

# Minutes

## South Gloucestershire Cycle Forum

Location: Council Offices, Badminton Road, Yate BS37 5AF

**Time & Date:** 6pm on Thursday 12th April 2018

**Date:**

Attending:

Lee Lodder (SGC)  
Andrea Bonomi (SGC Assess and Decide)  
Andrew Gough  
Terry Miller  
Bob Keen  
Duncan Gough  
Andrew Short  
Nick Horne  
Jen Tilbury

### Updates from last meeting

Near miss statistics – it was asked whether the Council receives near miss statistics collected by Avon and Somerset police. They are not routinely sent to us, as the police are collecting them for enforcement and education purposes, but we are able to request them. It's not currently Council policy to use them in prioritising Road Safety schemes, as Accident statistics are considered a more reliable measure for targeting the limited funding available, but we are happy to look at near miss reports where issues are raised.

Signs warning of penalties for cycling on footpaths –These had been seen in Sodbury police station. However it has been confirmed that they were not placed out on street on the advice of our Road Safety team, who didn't want young/inexperienced cyclists feeling that they need to use the road, or stop cycling.

### Gypsy patch lane/ Rolls Royce entrance

JT highlighted the issue affecting Cyclists from Rolls Royce at this location. A number of near misses have been reported here in recent years, predominantly caused by east

bound vehicles not slowing for the roundabout, and not seeing cyclists (or cars) turning right into the Rolls Royce site.

LL confirmed that it is planned to replace the roundabout with a signal controlled junction, funded by the east works development opposite, see plan in appendix 1. This work will be carried out by the Council and is planned to be constructed as part of the MetroBus extension proposal to replace the gypsy patch lane bridge. Timing of these works is still to be confirmed as it is dependent on CPME planning application which is currently being determined.

In March 2017 there was discussion on this issue between the Council and Rolls Royce management, which resulted in minor signing and lining improvements to highlight the roundabout and the presence of cyclists. These improvements seem to have been well received, with several complement letters received by the Assess and Decide team.

In light of the above, and that the accident record for cyclists at this junction remains good, the Council is not considering any further measures at this location ahead of the planned signalisation works.

## Abbey wood shopping park crossings

AS highlighted the issue of crossing the retail park arm of Abbey Wood roundabout, cars frequently don't indicate when exiting the roundabout and heading towards the retail park (anecdotally 80%), and often turn in from the middle lane of the roundabout when they should be heading towards Filton from that lane. It was acknowledged that there isn't an accident problem here (1 slight cycle injury in the past 5 years), but it is believed that this crossing is putting people off cycling around the ring road.

AB replied that the Council are looking to increase the hatched area on the roundabout exit, which should reduce the speed at which vehicles head towards the retail park, and make it clearer that vehicles in the middle lane should not be trying to take this exit. It is also planned to refresh the cycle crossing markings as they have faded.

It was agreed that there is no real issue with the other side of that crossing point, as vehicles exiting the retail park are travelling much slower and often queued during peak times.

It was asked whether a signalised crossing could be provided, LL responded that this could potentially be a future scheme as this crossing is on one of the strategic cycle routes, but as it would be a large, expensive scheme requiring the whole roundabout would need to be re-modelled and signal equipment upgraded and given the likely effect on traffic delays across the roundabout, it is not something that the council are currently considering for future funding opportunities.

Other options were suggested such as introducing a 20mph speed limit or enlarging the island to narrow the lane more permanently than the hatching. AB responded that if people wanted this to be considered by the council they could seek the support of local members and/or submit a request for an investigation scheme via the councils [local transport priority list](#).

## MoD pedestrian entrance on Concorde Way

AB mentioned that he had been contacted by the MoD asking for alterations to the path between the MoD pedestrian entrance and the entrance to Abbey Wood station. This section gets particularly congested when trains arrive in the morning peak, as hundreds of pedestrian travel at once from the station to the MoD entrance. AB shared a plan showing a proposal to extend the current small section of unsegregated path to cover both entrance points, allowing cyclists and peds to mix rather than having to stay to one side of the path.

Whilst some of those present were in favour of this idea, others felt the current arrangement was better. It was agreed that cyclists and pedestrians from the MoD should be consulted on the proposal.

