

29 January 2025

Cycle Forum

Location: Online (MS Teams)

Chair: Lee Lodder

Attendees: Cllr Chris Willmore, Andy Whitehead, Darren Davison, Rachel Kirkwood, Nicola Lomax, Ann O’Driscoll, Kathryn Tulley, Thomas Bass, Steve Cox, Rebecca Bennett, Andrew Gough, Tom Bickersteth.

Welcome, introductions, and updates from previous meeting	Lee Lodder
<p>Lee provided an update on actions from the last meeting:</p> <p>A38 corridor designs (Ann O’Driscoll) This project will be subject to a phased design and build approach. Designs are available and Lee will establish the best way to share them. Tom Lacey is the project manager and is happy to discuss Ann’s queries separately in more detail. Ann is keen to understand what diversions will be in place and when, as any disruptions can offer an opportunity for travel behaviour change.</p> <p>Chris noted that it would be helpful for the designs agreed as part of the full business case to be shared, with the caveat that some details are still to be agreed e.g. laybys.</p> <p>Goose Green Way signals (Rebecca Bennett) Changes to the signal timings have been made. However, there are still some concerns regarding delays and the timings needed to cover the diagonal crossing. Lee has raised this with the signals team to see whether further adjustments can be made.</p> <p>Rebecca noted that as this is a feeder route for the school it would be useful to have longer green light timings at certain points in the day/to align with school runs.</p> <p>Chris raised a more general concern over pre-time maximum timings and cycle/pedestrian priorities. Pre-time maximum settings determine whether traffic lights change immediately or wait for a gap in traffic before allowing crossing. Concerns were raised that priority is being given to cars at certain crossing points.</p>	

<p>Ann noted that following a recent walk-through on the A38 at Filton, a change is planned to switch the default green signal to cyclists and pedestrians instead of vehicles.</p> <p>Rebecca flagged that Kennedy Way's signal timings are inconsistent, with wait times much longer than expected (should be 40 seconds).</p> <p>Andrew highlighted that on the Concorde Way route, the lights at the Winterbourne Road crossing do not change for at least 20 seconds unless there is a huge gap in the traffic. Many cyclists and pedestrians tend to therefore use smaller gaps in the traffic to dash across. It would be much safer if the lights changed immediately.</p> <p>It was felt that in other policy areas, there is a clear emphasis on prioritising pedestrians and cyclists, whereas the current signalling approach seems to contradict this priority. Lee will follow these points up with the traffic signal team.</p> <p>Keynsham Road survey (Steve Cox) Data from the survey is now available. Lee will forward this to Steve Cox.</p> <p>Collister Way shared path: NCN connection and signage (Trevor Daniels) The issue has been forwarded to both the Development Control Team and the Implementation Team. It has also been raised with Planning Enforcement. A response via email is expected within the next few days</p> <p>Close pass data (Stefano Marazzi) A query was raised about whether SGC have access to close pass data and if so, how this data is used. Our Road Safety team have confirmed that Avon & Somerset Police hold this data on a database called QLIK. It was anticipated that local authorities would have access to this database but this has not yet happened. Local authorities can request reports from the Police but this tends to be high level and doesn't include close pass data. The team will continue to press for access to the QLIK database.</p> <p>Rebecca noted that she can share close pass data that would help identify black spots. Steve highlighted the database UpRide Together we can make cycling safer Cycling accidents where cyclists can report close pass incidents which might be a useful source of data for the road safety team. Nic will share this with the road safety team.</p>	
<p>Road and cycle route maintenance update</p>	<p>Darren Davison</p>
<p>Darren presented an update on road and cycleway maintenance since the last presentation to the Forum in 2019 (see accompanying presentation).</p> <p>Key points discussed:</p> <ul style="list-style-type: none"> • Cycleway maintenance (on and off carriageway) remains a priority for the maintenance teams. • A new asset management system has been introduced which allows easier reporting of issues on footways and cycleways. Further work is planned to make more of this data publicly available. • New survey techniques using video technology have been introduced to allow better surveying of footways and cycleways, using a nationally recognised standard to grade the condition. SGC has a good rating. 	

- Key maintenance works completed were highlighted e.g. work at Olveston and upcoming works were discussed e.g. Sundridge Park link

Steve highlighted a flooding issue on the Bristol Bath Railway Path just after Bitton station which makes it impassable for pedestrians and cyclists, particularly during heavy rain (<https://w3w.co/bottle.proof.simply>). **Darren will follow up to check whether the drainage team is already addressing this issue.** The team is aware of general flooding problems in the area.

