

20 January 2026

## Cycle Forum

Location: Online (MS Teams)

Chair: Lee Lodder

Attendees: Rebecca Bennett, Tom Bickersteth, Steve Cox, Trevor Daniels, John Emms, Andrew Gough, Ann O'Driscoll, Nicola Lomax, Andrew Steer, Alan Williams, Lexy Glanville, Stefano Marazzi, Will Hallam.

Apologies: Cllr Chris Willmore, Andy Whitehead.

### **SGC Projects Update: Getting About projects - Will Hallam**

Will provided an update on the Getting About projects.

Trevor raised a concern that scheme does not address access into the town centre and noted that the route stops short of the roundabout, where footpaths are constrained and the approach for cyclists is difficult and unsafe.

Will noted that the Getting About In Thornbury project is intentionally designed to stop at this point. A separate project (Grovesend to Gillingstool) will continue the route and pick up the top end of Gloucester Road. The Gillingstool project aims to improve access into the town centre. This includes the southern end of Gloucester Road and consideration of the mini roundabout. There are limitations around the mini-roundabout due to the proximity of the pub and residential properties, but work is underway to improve paths where possible. Co-design workshops are ongoing and this work will run in parallel with the Getting About project.

Trevor pointed out that the Gloucester Road proposals do not align with the Neighbourhood Plan's aim to move people away from dangerous routes. He was concerned that the scheme may send cyclists back onto unsafe roads and misses opportunities to support local shops by improving access into the town centre. He also noted that recent planning has focused too heavily on the Park Farm area, leaving gaps in connections from other estates, including Harvest Way, Alexander Road and Park Road. He highlighted accessibility issues for mobility scooters on narrow roads and suggested that several simple, low-cost improvements have not been taken forward.

Will clarified that the aim is to make Gloucester Road safer through traffic-calming and additional crossings, rather than directing people onto busy routes. He highlighted that major roads can be barriers for many users, including those using mobility scooters. He also noted the need for better wayfinding to help people choose off-road and greenway alternatives. Greenways will remain shared use, with some sections staying non-shared.

Rebecca highlighted that if there are parts of the route that are not shared use then it is not a continuous route for people on bikes and this needs to be made clear to users.

Steve Cox asked whether SGC's standards for way-marking of cycle routes/greenways/shared paths could be shared.

**Action: Nicola to check SGC way-marking standards and forward to Steve.**

**Action: Will to arrange time to meet with Trevor separately to discuss issues in Thornbury.**

Further details about both Getting About projects can be found on the following websites:

[Have Your Say Today - Getting About In Yate - Commonplace](#)

[Have Your Say Today - Getting About In Thornbury - Commonplace](#)

### **Ladden Garden Village to Yate Station consultation**

Nicola provided an update on the Ladden Garden Village to Yate Station active travel route. The outline designs are currently out for consultation, which closes on 30 January.

Rebecca raised the issue of school traffic on Broad Lane and asked whether the project is considering improved crossings as part of the design. Nicola noted this isn't currently part of the proposed designs but will discuss what is feasible with the design team.

**Action: Nicola to investigate improved crossing points near Brimsham Green School.**

### **Open Forum**

#### **Maintenance funding for new infrastructure (including gritting and winter maintenance) – Ann O'Driscoll**

Ann raised concerns about the maintenance on new cycling infrastructure, noting safety issues such as recent slips in icy conditions. She highlighted that current gritting routes do not include new schemes.

She raised the point that local authorities are being expected to absorb ongoing maintenance costs despite already stretched budgets. She stressed that debris, overgrown foliage and lack of upkeep can make routes unusable and undermine investment. Ann asked how partners can work together to secure long-term maintenance commitments for both current and future projects. The point was raised that we should consider slower roll-out of new schemes so that maintenance can be staggered.

Lee explained that grant funding conditions do not allow the Council to claim for whole-life maintenance costs for new routes. While capital funding is available, ongoing maintenance must come from local authority budgets. We are raising this issue with both the Combined Authority and Active Travel England, where it is recognised as a priority.

