

# Minutes

## South Gloucestershire Cycle Forum

Location: Kipling Suite, Bradley Stoke Leisure Centre

**Time & Date:** 6.30pm 14 June 2017

**Date:**

Attending:

Lee Lodder (SGC)

Andrew Gough

Terry Miller

Bob Keen

Alan Morris

Ann O'Driscoll (SusCom)

Mark Shearman (SGC/ Cycle Champion)

Myles Kidd (Transport Development control, SGC)

Ian Mundy (GWR)

### Updates from last meeting

A brief update on the **Bromley Heath Viaduct Scheme**:

Work has begun on site to undertake preparation work in advance of the main works to the viaduct. The site compound has been set up and work will shortly commence to erect the scaffolding underneath the viaduct. We are still seeking additional funding to accelerate the programme and should know by the end of the month, but until then are currently working to the 52 week contraflow programme beginning in late July. (**post meeting note:** The additional funding request has been approved, and the programme is now anticipated to be 33 weeks in duration)

Miles Kidd is in attendance, in response to the request for a member of the Transport Development Control team to attend the next meeting to discuss the process for determining what Sustainable transport measures developers are asked to provide.

The MetroBus team have provided a response to the two queries raised at the last meeting:

## 1. re. Width of the Cycle lanes on Bradley Stoke Way:

*The DFT Guidance (and it is only guidance) states that 2 metres should be used on roads in excess of 40mph, which is not the case here. The cycle lane and carriageway widths were set prior to the MetroBus project. From the information available it appears that the lane widths along this stretch of road were set 15 years ago as part of a speed reduction policy. This appears to have worked as vehicle speeds appear to be lower along this section.*

## 2. re. short section of Cycle path near Aldi on Bradley Stoke Way:

*This is to allow cyclists to get off their bikes when leaving the on-road cycle facilities (wide bus lane). The existing footpath does not have shared use status and is not wide enough to accommodate shared use. Upgrading the footway is outside the scope of Metrobus which is a bus priority scheme, hence the cycle off-slip requires the 'cycle end' markings. These cycle off-slips were requested as part of a Road Safety Audit.*

## GWR - Diversion works

Ian Mundy from GWR attended to discuss forthcoming rail closures, and their effect on cyclists.

Parkway Station will be closed for 2 weeks from 2 to 17 September to construct a new platform, so rail replacement bus services will be operating between Yate and Filton Abbey Wood. Only folding Bicycles are permitted on the replacement buses due to space constraints.

However to mitigate this, GWR are proposing (subject to confirmation of funding) to operate a bike bus at peak times to carry 10-12 cycles and their owners between Yate, Parkway and Abbey Wood. See image below of similar service run in Merseyside:



Those present raised concerns that the design of the cycle stands pictured may damage wheels, and suggested a number of alternatives. IM responded that no decision had yet been taken on the design of the cycloracks to be used, and he would take their views into

account. (**post meeting note:** see this report from a member of the Mersey Cycle campaign, that suggests the design worked well <http://www.mersecycle.org.uk/wp/merseyrail-bikebus-a-user-report/>)

Ian was also asked about the new rolling stock due to come into use soon, and how many cycle spaces they would contain. He believed there would be 9 spaces per train, but would confirm by email after the meeting. He also suggested that his colleague Mark Youngman may wish to attend a future meeting, to discuss the wider issue of GWR's bike policy. **LL to arrange this for September or November.**

## Transport Development Control

Myles Kidd, Transport Development Control Manager, attended to provide information on what his team does within the authority. Whilst the majority of the planning applications the team comment on are very small scale developments, they also receive the larger scale developer applications, such as Filton Airfield, East of Harry Stoke New neighbourhood, and the Mall extension.

The team's responsibility is ensure transport related local policies and the National Planning Policy Framework are followed in order to recommend consent or refusal at planning committees, with conditions applied where appropriate to ensure they are sustainable in transport terms. These conditions are then passed to the planning team to consider within their recommendation alongside other non-transport conditions in order ensure the sustainability of the development as a whole.

Myles added that whilst the team can raise concerns and objections with applications that are less sustainable in transportation terms, (some of which are refused on these grounds at planning committee), they can have the decision overturned at appeal, or can have the transport concerns overturned at committee because of the planning balance of other issues, including the need to ensure a 5 year housing supply. This can result in the approval of developments that do not meet the Councils sustainability targets.

There was concern from those present, that often cycle routes shown within a developments design and access statement, don't not get built as shown, or even at all in some cases. Myles responded that the D&A statement was illustrative of what they planned to construct rather than a legally binding document, though his experience was that generally what was shown in statements reflected what went ahead. Any elements that were required to ensure the sites sustainability credentials should be appropriately conditioned during the approval process.