Chris raised concerns about the Yate Spur cycle path past the old depot towards Westerleigh, which currently requires patch repairs every year. The Lyde Green North development may offer a long-term solution but it would be good to understand what can be done in the meantime. Darren confirmed that investigations have been carried out on what is required to fully resurface it, along with alternative options. The path is not a fully adopted highway, which complicates planning and makes it difficult to secure grant funding. Access limitations further increase the cost of improvements. **Darren will discuss this further with Chris.**

Chris raised a query about the change criteria for highway request schemes and whether these changes have been applied to other maintenance budgets and whether priorities are being reassessed as a result. **Darren will check this and follow up with Chris to explore how these changes are being implemented.** It was noted that carriageway condition still plays a significant role in influencing prioritisation decisions.

The condition maps for cycleways in and around Yate were discussed. There may be a difference in perception regarding route quality. Surfaces may not be severely deteriorated but debris accumulation can make routes feel less safe for cyclists. It was noted that Goose Green Way requires further work to improve conditions.

There are concerns that off- and on-ramps are not always adequately surfaced to accommodate all users. **Rebecca will send an email with further details and photos to Darren.**

SGC projects update

Lee Lodder
Rachel Kirkwood

Lee and Rachel presented an update on progress with infrastructure projects (see accompanying presentation).

Key discussion points:

- BBRP lighting: Steve shared the details of a local eco lighting provider for footpaths and cycle paths (<https://www.solar-eye.com>). **Lee will forward details to the project team.**
- Ann raised the ongoing question about whether cyclists and pedestrians should keep to the left or right on shared-use paths. In Bristol, the One Path initiative promotes the message that "left is best." Aligning with this approach could provide a consistent and clearer standard across the network.
- Yate Spur: Chris raised a question about the timing of construction of the last section of Yate Spur under the railway bridge to determine whether works can be done without waiting for the completion of the A432 bridge works. Discussions are ongoing about this.

<ul style="list-style-type: none"> • A key question is whether SGC has considered routing the path through the adjacent railway arch. Lee responded that this had been investigated thoroughly and was not considered feasible. The route alongside the carriageway is the only feasible route. • Yate Spur: Chris noted that residents have raised concerns about the path near the Goldcrest Way allotments, running parallel to the railway, which is heavily used by cyclists. This route aligns with Sargants Bridge, crossing over the railway bridge and providing a better alternative than the Rodborough Roundabout route for many residents. Given that work is already being planned on the Yate Spur path, it would be beneficial to consider improvements to this route as well. Lee will raise this with the project team. 	
<p>Open Forum</p>	<p>All</p>
<p>Dott expansion and e-mobility trial (Ann O’Driscoll)</p> <p>Lee noted that there has been no recent update from West of England Mayoral Combined Authority (WEMCA) regarding extending the trial. There have previously been discussions about expanding the scheme to Yate and other areas within South Gloucestershire. No expansion can happen until a new contract is agreed. These discussions are currently ongoing.</p> <p>Chris expressed frustration at the slow progress and mentioned that there appears to be reluctance to extend the trial beyond urban areas, particularly to places like Yate, which is seen as rural and disconnected from the existing scheme.</p> <p>Steve Cox urged continued pressure on WEMCA and Dott to include the Bristol-Bath corridor, which was originally planned for Phase II of WEMCA’s rollout.</p> <p>E-bikes as a solution for smaller towns like Yate were discussed. Rebecca highlighted the e-bike provider ComoUK (https://www.como.org.uk/shared-bikes/support-from-comouk). Ann suggested that SGC could independently approach an e-bike provider to develop a scheme focusing on Thornbury and Yate. There are no regulatory barriers to this but the main challenge is securing funding.</p> <p>Update on Alveston Hill (Andrew Gough)</p> <p>This scheme will be delivered as part of the A38 corridor works. The on-road section will be completed first, followed by the off-road route across fields. Progress on the off-road section is dependent on resolving planning conditions.</p> <p>Update on Bitton to Keynsham (Andrew Gough)</p> <p>The project team is working on the full business case. Landowner issues still need to be addressed, and on-highway options are being considered as an alternative. Chris noted that the Local Plan allocates some land along the potential route for residential development.</p> <p>Arch under the railway bridge on Yate Spur (Andrew Gough)</p> <p>As per earlier discussions on this, the question was asked whether a volunteer effort could help with shifting the rubble if that is the main obstacle. Lee noted that the barriers to this are the significant cost relating to the earthworks and the complex integration required with Network Rail, hence the focus on the alignment alongside the carriageway.</p>	

<p>Steve noted his thanks to Chris Willmore for helping supporting efforts to get a 20mph limit on Bitton.</p>	
Next meeting	
<p>The next meeting is planned for Tuesday 29th April and will be an in-person meeting. Suggestions for a venue or invitations to host the meeting are welcomed.</p>	