long lease of this site. CWaC are working with Peel to remove the dog leg, widen the access-way, improve the lighting and generally make it more pedestrian friendly. The plan is that Peel will demolish the building, undertake the widening works and surrender their ownership of the access-way. The remainder of the cleared site will remain in the ownership of Peel and there has been talk of it becoming a Pocket Park. The arrangements are currently with CWaC's Legal team.
Not entirely sure who is the freeholder or just what the £1.1mn for the work referred to publicly includes.
- c) Path from Robinson's Croft to A41 by P&R. *Confirmation that this does NOT belong to CWaC, but no indication as to who owns it. Suspect part is a Highways England responsibility and some of the rest is private farm land. But quite who might own the Caldys Valley side path is not clear – it might still be with the developer who built the adjacent houses?*

- d) Ellesmere Port disused railway lines. *We now have a map that covers the lower portion of the area of interest. With a couple of short exceptions, it shows the track to be outside of CWaC's ownership (we presume that it is still Peel's). There is some road side verge that is CWaC's and at our request, RB has asked for the continuation map which might show how far this extends up North Road. Have now been advised that none of the land in the continuation belongs to CWaC.*
- e) No answer re Capenhurst fields or confirmation re Helsby-Mouldsworth trackbed (but see 3 below re latter).
2. Parking Standards. There is a new SPD (Supplementary Planning Document) proposal for parking. It embodied the majority of points about which I have been banging on for the last 12 months. Specifically mentioned are:-
- Policy T 5 which requires new development proposals to provide sufficient parking facilities having regard to the Council's latest adopted parking standards for cars and other vehicles including cycles
- Addition of subsection 6.4 to 6.5 – 'Cycle Parking' to include recommended cycle parking dimensions and information on cycle stands
 - Addition of subsection 6.6 to 6.8 – 'Cycle Storage' to define 'secure' storage and provide guidance that cycle parking should be considered at the design stage of new development
 - Addition of subsection 6.9 to 6.11 – 'Active Travel' to include guidance that active travel should be considered at the design stage and that links to active travel networks should be provided
 - Text amended Appendix 1 – to marginally increase the requirement for Electric Vehicle charging points and to provide a more suitable minimum specification requirement for Electric Vehicle charging infrastructure
 - Table 4.2 amended – updated in line with Use Class Order changes to reflect the introduction of new Class E and the revocation of Class A and Class D. Most requirements remain unchanged or were directly transferred to a new equivalent Use Class. *(This is the major point where they have 'missed a trick'. I had suggested that for the likes of Pubs, Restaurants, Care Homes etc., there are different needs for staff and visitors and that this should be reflected by providing storage for staff and parking for visitors. It would make the requirements more complicated but I think that it is worth re-proposing it during the consultation.)*
- We have provided corrected figures on the growth of vehicular traffic noted in the report. Hopefully they should get incorporated before it (assuming the Cabinet passes it) goes out for consultation. The significant error was that it stated 25% in traffic growth since 1993 rather than the actual which is nearer 40% - and therefore strengthens the 'need for action' argument considerably.*
3. "Rail & Ride". Following last month's meeting, historical & mapping information on the Helsby->Mouldsworth trackbed has been passed to Sarah Morgan. Also info on a potential Mersey estuary ride from Runcorn to Liverpool which she will pass on to Marina (North Cheshire Rail Partnership) to consider as a possibility. Sarah has had a meeting with Tim Hollins of Sustrans and he has a site meeting planned with the North Cheshire group and Network Rail (*anyone know if this has happened yet?*). She has forwarded documents on Mouldsworth → Helsby and the Halton Curve and will advise once she has feedback from the meeting.
4. A Freedom of Information request was raised about 4 'private roads' within the Borough seeking info about the extent of private ownership (i.e. just carriageway or carriageway, pavements and verges) and the rights &/or restrictions on use by members of the public as 'active travellers' &/or as motorists. Response now received as below:-
- a. North Road, Ellesmere Port (that portion of which is signed as being the property of Vauxhall Motors) – *The Council have advised that it is all private land and that there is no Public Right of Way. The original answer did not make any distinction between carriageway and footpath but this has now been clarified (it is all private – carriageway, verges, pavements and lighting). Not yet clear whether Vauxhall (and if so whether it includes some of the disused railway line) or Peel. This could be crucial in enabling a coherent route. There is also a map in the EPIA (Ellesmere Port Industrial Area) draft report which appears to be based on LR searches by Savills. It is too small to be legible. A copy of a larger scale version would be very helpful if we could access one. Beyond this, the options are to ask Peel/ Vauxhall or to pay for a Land Registry search (as suggested by CWaC).*