It was also mentioned that for a number of years the council has sought to encourage sustainable travel options by imposing maximum parking standards on non-residential (employment / leisure etc.) developments, but those powers have recently been recommended for removal by the inspector when the PSP is adopted. This will make it harder to encourage employees to move away from solo car use.

## LGF Bid Summary

A Joint West of England bid has been submitted for 2017/18 Local Growth Funding from the Local Enterprise partnership. The total bid is for £3.3M, of which SGC share is £1.2M. Bid to be determined by the Local Enterprise Partnerships investment board on 28th June, but we have been given a good indication that it will be successful. SGC's share of the bid is higher than the usual 25% as we were the only UA to take up the LEP offer of additional funding, which has been made available due to underspend on other projects.

SGC schemes are as follows:

1. Access to Emersons Green Enterprise Area

- £400k for further construction of the Yate Spur cycle route – this will fund the construction of elements recently consulted on as well as further design work on the outstanding sections.

- £30k contribution to fund land negotiations on the missing section of the Pucklechurch link.

2. Access to Avonmouth/Sevenside Enterprise Area

- £450k for two Walking and cycling schemes on the A403.

- widening and resurfacing of the existing 1.1km shared use path on the A403 between Ableton Lane and Central Avenue. This route is also part of NCN41.

- new section of shared use path between ableton lane and Govier way. Primarily of benefit to pedestrians, but will also be useful for cyclists as an alternative to the current unlit lane that serves as the NCN41 route.

3. Access to Filton Enterprise Area

- £80k to begin work on recommendations from the recent A38 cycle feasibility study. This is a small scale scheme this year to avoid the risk of abortive work due to the emerging Joint Transport Study recommendations on this corridor.

4. Bus Network Enforcement

- £240k for the installation of enforcement cameras and poles to deter bus lane infringement. Primarily a Bus journey time reliability scheme, but there will also be some benefit to cyclists as traffic in the bus lanes will be reduced.

## Open Forum

Prior to the meeting, a number of questions were asked during the Bike week cycle ride. These have been noted and LL will pass them to the Assess and Decide team to respond to.

The importance of cutting back vegetation on cycling and walking routes near to Bromley Heath Viaduct just prior to the planned contraflow works, was stressed by those present as it provides a significant opportunity to encourage more people to walk and cycle. **LL will remind the project team of this request.**

## Format of future meetings

LL thanked those who had responded to the Cycle Forum snap survey, which was sent out to all forum members by email a couple of weeks ago. The purpose of the survey was to

try to identify way to alter the format or content of forum meetings in order to encourage greater attendance.

A summary of responses received was given:

- 17 respondents, of which 8 had never attended a cycle forum but would like to.
- 65% of respondents happy with the current timing meetings (weekday evenings), with the others preferring an earlier start. No appetite for Weekend meetings!
- Of those who have never attended but would like to 2 would prefer an earlier start, and 1 a later start, but most are happy with the current times.
- Current 2hr duration was the most popular (56%), followed by shorter duration (44%). No one wanted longer meetings
  - those who had not previously attended tended to prefer a shorter meeting length. A 90 minute meeting will be trialed to see if it effects attendance.
- All suggested topics to be covered were popular (77% and above) comparing this to what we have actually covered in recent meetings shows that we could focus a bit more on Planning Issues, Route Maintenance and Closures and Diversions.
- Suggestions that might make people more likely to attend included:
  - Better attendance by Councillors/ Decision makers
  - More info on Road closures
  - Site visits/ rides.
  - If things raised by the cycle forum were acted upon.
  - A budget for forum members to choose a project to deliver.

In response to the suggestion from some respondents that cycle forum suggestions were not acted on, LL highlighted a few of the things that have come about as a direct result of the Cycle Forum in recent years, these included:

#### Bromley Heath Viaduct

- First raised as an issue by cycle forum members
- Flagship scheme of Cycle Ambition Fund 2 bid
- Will remove the worst pinchpoint on the Ring Road cycle path / cycle trunk route.
- Work due to begin on site in July.

#### Jellicoe Avenue

- Raised by cycle forum members over 2 years ago.
- SGC originally sought funding for it through an unsuccessful Walking Cities bid
- Then secured funding through the Local Growth Fund
- Improved route opened in March this year

#### Cycle Strategy

- In 2015, following a presentation from the Bristol Cycling Campaign, Cycle forum members asked South Gloucestershire to produce a Cycle Strategy.
- In May 2016, following a period of development and consultation with the cycle forum and other stakeholders, the South Gloucestershire Cycle Strategy was adopted.

#### A38 Corridor

- Frequently flagged by cycle forum as in need of improvement to provide a safe, direct route into Bristol
- LGF Funding secured to undertake study to identify the issues, SGC is seeking further funding to deliver the improvements needed.

Dates for next meetings:

Thursday 7th September 2017

Tuesday 28th November 2017

Wednesday 14th March 2018

Thursday 14th June 2018

Meeting closed at 8.30pm