

Minutes

South Gloucestershire Cycle Forum

Location: Kipling Suite, Bradley Stoke Leisure Centre

Time & Date: 6pm on Wednesday 28 June 2018

Date:

Attending:

Lee Lodder (SGC)

Myles Kidd (SGC Transport Development Control)

Andrew Gough

Bob Keen

Nigel Sloan

Mark Gregory

Richard Burton

Updates from last meeting

Extended hatched marking and refreshed cycle markings on the retail park arm of Abbey wood roundabout have now been completed, aim of which is to better highlight the presence of cyclists and deter middle lane motorists from taking the retail park exit.

The new Bromley Heath Viaduct shared use path opened as planned at the end of April, feedback from cyclists was largely positive, but some concerns were raised regarding the bollards and safety barriers. The stage 3 safety audit of the site has now been undertaken and the Structures team are currently looking into a number of minor issues raised within it. These include taking steps to make the bollards more visible to cyclists (it has been confirmed that they need to remain in place due to the cantilever structure not being constructed to carry vehicular traffic.)

Cycle improvements through developer funding

Myles Kidd, SGC's Transport Development Control Team Leader shared a presentation on cycle improvements through developer funding. The slides from that presentation will be shared with the forum alongside these minutes, but some notes on them are included below:

Slide 2:

Transport DC's role is not specifically to improve cycle infrastructure, but to enable appropriate sustainable development, and through that enable access to forms of travel other than single occupancy car. Active travel obviously has more benefits than just helping to reduce car borne congestion.

2000 applications each year; the vast majority are residential; and most are small applications.

CIL: Strategic Walking & Cycling Networks; A4018 & A38 Bus Priority, walking & cycling improvements

Implications of the 5 year housing supply shortfall are that speculative applications in less sustainable locations are coming forward, despite our policies favouring sustainable development.

Slide 3:

The vast majority of applications are small developments, for example from a conversion of a garage to a living space, to a handful of new houses. In cycling terms these rarely require more than the minimum cycle parking standards (which are now in the annex to policy PSP16 of Policy, Sites and Plans Local Plan adopted November 2017). Secure and covered parking can be part of the garage if its dimensions accord with our policy, or a separate provision. Often we see garden shed style parking which is fine if the access to and from it is not going to inhibit its use.

On larger and major sites, we look to see what advantage there can be for walking, cycling and public transport trips – ideally more pedestrian and cyclist accesses as well as routes within the developments. For non-residential sites, as well as concentrated residential flats, cycle parking must be capable of being expanded if / as needed with security issues of location and amenity issues of cover balanced with other planning issues. For example ideally cycle parking would be close to the main entrance of a facility, so that it is seen by those passing by, but often there are other competing and conflicting issues that mean a less ideal location is agreed on balance.

We also work within the limits of the Community Infrastructure Levy requirements, off-site infrastructure improvements to help walking and cycling where such provision is required and affordable to help make that development sustainable. Please note that the CIL Regulation 123 list includes “Strategic Walking & Cycling Networks” with exception sites, so such negotiations are limited to improvements considered local and necessary, unless it is an exceptions site where a strategic improvement can also be considered if considered necessary and relevant.

Slide 5: Wickwar

An example of speculative development – here where amenities are limited and cycle options also limited by lack of highway infrastructure and speed and mix of traffic that would dissuade some cyclists

Slide 6: Airfield

CPNN SPD, the Council has secured a comprehensive package of walking and cycling measures maximise the accessibility options break down the barriers to cycling and walking formerly presented by the Airfield's security perimeter for example the north-south link from Charlton common will be available to buses, cyclists and pedestrians and will materially improve connectivity between North west Bristol and the Mall. Wherever possible they have been planned to complement the existing and planned provision on adjoining site such as the former RR east works and Haw Wood developments.

Within the site itself the east-west alignment North Fringe Cycle Trunk Route will be complimented by a comprehensive network of more local connections serving all parts of

the site and providing access into neighbouring facilities wherever possible. The standard of provision will of course be appropriate to the anticipated usage, so main links are likely to see dedicated cycle routes, whilst shared surfaces are to be provided elsewhere. As much of the road network will be subject to 20mph speed limits, more confident cyclists will be able to use it in conditions of maximum safety. The Council is working with the developers to ensure that these routes become available as the development progresses east to west across the site.

