

Active Travel Advisory Group Meeting Minutes

Thursday 5th March 2026

Whyborn, Roger;	RW	Chair (Benhall & Up Hatherley)
Challis, Leigh;	LC	Reform Member (Coleford)
Burton, Richard;	RB	Green Party Member (Newnham)
Chick, Colin;	CC	Officer
Atkins, Jo;	JA	Officer
Hazel, Ollie;	OH	Officer
Haworth, Alex;	AH	Officer
Senft-Hayward, Luisa;	LSH	Officer
Chick, Danielle;	DC	Officer
Williams, Sarah;	SW	Officer
Cody, Cate;	CC	Forum Rep
Duggan, Chris;	CD	Forum Rep
Smith, Roger;	RS	Forum Rep
Richards, Simon;	SR	Forest of Dean District Council
Chapman, Alastair;	AC	Forest of Dean District Council
Cowling, Marta;	MC	Cheltenham Borough Council
Ingleby, David;	DI	Gloucester City Council
Bunce, Ryan;	RB	Tewkesbury Borough Council
Spooner, Georgia;	GS	Stroud District Council
Keller, Alan;	AK	Cotswold District Council
Adams, Tom;	TA	WSP

Apologies

Davis, Nathaniel;	ND	Officer
Bullock, Alan;	AB	Officer
Williams, Philip;	PW	Officer
Schofield, Craig;	CS	Officer
Ingleby, David;	DI	Gloucester City Council

1.0 Welcome and apologies

The Chair welcomed everyone to the meeting and did a round of introductions.

2.0 Agree actions of previous meeting

Minutes agreed of previous CAG meeting.

3.0 Forest Active Travel Strategy

<https://www.fdean.gov.uk/communities-health-and-leisure/active-travel-in-the-forest-of-dean/proposed-routes-planned-improvements/>

SR delivered a presentation outlining the development of the Active Travel Strategy, noting that it forms a core element of the Council Plan and is structured around three central themes. He emphasised that active travel is positioned as a key mechanism for delivering wider council priorities.

He explained that the strategy builds on the existing Climate Emergency Strategy, with the Active Travel Strategy emerging as a natural progression from that earlier work. SR highlighted the council's influential role in shaping future travel behaviour and confirmed that a primary objective of the strategy is to establish a clear framework for prioritising future investment. A strong ambition exists to move priority routes closer to delivery.

SR confirmed that the strategy is due to go to Cabinet on Monday 9th March, accompanied by a linked supporting document. Consultation took place in 2024, and the resulting feedback has informed the development of the current draft strategy.

He summarised outcomes of the Active Travel Grant Scheme, which supported 13 projects with a total fund value of £119k. Many of these projects addressed priority routes, most of which focus on providing connections into settlements.

Consultation responses showed high levels of dissatisfaction with existing active travel provision, alongside strong support for expanding opportunities to walk and cycle. A series of in-person engagement events successfully reached members of the general public who might not ordinarily participate in council consultations.

SR confirmed that action plans have been produced, including a behaviour change action plan, and that routes have been prioritised and ranked. These often interlink with adjacent route proposals. SW queried whether HDM are aware of the priority corridors, particularly where they align with development sites, and asked whether additional mapping layers held by the Forest of Dean could be accessed to strengthen proposals further.

FODDC has now agreed a budget to progress a selection of the prioritised routes. SR also referenced the work of the Forest of Dean Active Travel Forum in supporting this agenda.

RW asked whether Cabinet discussions had focused on specific routes. He noted that there is a general desire to improve cycling within the Forest and to create stronger links between local towns. SR responded that deliverability remains a key principle within the strategy and that some flexibility needs to be retained. Ongoing discussions with towns have helped shape this approach.

CC asked about alignment with nature recovery objectives. SR confirmed this had emerged as a significant theme during consultation, particularly given the distinctive landscape of the Forest of Dean. He stated that environmental considerations influence the engineering of proposed routes and that route-specific commentary on nature recovery will be included within the strategy document.

