

16 September 2025

Cycle Forum

Location: Online (MS Teams)

Chair: Andy Whitehead

Attendees: Rebecca Bennett, Tom Bickersteth, Roland Colderick, Dan Cox, Steve Cox, Trevor Daniels, John Emms, Andrew Gough, Ann O'Driscoll, Cynthia Lee, Nicola Lomax, Dan Paine, Tom Southey, Andrew Steer, Simon Tomlinson, Tom Walters, Alan Williams.

Apologies: Cllr Chris Willmore, Lee Lodder, Alex Golding, David Swift.

Avon & Somerset Police – Road Safety overview	Dan Cox
Background and Overview - In the last two years there have been around 6,000 collisions across the Avon & Somerset area, with approximately 1,000 involving cyclists. - Around 61% of reports come from journey reports. Dashcam and cycle camera footage were described as game changing for road safety, with 3,000 submissions so far this year. - There have been six cyclist fatalities this year. - Enforcement approaches have shifted from reacting to individual incidents in specific areas to targeting behaviours in a more unpredictable way. AI and unmarked vehicles fitted with dashcams are being used to support enforcement. - Most serious causation factors are linked to male drivers. - It was emphasised that cyclists are not treated as a separate category but as part of the wider road safety challenge. Close passes and enforcement - Close passes were raised as a specific concern. Since 2019, 34.6% of submissions (11,231 in total) have related to this offence. - About 25% of footage received is suitable for prosecution. Where evidence is sufficient, the Police will prosecute. Reoffending rates are low, suggesting interventions have impact. - Dedicated “Operation Close Pass” style activity is resource-intensive and engages relatively few road users compared to effort involved. Media campaigns and dashcam evidence are seen as more effective. - Avon & Somerset Police are one of the leading forces nationally in the use of dashcam evidence, with cycle cameras highlighted as the most efficient way of addressing dangerous driving. - Near-miss reports without video evidence are still captured and mapped, although enforcement is more difficult without footage.	

- The importance of education alongside enforcement was noted. In 2024, 18,000 motorists were caught speeding; 56% were referred to education courses. Forum questions - A question was raised whether the Police are making use of GIS mapping, ANPR and AI-enabled cameras to proactively identify areas where there are issues for <i>all</i> vulnerable road users. Dan noted that all streams of data are analysed and mapped (e.g. community speed checks, speeding tickets, collisions, arrests). ANPR has limitations as it only captures number plates. AI cameras are increasingly used to analyse data and target high risk areas. - Concerns were raised about the time taken for cyclists to submit dashcam footage. - Practical advice shared included: retaining original video files for legal use, using tools such as Cycleclick cameras and CapCut software for trimming footage. Members recommended running front and rear facing cameras too as this is much more likely to capture the reg clearly - Tips shared for editing dashcam footage included 1) Set your camera to save every 3 mins. Do not clip the footage. 2) Autosave your details from the form in your browser you will only need to enter the first letter / number then tab to speed up entry. Uploads take about 10mins total. 3) Pick only the most egregious offences - Dan noted that they receive high volumes (c.800 video files and 200 court files in process) but encouraged reporting, noting the significant impact of public submissions. - Incidents can be reported here: https://www.avonandsomerset.police.uk/report/accident-on-the-road/#/ior - Near-misses can be reported here: https://www.avonandsomerset.police.uk/forms/rnm - Questions on e-scooter and cycle hire collisions were raised. Dan advised that these are monitored at local authority level rather than by the Police. - Dan was asked about resources that could be shares with BUG groups. Dan recommended <i>FirstCar</i> publications which include guidance on safe passing distances and vulnerable road user awareness. https://www.firstcar.co.uk/ Summary - Focus for the Police is education by enforcement and the use of technology, alongside continued engagement with the cycling community. Dashcam and cycle camera footage remain central tools in improving road safety and securing prosecutions.	
SGC Projects Update: Bristol Bath Railway Path	Cynthia Lee
(See presentation slides for further details) - CCTV: 10 poles with 20 cameras planned between Mangotsfield and Staple Hill, further cameras installed at Warmley Waiting Room. - Pinch points: Several locations to be widened - Lighting: Considering options between Siston Hill and Warmley. Ecological, bat and arboriculture surveys completed. - Equalities impact assessment and monitoring and evaluation plan in progress. - Public consultation completed earlier this year. Full Business Case due end of October, seeking approval by early 2026. - Vegetation clearance will be scheduled before bird nesting season. - Completion of works expected Feb 2027.	