- b. Bankfields Drive, Eastham, which links North Road/Bankfields Drive to Ferry Road – that portion which runs in front of the Exolum terminal and is signed as a private road. *Again CWaC have referred us to LR. In fact, this stretch of road is within Wirral and PW will ask at the next ATF about it.*
- c. Oil Sites Road between Bridges Road and Pool Lane – that portion which is signed by Essar and runs through Stanlow and Thornton. *CWaC response:- “Private Road. Part Public Right of way on Foot only, labelled Footpath 37 Ellesmere Port. Footpath from Bridges Road East to Ordinance Survey grid reference (OSGR) SJ 4247 7628 (the Footpath turns south and runs under a railway bridge). No information on ownership.” Should this be pointed out to Ramblers Assoc? Judging by the map on CWaC’s website, there is not a continuous PROW along the length of Oil Sites Road. Having said that, there is a marked cycle-path on the eastbound pavement which goes from this point through to Ince. Probably meant for employees only, but I wasn’t stopped....*

The ROW footpath turns to link with Bridges Road but this path is muddy, overgrown and has a ‘no entry’ sign at one end (in addition to the ‘Public Footpath’ sign....):-



- d. The new road network called Grinsome Lane from the Pool Lane/ Oil Sites Road roundabout to the Protos, Encirc, Ince Park Biomass and other factories is the service road for the biomass development at Ince. *CWaC response:- “No PROW and it is a Private Road, with ‘no information held by the council’.*
A separate enquiry to Protos elicited this response:- “Grinsome Road is a private road for access to CF Fertilisers and the businesses located at Protos only. The cycle route from Station Road was installed around 5 years ago in line with the planning consent for Protos”. They go on to say:- “We are currently looking at the access routes to site particularly with the upgrades to cycle access along the A5517 underway and note your below comments regarding connectivity around the site for safe cycling.” Protos is largely owned by Peel.

Whilst now a bit better informed, the above answers are not as detailed as really needed to make meaningful submissions against planning applications. Obtaining Land Registry reports on these might be quite expensive (£ 15 +VAT each, but am not sure how many deeds may be associated with some of them and whether it will necessarily differentiate between properties, carriageways and footways). Given Peel’s involvement in much of this land, it might be worth a try asking them – though I would be doubtful as to how much info they might be willing to share.

5. Cycle Parking in Hoole. We asked for replacement of the ‘Grippa’ stands at the Hoole Rd end of Faulkner St. in response to a planning application nearly 12 months ago. Not delivered as part of that application but it was picked up by Richard Beacham and they have now been replaced by Sheffield stands, as have those in the Bishop St car park. New stands also put in Faulkner St. itself at the same time. All good and positive.

6. A41 SUPs:- Response via Chris Matheson from CWaC's CEO, Andrew Lewis re-iterating the alleged 'impossibility due to technical constraints' of making the footway from Demage Lane to the Zoo an SUP. Very late reply, but in it he does refer to the section between Station Road and Whitby Lane in terms of "we were able to side out the footway/cycleway and widened it where possible". I have gone back to Chris and said that after 12 months it is still not signed as an SUP and that as far as we are aware, it has not been formally so designated. Have also pointed out that (as Arnold has discovered) there are already overhanging tree branches and creeping verges.
7. Cable Drive, Helsby. This is now expected to be passed at the November planning meeting (Tues 2nd Nov). Some amendments made including an SUP along the frontage, but no indication that the other ideas for connectivity and permeability (as proposed by CNC and incorporated into the Helsby Neighbourhood Plan) have been addressed.
8. The E. Port regeneration team paper is being considered by CWaC but its formal publication is likely to be delayed until it can be fleshed out with more detail on prioritisation, funding and timescales. Nonetheless, we have had sight of some of the information and the tone is generally positive from a cycling perspective.

The complete list of applications monitored is at:-

https://docs.google.com/spreadsheets/d/1dM_1NQWdqGosuktDSDxuimTrqd7F2w3NaG4p3SeD3Cg/edit?usp=sharing

Please note that from the Goolesheet you have to press 'Alt + Enter' to activate the link (at least in Windows) – and not simply 'double click' the link.

Recent applications/decisions of interest (Outcomes:- green OK, peach mixed, red not so good, lilac uncertain):-