Slide 7: Charlton Hayes

Charlton Hayes – 2003 application; 2008 agreement; considerable delays with construction, vision has not been realised with hope to address in future.

Slide 8: East of Harry Stoke

EOHS which is still being negotiated but it is proposed to be providing cycle infrastructure on the eastern side of the SGTL, on the west side of Old Gloucester Road and Toucan crossings on the SGTL south of Parkway roundabout, Hambrook Lane and the site access junctions

Slide 9: Others

Residential development on Land East of Coldharbour Lane included a new shared use path on the south side of The Crescent and a new Toucan crossing on Stoke Lane. Cleve Park, Thornbury will be providing a cycle path within the development running parallel to Morton Way and traffic calming with central island crossing facilities on Morton Way.

Land west of Gloucester Road Thornbury is providing a contribution of £30k to upgrade a small section of footway to a shared use width.

Richard re-highlighted his concerns on cycle parking at the Aerospace museum and maintained that the adopted Sustrans guidance was not being appropriately followed and needed to be. He further suggested that there were no developments within South Gloucestershire that were up to standard in cycling terms.

The role of the Development Implementation team, was discussed at the meeting, it is not their role to get involved in negotiations with developers during the planning process, as masterplans, layouts etc. are agreed (in transport terms), by Transport DC in collaboration with other disciplines involved in the planning process. The Development Implementation team then oversee the construction to make sure it is built according to agreed plans, and built appropriately in engineering terms – agreeing detailed design etc.

Open Forum

Nigel raised the issue of the signage of regional cycle route 16 which runs from Cribbs Causeway to Keynsham, via the ring road path. He has surveyed the route, and found many instances where the signing does not include appropriate numbering or direction arrows to allow a cyclist to follow route 16. The survey results were shared with the Councils Assess and Decide team, suggesting they provide stickers to enable Nigel to add the additional route markings, however, their response was that stickers should only be used as a temporary solution, when there is a reasonable chance of funding coming forward to replace them with permanent signage, and that adding so many additional signs would go against the current Council policy to reduce the number of street signs.

Those present agreed that the signage should be improved to include route 16 markings, as although the direction signage to local destinations is fairly good, that isn't helpful to those who don't know the area and want to follow the NCN route.

LL has raised the issue with Simon Pratt Head of Network Development from Sustrans, who responded to say that they are currently reviewing the NCN network, and are considering whether to continue the promotion of regional routes, and potentially upgrading existing regional routes to full National route status, which would mean re-numbering route 16, the outcome of that review is due in the Autumn, so we will revisit this issue at that point.

Mark raised the difficulty of crossing M5 junction 16, when heading northbound on the A38, it was noted that Highways England are at present installing a signalised crossing for pedestrians and cyclists, which is nearly complete. However that does not make it easier for those that want to stay on the carriageway. LL also mentioned the Councils desire to signalise the crossings on the southbound side of the A38, and that it was being considered for Local Growth Funding (see update below).

LGF Sustainable Transport Package bid update

The Executive Member for transport is currently considering a decision on which schemes to progress to our next bid for Local Growth Funding. Cycle related schemes on the list for consideration include upgrading the cycle crossing points at the UWE north entrance on the ring road and working with Highways England to deliver signalised crossing points on the remaining two arms of the M5 Junction 16, just north of Aztec West. It is anticipated that the bid will be submitted in September, with the LEP decision on it coming in November.

Local Cycling and Walking Infrastructure plan update

(Not discussed during the meeting as we over ran)

The 4 West of England local authorities, were jointly awarded funding from the DfT to produce an LCWIP for the sub-region. Work to date has focused on data gathering and to come up with an agreed list of key origins and destinations to be analysed using the DfT recommended Propensity to Cycle Tool, in order to produce a list of key cycling corridors and walking routes for further analysis.

There will be stakeholder workshops later in the summer to sense check the routes chosen as priority corridors. The chosen routes will then be audited to come up with a prioritised list of future improvements for each of the Authorities.

The LCWIP document will include an area wide cycle network map, together with analysis work on the identified corridors. The LCWIP would be re-visited over time to look at other corridors that we not prioritised during the first LCWIP work.

Dates for next meetings:

Tuesday 11th September 2018
Wednesday 28th November 2018

Meeting closed at 7.40pm