

# Cycle forum meeting notes - 21st January 2014

## Attendees

Mark Parry (MP)  
Cllr Pat Hockey  
Cllr Roger and Hutchinson  
BCC Rep  
UWE Rep  
Sustrans Rep  
Rolls Royce BUG Rep  
Local Cyclists

MP explained to the forum that he was still attending on an interim basis whilst Streetcare and Transport Policy determine a way forward for cycling. The outcome should be known before the end of the financial year.

## Issues recently raised by cycle forum members

A forum member had raised the issue of cycle route gritting. MP relayed an answer from Streetcare (see below). Forum members asked to have input in future reviews of these arrangements.

*'There are a number of short sections of town centre paving and cycle routes that are within our winter service planning. All the main town centres are included and sections of the railway path and the shared use path from Bromley Heath to Abbeywood. The trigger for treating these sections is typically a forecast of below minus two on the urban road network with significant additional risk i.e. a very heavy hoar frost, very wet followed by freezing or freezing rain.*

*The routes are treated by hand or via quad bike, as gritters obviously can't access these areas. Because this treatment method is very labour intensive it is limited to these sections to keep within budget. It should be noted that salt spreading on cycle routes and footways is generally not as effective as carriageways as there is little or no interaction between road salt and large volumes of pedestrians or cyclist in the same way that roads get. Tyres from cars help the interaction between salt and moisture/road surface creating the conditions to aid de-icing. The strategic network both carriageway and cycle routes is reviewed annually against budgets and network needs*

*- incidentally Bristol say they treat the railway path in 'hard frost' situations, so similar to us.'*

MP confirmed that notes of previous cycle forum meetings should now be on the Cycle Forum page of the South Glos website.

MP circulated a draft of the cycle parking guidelines and asked for comments from the forum. Requested feedback by 28th February. PH and RH requested that MP bring this guidance to the March development control meeting for endorsement.

MP explained that the improvements to junctions 16 and 17 of the M5 had been identified and funded under the Local Pinch Point Programme. These schemes are still at the initial design stage and will go out to consultation in due course. The works must be completed in the 14/15 financial year.

## **Update on outstanding issues raised at previous forum meetings**

Plans are being prepared for resurfacing the Railway Path between Bitton and the boundary with B&NES. This section of the path (approx. 1 mile) is suffering from subsidence with longitudinal cracks now appearing in the surface. MP explained that this would entail around 3 weeks of works with closures of the railway path to facilitate these works.

A forum member asked whether there was any scope to improve the level crossing north of Bitton station. MP outlined that discussions were ongoing about this and other issues between Bitton and Oldland Common.

MP advised that the cycle lockers at Parkway North Park and Ride site had now been broken into on three occasions and that the Council continued to pursue the issue of their location and are in discussion with First Great Weston / Network Rail to try and move them back to Parkway station.

MP outlined an initial proposal to clear some wasteland between Abbey Wood station and the MOD path to provide a covered cycle parking facility. There are security considerations given to the proximity to the MOD and design work is ongoing.

MP explained that John Grimshaw had been engaged by UWE to look at cycle issues following on from a piece of work he had completed for North Bristol. Steve Ward from UWE outlined plans to radically change travel options to the Frenchay campus as part of a 10 year masterplan for this site. The document recently produced is still in draft form and cannot yet be shared.

MP explained that the Council had drawn up a strategic cycle route map detailing current strategic routes, short-term proposals for cycle infrastructure improvements and longer-term aspirations. This document is still in draft and will be presented to Cllrs shortly.

MP gave an update on major projects.

### **Yate Spur**

- A new bridge has been installed to replace the culvert north of the M4 motorway bridge.
- The Westerleigh Road crossing and island should be built early in the new financial year
- Network Rail is happy in principle with proposals to replace the existing level-crossing gates, detailed design work ongoing.
- Land negotiations have nearly been concluded to allow the route to precede North of Westerleigh Rd and reaching Westerleigh village. Therefore construction works may commence in the early part of the summer 2014.
- Network Rail intends to remove the rail over-bridge on Wapley Common near Shire Way as part of their electrification works. Details of the replacement bridge are not yet available.

### **Keynsham Greenway**

- A narrow strip of land has been bought to allow planned widening of part of the tow-path. Works should commence in February / March to remove the hedgerow and widen the path at this location to avoid the bird nesting season.
- Bristol City Council has offered some funding towards the works. There are still issues around future maintenance and funding to be resolved.

## **North Fringe Trunk Route**

- Network Rail intends to close the over-bridge between Stoke Gifford and Hambrook Lane for around six months. Date to be confirmed. The forum expressed concerns that the previously proposed alternative routes were not suitable and suggested an route from Riviera Way to Curtis Lane that utilized the existing agricultural bridge - assuming this is unaffected by Network Rail's plans.

MP advised that decisions would shortly be taken about schemes to be included in the 2014/15 Local Transport Capital Programme and asked the forum to put forward any scheme proposals for possible inclusion in this programme within next four weeks.

A forum member questioned the risk assessment process followed by the Council when assessing proposed infrastructure changes, noting that recent changes at the A38 / Patchway slip roads did not address the perceived risks highlighted in the assessment and may have created additional risk. It was acknowledged that this particular scheme was triggered by DfT work to address 'dangerous' junctions and forum members speculated that this priority may have over-ridden local needs. MP suggested that the cycle safety measures should be monitored to assess their effectiveness in terms of ease of use and safety improvements. This will be conveyed to the Road Safety team.

Meeting ended at 8.15pm