Forum members discussed gathering supportive voices from other organisations to reinforce the need for proper maintenance. They suggested coordinating through SusCom to combine these views and also considered writing directly to the Combined Authority or Active Travel England.

Steve noted that infrastructure maintenance is a national issue and suggested using organisations such as Cycling UK to help raise it more widely.

#### **A4174 – Alan Williams, Steve Cox**

Alan raised reports of the corduroy/tactile paving and green surfacing being slippery, particularly in wet or icy conditions. Particular concerns were raised about the Bromley Heath and UWE sections. Some sections were also reported as loose or "wobbly." Discussion of drainage issues where longitudinal grooves on the paving may allow water to sit and freeze. Additional risk was noted where tactile paving is installed on bends.

Lee confirmed the route is built to national standards (LTN 1/20) and tactile paving is required for accessibility. Skid-resistance testing is underway across the route.

Ann noted BUG feedback with similar issues noted elsewhere (e.g. A38) mainly during winter. Multiple cyclists have slipped despite sensors not indicating ice. The issue of ice-detection sensors not reflecting localised ground conditions was discussed and examples provided of ground frost occurring before air temperatures drop.

A number of points were raised about relying solely on standards compliance. Standards may focus on grip levels for vehicles rather than cyclists. Skid testing of approved products may need review. There was a suggestion to question existing standards and collect local evidence on skidding risk. It was also noted that some materials may be more slippery immediately after installation until solvents evaporate. Potential action would be to explore methods to accelerate solvent removal.

Steve raised some communications considerations and suggested avoiding publicly stating “it meets standards” as this may be poorly received and fuel negativity toward cycling infrastructure.

Rebecca highlighted a positive comparison in Yate with the Goose Green Way new path surfacing performing significantly better in icy conditions than before.

Alan also raised concerns about signal timings at the M32 crossing which has been echoed in BUG feedback too.

There was also feedback about the lighting on the new sections. It was felt that lighting is still poor on some sections, with lighting aimed at the road rather than the paths in some areas. LED lighting tends to leave dark shadow areas.

**Action: Lee to raise these issues with A4174 project, lighting and signals teams.**

#### **Update on Keynsham Willsbridge scheme – Steve Cox**

Lee explained that the Keynsham to Willsbridge scheme is progressing, with the project manager working on the design and the outline business case. A major issue has been landowner refusal to allow the route across private land, meaning the team has had to reassess the alignment and look at what can be delivered within the existing highway. Revised designs are being developed, including surveys, ecological considerations and internal scrutiny, although space constraints make delivering a high-quality route challenging. A workable solution has been identified, and the aim is to consult on the revised designs later in the year, subject to securing additional funding.

Steve noted that he would be keen to be involved in the pre-consultation stage and speaking with the project team, drawing in engagement with Avon Valley Railway and the town council. He is happy to be involved further and to connect the project to the cycling community for feedback.

#### **MOD roundabout - Alan Williams**

Alan raised previous discussions about planned improvements at the MOD roundabout. The A4174 project will seek to reduce the speed limit from 50mph to 40mph as part of wider improvements on the ring road. The current speed limit on the MoD roundabout is 40mph and there was a suggestion that the speed limit at the MOD roundabout should be reduced to 30mph for consistency.

Lee noted that the speed on the roundabout is not considered the main concern due to existing signalisation, as drivers rarely exceed 40mph because vehicles typically meet a red light.

There are safety concerns on the approach roads, particularly in front of the shopping area, where some drivers exceed 40mph across multiple lanes. The existing signalised crossing near McDonald's experiences high pedestrian and cyclist usage and is described as slow. Younger users often cross without waiting, creating safety risks.

Another concern relates to an unsignalised arm serving the retail park. The minor arm was previously left uncontrolled for technical reasons.

Lee highlighted the proposal that is under consideration from the DfT to create a subway under the ring road to improve safety and reduce conflict. We are still awaiting a decision from the DfT about whether the scheme can be progressed.