Discussion points: • Vegetation and lighting: Concern over future maintenance around streetlamps; canopy management plan will be needed to ensure visibility. • CCTV monitoring: Footage stored in Kingswood control centre, retained for 30 days but not actively monitored. Police can access if incidents reported. • Consultation report: Draft is complete, awaiting Councillor approval before publication. • It was noted that environmental arguments are often used to block cycling infrastructure and shouldn't be at the detriment of making the path safer with lighting. Reducing motor vehicle use can bring greater environmental benefit. • Cynthia noted that the lighting team are cautious about low-level lighting due to vandalism risk and the preference is for full lampposts.	
SGC Project Update: Concorde Way scheme	Dan Paine
(See presentation slides for further details) • Aim of the scheme is to make cycling and walking improvements to the section adjacent to the MOD site, between Filton Station and A4174, and builds on recent improvements south of this stretch. • Scheme details: ◦ Widening of path between station entrance and MOD access gate. ◦ Footpath relocated to MOD side with raised kerb separating it from cycle path. ◦ Green surfacing to improve visibility and consistency with other Council schemes. • Benefits: Greater separation between modes, reduced potential for conflict, clearer layout for all users. • Next steps: New signage and symbols to be introduced in advance to make side allocation clearer (designs in progress). • Construction planned to commence Jan 2026, approx. 6 weeks duration. • No formal consultation is planned due to the scheme's small scale and value but feedback is welcomed. Discussion points: • It was noted that the priority changes three times along this stretch, creating potential confusion for users. Suggested reviewing whether improvements could also address this, as there is currently nothing on the existing tarmac to clarify layout. • Dan explained the switch to the MoD fence side is to manage queuing safely. Further north the path switches back again. If this remains, signage and layout must be clear. • Andy noted that we could look at how the northern section functions and what opportunities exist to rationalise. • There was confusion caused by previous diversions near the station, so there will be a need for clear signage, especially for people exiting the station who may face large detours (pedestrians and cyclists). • Dan confirmed diversion signage will be in place. No single official diversion will be set, as different users have different destinations but efforts will be made to guide people effectively. • Ann suggested providing a map in advance for occasional users and liaising with GWR/Network Rail to raise awareness. • It was also suggested that providing advance warning of closures for people heading to catch trains from the Bradley Stoke Way direction, ideally as they cross the ring road would be useful. • It was noted that the most problematic section is at the station entrance, where the route switches sides. Further north this is less critical. Dan confirmed clearer signage will be put in place as part of these works.	