4.0 Summary of current projects

Initiative/ Scheme	Update
Major Projects	
B4063 Gloucester to Cheltenham Cycle Scheme	Construction: Pirton Lane junction complete November 2026. Complete - ongoing defect correction and monitoring.
Gloucester City Cycle Spine	Design: - Southgate Street Ph2 (Tall Ship Pub to St Ann Way junction) detailed design ongoing and will complete Spring 2026. Engagement: - Key Stakeholder engagement for Southgate Steet Ph2 is ongoing. - TRO consultation still required on parking and waiting restrictions Construction: - Northgate Street and Southgate Street Ph1 (Kimbrose Triangle to Tall Ship Pub) construction completed in Winter 2025 as planned. - Black Dog Way construction commenced in February 2026. - Southgate Street Ph2 (Tall Ship PH to St Ann Way junction) construction programme TBC following TRO consultation.
Estcourt Road Roundabout	Design: - Optioneering ongoing. Engagement: - Public engagement to be completed once preferred option agreed. Construction: TBC following preferred option and public engagement.
B4008 Standish Multi User Path	Design: - Phase 2 design complete April 26. Construction: - Phase 2 construction via new construction framework summer 2026.
Gloucester to Stroud Cycle Spine	Design: - Design on section from Gloucester Quays to Cole Avenue ongoing. Construction: - Public engagement on section above planned for summer 2026.
A435 Cheltenham to Bishops Cleeve Cycle Spine	Construction: - S1 - Honeybourne Line to Racecourse Rbt. Works complete. - S2.1 - GWSR bridge to Bishop's Cleeve. Site work due to complete March 2026. - S2.2 - Cheltenham Racecourse Rbt to GWSR bridge. Site work due to complete March 2026. - Celebration of active travel and opening planned for Spring 2026.
Honeybourne Line pedestrian and cycle link	Design: - GCC have taken over the scheme promotor role from GWR. - Design development is ongoing and delayed while seeking Network Rail BAPA agreements. - Considering to sub-divide the project and constructing the new Shelbourne Road crossing this Summer and the ramp to rail line in early in 2027 - Subject to future cabinet approval for procurement.
Rodborough cycle link	Design: - Prelim design ongoing Construction: - Procurement ongoing for works to subway
Highway Improvement Projects	
Minor Improvements	Hatherley Safe Streets Developer-funded scheme implemented in 2025. Minor additional works to be implemented in 2026/27, including additional traffic calming elements. Spine Road Crossing (South Cerney)

Commented [DC1]: Nathan Davies to update

	- Promoted by Sustrans and CDC, funded via CDC CIL. A toucan crossing will connect to Bridleway 45. The toucan crossing is on hold due to issues with the structure which is listed. It is proposed to reduce the speed limit from 50 mph to 40 mph. Kemble to Cirencester Cycleway - Identified in the LCWIP and funded by CDC CIL. Initial preliminary design is completed. The next steps include a stage 1 Road Safety Audit and further preliminary investigations including an ecological assessment, identifying TRO requirements and liaising with internal stakeholders. Stroud and Tewkesbury LCWIPs - Stroud wayfinding signage was installed for pedestrian and cycle users from Merrywalks to the hospital. Design for pedestrian improvements in Tewkesbury walking improvements is completed. Tewkesbury BC have approved the signage proposals. Works which include signing and uncontrolled crossings are programmed for June 2026. Morten-on-Marsh New Footway - CIL funded project. New footway proposed to connect new development with garden centre. Design is underway.
Secure Cycle Storage Update	Secure Cycle Hangars – 17 hangars have been procured, with 16 installed. The Merrywalks location is pending installation, subject to confirmation of a new site. Booking System – Hangars are bookable via the Cyclehoop app. Tewkesbury Provision – Specific hangars have been installed to support disabled riders.
ThinkTravel	
Cycling/ Bikeability	Bikeability - Funding for Bikeability Cycle Training is guaranteed for 3 years until the end of 2028/2029 financial (first time we have had multiyear funding since 2019). - Significant increase in funding for Learn to Ride training for children in Key Stage 2 - Over 40 bikes (included an adaptive bike) have been purchased from Bikeability Trust funding to support the delivery of Bikeability in schools (with additional bikes purchased to support delivery in Tewkesbury). - Holiday course program bookable now for each school holiday in 2026 at different locations in the county. Cycle Hangars There is a secure Cycle Hangar scheme in Cheltenham, Gloucester, Tewkesbury and at Cam & Dursley station. This provides secure cycle storage unlocked through an app at a cost of 30p an hour. Since the scheme began in July 2025 there have been: 132 registered users 481 total bookings - Average booking length of 3 hours and 47 minutes - Peak usage time 11am Love to Ride Winter Wheelers was a successful campaign that ran throughout December 2025 and January 2026. See stats from the campaign below: 458 riders registered 385 logged rides 70 workplaces engaged 56,690 total miles ridden 12,944 transport miles 8,316 lbs CO₂ saved 5,829 total trips 3,506 transport trips Key Achievement: Strong workplace participation with 62 workplaces logging rides and active rider engagement across all categories. Roll and Stroll Campaign in May 2026 is Love to Ride's First Campaign to include walking. Roll & Stroll is a month-long active travel challenge from Love to Ride that gets people walking, wheeling and biking, logging everyday trips to earn prizes and workplace leaderboard points while generating insights on how people travel.