Whilst the new underpass is welcomed, Ann noted that this does not address the wider signalisation issues.

Stefano highlighted the need to consider the opportunity cost and noted that constructing an underpass would likely cost significant sums and likely cause disruption during construction. He suggested that this level of funding might achieve far greater impact if allocated to multiple smaller infrastructure schemes or to maintenance and upgrades of existing active-travel paths across South Gloucestershire.

Ann clarified that funding for the MOD roundabout would come from the Major Route Network Fund. If the funding is not spent on this project, it will return to the national MRN road-building fund.

**Action: Lee to follow-up about DfT progress and decision timetable.**

**Reminders that people driving motor vehicles should allow people riding bicycles, 1,5m clearance (Highway Code Rule 163) – John Emms**

Nic has raised this with the Road Safety team. They have advised that they have comms on social media planned as part of a package of messages about promoting safe road use. They are also hoping to introduce Look out for Cyclists signs at key locations in South Gloucestershire this year.

**Use of expertise of Cycle Forum and Active Travel Forum members to inform SGC during consideration of the development of Active Travel infrastructure – John Emms.**

The value of drawing on the Cycle Forum's expertise was discussed. It was suggested that engagement with cyclists should take place prior to formal consultation.

Lee highlighted that the Cycle Forum offers the opportunity for the Council to share updates and consultation details in advance and we'll continue to do so to utilise the expertise within the Forum.

**AOB**

**Monitoring usage on new infrastructure**

Alan Williams raised a question regarding how usage of new cycle paths is being measured. He noted that improved data could help strengthen messaging about cycle routes, particularly where there has been public comment suggesting money has been wasted. Better evidence on usage would support clearer communications.

Lee noted that monitoring and evaluation plans form part of all major schemes. For routes such as the A38, A432 and the ring road paths, long-term measurement is required and will provide valuable data for communications to demonstrate how the routes are being used.

Lee explained that the network of sensors is gradually being expanded using available funding. Lee confirmed that there are sensors on the ring road, although it is not yet clear whether the sensors on the new sections are operational.

**Hayes Way cycle path**

Andrew Gough noted the new path that has been constructed on the south side of Hayes Way. He noted that the route is not compliant with LTN 1/20 standards. He asked whether there are plans to bring it up to LTN 1/20 compliance, particularly in relation to crossings into the new Brabazon development. While the path is not heavily used yet, it is expected to become significantly busier, and introducing cyclist priority at the earliest opportunity could help establish behaviours before occupation increases.

Lee explained that the path was constructed before the publication of LTN 1/20. He noted that any further improvements may be dependent on future Section 106 funding.

**Charlton Hayes – active travel routes**

Ann commented that one area needing attention is Charlton Hayes, particularly the Cribbs section of the CPNN. She emphasised the importance of improving connections across and throughout the area, noting that Cribbs is developing into a town-centre-scale shopping destination. Ann suggested that such improvements should be developer-funded. She also highlighted that when travelling between the Mall and the Venue, people are more likely to use a car unless the active travel environment is made more attractive. With future CRSTS funding and available space in the area before further build-out takes

place, she felt there is an opportunity to deliver early improvements and that new developments could contribute to creating a more appealing active travel network.

Lee noted that while there are a number of shared-use paths in the area but the wayfinding is not effective and agreed that this aspect needs improvement.

### **Concorde Way**

Andrew Gough raised concerns about a section of Concorde Way near Parkway where recent works to install water mains had taken place. Although the path has been reinstated, the surface is no longer smooth and does not match the previous standard.

Lee noted that there are improvement works planned for this section, which are still progressing following a director-level decision to proceed. Due to safety considerations, construction will need to take place during school holidays, as school children have previously not followed diversions. The intention remains to carry out the works at a time that minimises risks.

Regarding the surface quality, Lee acknowledged that the difference is noticeable when comparing the reinstated area with the undisturbed sections and will ask the Streetworks team to review the reinstatement.

**Action: Lee to discuss surfacing concerns with Streetworks team.**

### **Next meeting**

Our next meeting will be an in-person event in April.