

ACTION NOTES FROM BERA COMMITTEE MEETING on 2 November 2022 in the Sydney Gardens Community Pavilion

Those present: Charles Draper (Chair) (items 1-11), Danielle Sellwood, Alasdair Barron, Mark Thurstain, Ric Jerrom; Councillor Manda Rigby (items 1-11), Councillor Yuktेशwar Kumar.

Apologies: Wendy Powney, Amie Berkovitch, Nola Wright, Sally Galsworthy.

1. On matters arising from last time: Manda had identified but not yet circulated the (very old!) reference document on river erosion, and the decision on the future chairing of the Swift Group would be put to the meeting later in the month.
2. The cancellation of the Cleveland Pools/CPIN meeting with Fusion due on 3 Nov seemed to be further evidence of difficulties in moving the project on to the next stage.
3. Concerns had emerged on safety issues in Sydney Gardens and other cycling issues where the official response seemed inadequate. Charles would write to Manda pressing for a more practical response.
4. Several issues had emerged on the in-progress implementation of the Beckford Rd cycle-path scheme that Manda would put to Council colleagues – the note at Annex sets them out.
5. There had been several instances of local flooding in the Ward during and after recent rainstorms. Yuktेशwar said Officers had been good at visiting to address problems, and he was happy for residents to use him as a conduit to get such help.
6. BERA would object to the retrospective Planning Application for a wide tarmac-ed car parking area in front of the renovated houses at the end of Hampton Row. Charles would circulate a draft.
7. Manda would ask for the double yellow lines on the public road in the river flats area to be renewed to discourage contractor parking there.
8. Manda would put a notification on the WhatsApp Group of expected times for the occasional evening stress testing on Cleveland Bridge, since they could be quite noisy for those homes near the river.
9. We should plan for a short AGM next April to give maximum time for the Hustings that would follow. It would be possible to include other issues of substance if they could be dealt with quickly. One possibility might be the case for a defibrillator on the Estate if a suitable expert could come along to offer advice.
10. Charles would chair the Hustings themselves. They would be just for BERA Residents – we were shouldering the effort and costs, and this should help ensure the questioning was relevant to our interests. We should settle the date soon so we didn't clash with other Hustings in the Ward.
11. Next Meeting – Wednesday 11 January 2023 at the Community Pavilion.
12. After the departure of Charles and the Councillors the other members present discussed the future chairing of BERA after the upcoming AGM.

Annex- BERA comments on Beckford Rd Scheme as reported by Manda to Council Colleagues

There was a request for a meet with residents, I trust most of these can be progressed without having to wait to organise one as I think I can explain what was fed back. As part of the sign off process, getting some user experience would be helpful in addition to the technical sign off.

1. the turn into forester from Beckford road does have a "kerb" between the bike lane and the pedestrian bit...on relooking at it with the chair on the way home, it's about 2 inches and cycle riders tell me its sufficient to cause the front wheel to hit it at the wrong angle and someone come off (this has already happened). I explained that the final surface was yet to go on, when it does, will it be sufficient to mitigate this drop or, if not, could it be smoothed so it isn't such an abrupt change in height?
2. The ramp up to where bikes have to stop if buses are at the bus stop is too steep. Especially on an electric bike where the motor only kicks in one pedalling commences and is also heavier than a traditional bike, if stopped there, you can't restart and have to in effect reverse along the bike lane to get to a point where you can get sufficient momentum to restart. Can this be looked at? If the ramp was extended so it is less steep it is thought that would resolve the problem?
3. When exiting from the canal path, and especially if going into the estate via Beckford gardens, there is a temptation to use the bike lane (or the pavement) to go down the hill. The point was made that it isn't clear at that point that the bike lane is up the hill. Can we look at signage?
4. Some of the parents from Bathwick St Mary's are concerned that the continuous footways will encourage children to be less aware of traffic and just run across the junctions obliviously. This is harder to resolve in my view as reinforcing the hierarchy of users and ensuring pedestrian priority is what this scheme is intended to do, but I understand that there's no point in being in the right, if you are also squished. Have we any thoughts on how to manage this?

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