	Figures and usage data for Love to Ride including heat maps has informed the LCWIP for Central Severn Area Big Walk and Wheel • This is an annual campaign to get more children traveling actively to school. It is now run by Walk Wheel Cycle Trust and in 2026 is from 16th to 27th March. • 32 schools in the county have signed up to the Thinktravel BWW offer. This includes scooter and scoot fit workshops, history walks, assemblies, led rides, Treasure Hunt Walks and Pedestrian Training. • 48 schools have signed up to take part in Big Walk and Wheel directly through the Walk Wheel and Cycle Trust Modeshift Stars • Modeshift Stars allows schools to create a travel plan, identify key barriers to active travel and gain different levels of accreditation status for their work supporting pupils and students travelling actively to school. • High School Leckhampton have been nominated for school of the year (nationally) after reaching 'excellent' level of accreditation. • 11 schools in the county have gained Modeshift accredited status so far with more to come. Active Travel Grants The Thinktravel team have awarded 11 Active Travel Grants of £5,000 each to 9 schools and 2 organizations to encourage and enable walking, cycling and wheeling. Pedal Eazy The council e-bike hire scheme has now expanded to Churchdown and Bishop's Cleeve Libraries where e-bikes can be booked out through the main library booking system. Active Business Group • This group was set up to encourage, inform and support businesses in Gloucestershire to be more accommodating to staff travelling actively, • There are 29 current businesses who are active members of the group with meetings every quarter to give local businesses information and support on how they can encourage their staff to travel sustainably. • E-Scooters • The e-scooter scheme in Cheltenham and Gloucester continues to be run and managed by Voi with an end to the DFT trial of 31st May 2028. • The schemes averages approximately 35,000 rides a month with 900 e-scooters across 330 parking bay locations.
	Strategic Planning
Policy Updates	Cycle Routes and LCWIPs • SW presented the GCC cycle routes map, highlighting networks where LCWIPs have been developed. The County Cycle and Walking Infrastructure Plan continues to focus on connecting rural communities to key service centres. • Initial engagement is being carried out to identify corridors, and these are being recorded within our LCWIPs. LCWIP Review and Public Engagement • The Central Severn Vale LCWIP is currently being reviewed. Discussions have already taken place with councillors, resulting in a revised route proposal. • Public engagement is planned after the elections in May to test the revised corridors and understand how people access existing routes, including the Honeybourne Line. Active Travel Strategy (ATS) • The Active Travel Strategy is scheduled to go to Cabinet later this year. • Engagement on the strategy will also take place—after the Cheltenham election—to ensure alignment between health and transport policies.

	• ATE recommended undertaking this engagement and provided a ranking for continuous improvement, supporting the council's ability to continue securing funding. Project Development and Funding • Feasibility and concept design work is ongoing for CIL-funded projects. • A survey on the River Leden scheme is progressing, which will confirm whether the project can move forward. • New CIL bidding opportunities are expected later this year.
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RW noted that the council is close to completing the cycleway from Bishops Cleeve, though a confirmed date is not yet available for the link to the Honeybourne Line.

SW provided an update on the Standish multi-user path, explaining that developer funding has been secured to progress design work on a route that will ultimately connect into the wider cycle spine and benefit from strong onward links.

RS raised the issue of the Estcourt Roundabout, noting that a Dutch-style layout had previously been considered. AH confirmed that options are still being explored, but highlighted the significant volume of bus movements through the junction and the location's earlier accident history as key factors in assessing feasibility.

RS also informed the group that Cheltenham has volunteers available who are willing to support events promoting cycling.

RB queried whether any schemes are currently planned for the Forest of Dean.

RW responded by emphasising that the Forest is an excellent area for cycling and that opportunities remain for further development.