21/01243/FUL	Erection of 63no dwellings comprising 26no 1 and 2 bedroom apartments in a 2 storey block; 16no 2 bedroom houses; 9no 3 bedroom houses and 12no 1 bedroom cottage style apartments. New access road and associated external works.	Land At Former Ellesmere Port Royal British Legion Stanney Lane Ellesmere Port CH65 9AF	Awaiting decision	Paul Friston	CCC-re amount and type of storage and access to Stanney Lane	New plans submitted showing full complement of cycle storage. Wooden sheds that are used with the houses show internal Sheffield Stands - so much better than usual
21/01978/PDQ	Conversion of an agricultural building into use as a C3 Dwelling house.	Winterford Farm Barn Winterford Lane Tarporley CW6 9AR	Approved	Edward Bannister	No submission as PDQ	Approved as permitted development - No mention of cycle storage in the conditions
21/01977/OUT	Erection of one dwelling	Land Adjacent To 12 Small Holdings Tarporley Road Tarvin Chester Cheshire CH3 8NB	Refused	Edward Shepherd	No cycle storage	Refused on other grounds
21/01970/FUL	Change of use from Guest House to a House of Multiple Occupation (HMO) for 13 people	Garden Gate Guest House 8 Chester Street Chester CH4 8BJ	Approved	Emily Reed	From D&A:- As part of the scheme and in support of sustainable transport, we will seek to include cycle storage at a rate of 1 lockable place per tenant (so provision will be made for 13 secure cycles stored securely). Curiously, the Conditions only mention 8 cycles but this still meets SPD	
21/01954/LBC & 19/01523/FUL	Conversion of second floor office space into two residential apartments	63 - 65 Bridge Street Row East Bridge Street Chester CH1 1NW	Approved	Gail Nickson	No submission made	No cycle storage. Applicant objected to conditioned cycle storage in 19/04175/DIS and this seems to have been allowed. 21/01954 only covers the Listed Building Consent application
21/01185/S73	Replacement bungalow - variation of condition 2 (plans) of planning permission ref: 19/00944/FUL	Syringa Chapel Lane Acton Bridge Northwich CW8 3QS	Approved	Emily Reed	CCC re storage if garden room size reduced	approved with no mention of cycle storage - but gdn store is big enough
21/00761/FUL	Erection of one detached dwelling	Land Adjacent 28 Private Walk Great Boughton Chester Cheshire	Approved	Gail Nickson	ccc- no cycle storage	Cycle storage conditioned

21/00274/FUL	Single storey extension and porch, removal of existing garage	Hardy Barn Clay Lane Marton Winsford CW7 2QQ	Awaiting decision	Elizabeth Townsend	CCC- need for replacement storage	Revised plans submitted which no longer involve removal of existing garage
21/00277/FUL	Change of use from A2 to Class C1 hotel accommodation. No structural changes	Moray House 66 Watergate Street Chester CH1 2LA	Approved	Stephen Holmes	CCC- no cycle storage	From Officer report:- "There is limited scope with the application site to provide an external cycle store but, given the location of the site and the scale and nature of the development, it is considered that the lack of provision would not generate sufficient harm to justify refusing planning permission and that the benefits of granting permission would outweigh the minor harm generated in this regard. The applicant has suggested that cycles would be allowed on site and could be stored in the bar."
21/00126/FUL	Residential development of 8 dwelling including 3 affordable cottage mews	Land Adjacent To Briar Lea Nantwich Road Tarporley Cheshire CW6 9HP	Refused	Jill Stevens	All garages too small to count- no storage for the 3 mews cottages	amended plans submitted increasing garge sizes, but appln refused on various grnds, including no safefootway/ cyclewaywithin site or on Tilstone Road - first time I have seen that latter restriction mentioned.
20/04075/FUL	Demolition of the existing dwelling and the erection of up to three dwellings and associated detached garages, driveways and landscaping adjacent a Public Right of Way	9 Sandy Lane Little Neston Neston CH64 4DR	Withdrawn	Lynsey Logue	Garages too small - access road needs improving. 2nd submission as revised plans show no garages at all and access road issue not addressed	It is likely that a revised scheme will come forward eventually
20/03629/FUL	Change of use from shop to a specialist craft beer, wine and spirits bar (A4)	5 Faulkner Street Chester CH2 3BD	Approved	Emily Reed	Neutral - Suggested replacement of end Faulkner St racks. RB following up	Replacement racks not deemed possible under consent condition but Richard Beacham has contacted owners of Faulkner St site and has agreed replacement. Update Oct 21:- new stands now installed. Also by Fishmongers and also Bishop St
20/03384/FUL	Erection of 4 x 2 storey dwellings, together with access, parking and landscaping.	376A Station Road Winsford CW7 3DG	approved in c'mmtee 8/10/21	missed this one	Highways have said "No details of cycle parking submitted, cycle parking will need to be provided at a minimum of 2 secure and covered spaces per dwelling or show room for such within a garage, details required. The standard dimension for a single garage is 3 x 6m, the 6m depth will accommodate 2 cycle parking spaces. Where the cycle parking standard is to be met by other means the standard garage depth can be reduced to 5.5m.	
20/02824/FUL	Erection of 30 no. dwellings together with associated public open space and infrastructure	Land At Chester Road Tattenhall Chester	Approved	Catherine Reay	CCC re storage and access path	No officer report or conditions noted - needs checking again

Membership (IS). Presently 190, following the September renewal deadline. Recently-lapsed members will be written to again in the hope that they will re-join. In the meantime they have been unsubscribed from Newsletter updates.