It was also noted that another conflict point is between the back entrance of the shopping centre and the MoD gate, especially at lunchtimes. Clear segregation here would be particularly beneficial. The shopping centre section is not in the scope of these works but Dan will pick this up with Lee.	
Open Forum	All
Dott abandoned scooters and e-bikes (Steve Cox) - Trial currently underway. We have requested data from Dott on abandoned bikes/scooters and penalty notices. - Penalty notices started being issued from 25th August. It was noted that publicising this information could act as a deterrent for inconsiderate parking/abandonment of bikes. - Any issues with scooter/bikes should be reported to Dott during the trial: support@ridedott.com - There was recent press about safe scooting from WEMCA: https://www.westofengland-ca.gov.uk/news/scoot-safe-say-mayor-and-police-crime-commissioner/ - It was noted that future schemes should consider locating bike and e-scooter parking on the <i>carriageway side</i> of the kerb, rather than on pavements. The kerb provides a natural marker and change in height, helping to clearly separate parking from pedestrian space. Concorde Way – Line Marking at MOD Abbey Wood (Ann O’Driscoll and Martin Collier) - Concerns raised that clear markings and signage are not yet in place to show which side of the path to use. Some old markings remain visible and inconsistent with the side-swapping layout. - The maintenance team have attempted to complete the lining several times since the original works. Progress has been delayed due to MoD tree-thinning works (blocking access and leaving the path unsuitable for lining) and subsequent National Grid works which again closed the path. - The markings work is being rescheduled and we will confirm the date as soon as possible. Concorde Way Bridge & Bradley Stoke Way closures (Andrew Gough) - Question raised about whether Bradley Stoke Way works could have been re-ordered while Concorde Way bridge was closed. - The Structures team confirmed that the old bridge was closed at short notice due to safety reasons and has been fully replaced with a new bridge. The bridge is now open. - Bradley Stoke Way works undertaken in sections but with limited flexibility due to design & build constraints. It was acknowledged that it was unfortunate timing with both bridges closed, making diversions difficult. - Future closures should aim to avoid overlaps with key diversion routes. Temporary road signs on the A4174 cycle path (Alan Williams) - Concern raised about temporary signs (e.g. for UWE open days) blocking the cycle path. Road signs and overgrown bushes can cut down path width and discourage cycling. - Nicola will follow-up with the StreetCare team to find out who is responsible for the A4174 signage and raise the wider issue of signs obstructing the cycle paths.	

A38 Alveston scheme update (Trevor Daniels)

- On-road works scheduled for autumn. Dates/traffic management details being finalised and will be shared soon via Commonplace site and local letter drop.

[Have Your Say Today - A38, Alveston Hill And Bradley Stoke Way Active Travel Improvements - Commonplace](#)

A38 Grovesend lights scheme update (Trevor Daniels)

- These works have been scheduled to following the completion of the CRSTS funded A38 works.

A38 scheme update (David Schwamm)

- The construction programme is progressing well at each junction (Alveston, Church Rd & Hortham Lane) with these phases due for completion in Winter 2025.
- There will be some overnight (8:00pm – 6:00am) closures w/c 29th September for seven nights across all three junctions. Only one junction will be worked on at once and anticipated for two nights at each junction with the 7th night available as contingency. A signed diversion will be in place.
- It is anticipated that the left turn at Church Road will be reopened at the end of September.

[Have Your Say Today - A38, Alveston Hill And Bradley Stoke Way Active Travel Improvements - Commonplace](#)

New signs on Collester Way, Thornbury (Trevor Daniels)

- Signs have been installed as part of Bloor Homes planning condition but there are concerns that the signs stop short of junction with Avon Cycleway (410) on Clay Lane and do not mark junction with it or Crossways Lane.
- Issue has been raised with relevant team and Nicola will follow-up for a response.

Cycle lane usage: Monitoring & Evaluation (Tom Bickersteth)

- A question was raised about how cycle lane usage is being measured as data would support scheme rollout and provide useful comms for residents.
- For the larger WECA-funded schemes a five-year monitoring and evaluation programme will be undertaken once works are completed. Vivacity cameras are used for other schemes where resources allow.

Ring Road to Bristol Parkway scheme

- In response to feedback from local Members and residents, the scheme design is being revised. The immediate priority is to deliver the new bus gate and a new crossing opposite Abbeywood School, which will link into the wider cycle network.
- No further update on this at present but the scheme is still progressing.

MOD Roundabout scheme

- Plans still under assessment by DfT and we hope to hear further later in the autumn.

Yate Spur cycle path at Westerleigh – maintenance works

- Maintenance works on the path were delayed in June due to more urgent priorities. A new start date is expected shortly.

Shared use path adjacent to Yate Academy – maintenance works • Works are expected to start in Spring 2026 and further details to be shared in due course.	
Next meeting	
The next meeting is planned for January and will be on Teams. Further details to follow.	