Signing and lining works recently undertaken on Rabbit roundabout to highlight the presence of cyclists. (see plan)

WECA early investment scheme underway to look at Rabbit roundabout, in addition to seeking to reduce congestion it will also look to improve conditions for pedestrians and cyclists.

As part of development works on either side of the SGTL, a new toucan crossing is to be installed at the northern end of the road (see plan)

Existing bridge over great stoke way, also provides an alternative way to cross and continue towards Gypsy patch lane via quiet roads.

## Great Stoke Way/ Stoke Gifford Bypass crossing points

NH highlighted the issue of increased traffic since the Stoke Gifford Bypass opened, making it more difficult to cross both Great stoke way roundabout (known as Rabbit roundabout), and the smaller Parkway north roundabout at the northern end of the new road. NH noted that this was not just an issue for cyclists, but also school children and other pedestrians who use this route frequently.

LL replied that signing and lining works were recently undertaken on Rabbit roundabout to highlight the presence of cyclists. And that there is a WECA funded early investment scheme underway to look at Rabbit roundabout, to increase its capacity in advance of the planned widening of Gypsy patch lane bridge, but in addition to seeking to reduce congestion it will also look to improve conditions for pedestrians and cyclists.

In relation to the Parkway North roundabout LL showed a plan to install a new toucan crossing as part of development works on either side of the new road, which should solve the issue there, however timing of this work was not currently known, as it is dependent on the development works. It was also noted that there is an existing walking and cycling bridge over great stoke way, which provides an alternative way to cross and continue towards Gypsy patch lane and the A38 via quiet roads.

## Yate Cycle routes

AB mentioned an investigation scheme into missing cycle routes in and around Yate town centre that had come forward from the Local Transport Priority list. He would like to seek the views of the cycle forum. Some initial suggestions were made, but it was agreed that this should be circulated to all forum members via email. LL to arrange this.

## Local Cycling and Walking Infrastructure Plans (LCWIP)

Not discussed during the meeting as we were short of time.

A full update will be provided at the next meeting, but worth noting that work has begun on the initial data gathering phase of the West of England wide LCWIP, led by the appointed consultants. There will be stakeholder engagement in the coming months to which cycle forum members will be invited.

## WECA early investment fund CPNN Cycle schemes

LL gave a brief update on progress with this project. We have received WECA funding for the development of a package of Cycle schemes in the vicinity of the Airfield site. The funding will allow us to design, cost and consult on a package of schemes for which we will then submit a further bid to WECA for funding to construct them.

A number of possible schemes are being looked at including:

- Shared use path along the northern boundary of the airfield site connecting the Hayes way path to merlin rd Cribbs.
- Patchway station to A38 link (behind the Rolls Royce site)
- Improvement to existing A4018 NCN4 route, and other existing cycle routes
- Sections of the A38 near the CPNN site, as recommended by the Cycle feasibility study

This also includes two schemes that have recently been consulted on:

- o A4174 signalised crossing as part of the Airbus to Concorde Way route (see consultation plan)
- o The Grove to Sandhurst section of the A38 (see consultation plan)

## Open Forum

AS mentioned that the western end of the shared path on Hayes Way (Blenheim roundabout, near the ford garage), had been closed due to construction works, which are adding a new access to the Air field site from the roundabout. Initially no warning signage was provided to tell pedestrian s and cyclists that the path ahead was closed, but that has now been rectified. AS wanted to know how long the path was expected to be closed for. LL checked [www.roadworks.org](http://www.roadworks.org) which suggests a 24th June end date, but will check the accuracy of that.

It was noted that the new Kidney Hill section of the Yate Spur is now open, avoiding the need to travel on the road up the hill into Westerleigh village.

LL provided an update on the Bromley Heath Viaduct works. The works are on schedule, and it is planned to remove the contraflow, and re-open the the viaduct, including new wider and safer cycle route, on the weekend of 28th/29th April.

## Dates for next meetings:

- Wednesday 27th June 2018
- Tuesday 11th September 2018
- Wednesday 28th November 2018

Meeting closed at 7.30pm