SCHOOL TRAVEL PLANS

1. Had a good conversation with the Rev. North at the school gate at Bishops HS. Will follow-up and try to convert good intentions into actions.
2. Huntington Parish Council are engaged with the issue of how S106 monies get allocated.

A51 SUP between Littleton and Tarvin. (RH). (RH and Councillor RB cycled the Shared User Paths out to Tarvin on 22nd October). We identified some quick wins along the route which would improve safety and encourage more people to consider cycling the route.

RB has promptly picked up and acted upon our joint observations by writing to CWaC Highways.

Since cycling with Richard, I would add:

1. Last week for the 3rd time in recent weeks, the newly widened SUP at Tarvin roundabout was obstructed with signage by contractors to inform motorists of mobile roadworks ahead when there was an entirely suitable grass verge metres away. Our Borough Coucillor has been able to get such signage removed by contacting Karl Farrow however I did not get around to reporting the latest obstruction.

2. In relation to tickets given out recently to motorists parked on the SUP on the A54 in Tarvin, our Borough Councillor has discovered that, in 2008, Cheshire Police agreed to enforce parking infringements on this stretch of A54 instead of the Local Authority. This means that tickets issued in Tarvin by CWaC Enforcement recently will be cancelled. In Littleton, however, the enforcement of no parking on the SUP is still CWaC's responsibility. If Cheshire Police do enforce in Tarvin the penalties could be apparently harsher than CWaC would give out. Bonus for us in this debacle is that there does seem to be a lot fewer vehicles parked on the SUP in both locations!

CCC Website (CS)

Website Content Update

The map library has had a complete reorganisation and update. Maps are now grouped into categories of 'Travel/Transport', 'Leisure/Tourism' and 'Sustrans Local Cycle Network Maps'. Each of the approximately 30 maps now has a brief description and a section on the 'Intended Audience' and 'Purpose'. All of this detail is hidden behind new 'Show/Hide' buttons that expose and hide the content for the site visitor. This work is based on the review done for the Campaign by Alex Bell, a student who did a placement with us, supervised by Cathey.

Donorbox

The Campaign now has an account with Donorbox, a company that provides web services to charities and campaigning organisations. This has resulted in several benefits for us:

Donorbox provides a significant improvement to our online membership process, eliminating the need for members to go back and forth to PayPal when joining or renewing

the form I created using Donorbox's online form creator generates a single email containing payment and personal information when the form is submitted, assisting our membership secretary in keeping track of payments and renewals

Donorbox keeps track of who is on annual renewals and who is on recurring renewals, clearly showing the membership secretary who needs to receive and renewal invitation annually

Donorbox provides the facility for members using a desktop PC to generate a recurring annual payment, removing the need to renew annually

Donorbox's iframe form embedded in our website provides a much more professional image of the Campaign:

The cost of their services are likely to be covered by members who now have the option of including the cost of payment processing in their membership fee, something which most members are now doing.

Stripe as New Payment Processor

It is felt that the Campaign needs to have the facility for members and prospective members to join on a recurring basis when using smartphones and tablets, something which is not available through PayPal. Stripe is an alternative payment processor which provides this facility and whose charges are the same as PayPal's. Stripe also integrates with Donorbox. If we moved to Stripe, existing recurring PayPal payments would continue to be honoured by our systems.

The move would mean that Campaign funds would be split across our Santander bricks and mortar account, PayPal and Stripe. This should not create too many issues for our treasurer, as both Stripe and PayPal provide online access to their accounts with the ability to manage our funds online.

It is proposed that our treasurer, webmaster and membership secretary conduct a trial of Stripe in order to assess its usability and usefulness, a proposal for which we seek the approval of the November meeting.

Airtable as Campaign Database Provider

As bike check and cycle buddy administrator, I have been looking at tools to help keep track of our various volunteers and those wanting bike checks and buddies. I have tested Airtable, a cloud database provide which provides free accounts for those organisations with fewer than 1,200 records. Their tools are extremely easy to use and very well presented. Having our data in the cloud is very important for the resilience of the Campaign and for the management of changes in officer roles, resolving the known risk of local databases being lost or hacked, as has happened when a previous membership secretary went AWOL with the Access database containing all of our membership records.

It is therefore proposed that we trial using Airtable for our membership database, with a view to replacing 'Participants Database', our current database contained within the backend of our website. A move to Airtable would make the job of membership secretary much easier and save a lot of time, as it incorporates many features normally found only in spreadsheets. Airtable also provides a service for meeting GDPR compliance requirements, which involves obtaining a one-time 'Data Processing Agreement'.

The approval of the meeting is sought for this trial with a view to migrating our data if the trial is a success.