CC expressed her appreciation for the work of the Active Travel Team, noting that a great deal of positive activity is taking place.

SR asked about engagement with schools, specifically the extent to which Eco Schools and broader education programmes are being incorporated. JA confirmed that the team is aware of the schools' climate change plans and that the Modeshift STARS platform will be instrumental in supporting this work. She added that efforts are being linked strategically to maximise the value delivered to schools.

4.0 Central Severn Vale LCWIP

TA provided a presentation on the CSV LCWIP review. The presentation included proposed new LCWIP links to the Cycle Spine.

As part of the LCWIP update key stakeholders have identified links to connect Innsworth, Churchdown and west Cheltenham into the broader network. We plan to identify improvements to make these routes safer for walking, wheeling and cycling so that we can seek investment from development.

In response to concerns raised by Cheltenham Borough Council regarding access and safety on the Honeybourne Line multi-use path, WSP is undertaking an audit of the route to identify potential improvements as part of the LCWIP review.

Public engagement will take place in May 2026.

RS asked whether the strategy includes any commitment regarding maintenance. Sarah clarified that maintenance does not fall within the scope of the strategy, as it is managed separately within other council processes.

RW reiterated the importance of the Honeybourne Line link, emphasising its strategic value for the wider network.

JA commented that the proposals for the Churchdown area appeared comparatively light. SW responded by noting that central government guidance prioritises connections between town centres through designated primary and secondary routes. She explained that the team has ensured strong links to key employment and education sites, with a particular focus on delivering significant improvements in locations affected by through-traffic.

5.0 Feedback Active Travel Forum Representatives

1. Inconsistent sweeping of the new cycle spine sections. I do see sections that have clearly been swept but a vast majority of the time there are sections that appear never to have been touched. Examples being numerous sections from Arle Court to Elmbridge Court. This is exacerbated by standing water and leaf litter at this time of year.

2. Debris left on the cycle spine after utility works / from potholes spraying grit onto the paths. Even when the potholes are repaired, no one appears to give a thought to just sweep the debris off the cycle route, just common sense.

GCC confirmed that a designated cycle maintenance budget of £250k for 2026/27 is in place, with investment planned along the entire spine.

- RS noted that the Hatherley area is generally well maintained and speed compliance is good, though the 30mph limit near Arle Court is routinely ignored. He suggested that the speed limit needs reviewing.
 - SW will raise this with the Road Safety Team.
 - AH clarified that the section near the Racecourse is scheduled to change to 40mph, not 30mph.
- RS also raised that Charlton Hill consistently suffers from debris, and asked for this to be reviewed.
 - SW will follow up with the Road Safety Team.
- CC asked for confirmation that road speeds are monitored for a full year after implementation.

3. Comms around promotion of secure cycle storage.

- OH confirmed that the team is still awaiting sign-off from GCC's Communications Team and further discussions are required with Cyclehoop before promotional activity can begin.

4. Promotion of businesses educating staff on the importance of driving safely for cyclists and pedestrians.

- OH noted this is something that could be delivered through the Active Business Group.

5. Encouraging cyclists to contact businesses if needed - where they can (e.g. signed vehicles), if drivers not adhering to the Highway Code etc / using their local councillors to do this if not wishing to directly.

- OH agreed to discuss this further with the Active Business Group.
- JA added that the School Crossing Patrol Service is experiencing increasing antagonism from some road users, and the team is working on ways to support staff and develop digital resources to address this.

6. Shared cycle lane / bus stops – Passengers getting off buses onto dedicated cycle lanes.

- OH noted he has discussed this with Matt Parker; while retrospective fixes for older layouts are limited, the issue needs further consideration, particularly in partnership with bus operators.

7. Spring promotions to encourage increased use of new cycle paths
Representatives asked about planned promotional activity for spring.

- Ollie confirmed that planning is underway for adult cycle training, skills sessions, and an extension of the She's Electric campaign.
- The hire-bike offer for businesses is due to be relaunched after Easter.

6.0 Active Travel Forum 22nd April Agenda

SW has circulated a draft agenda.

7.0 AOB

CC raised a point regarding communications for the Cycle Spine, noting the importance of clarifying that cyclists are not legally required to use cycle paths simply because they are available. She emphasised that this message needs to be communicated clearly to avoid misunderstandings among road users. RW agreed that communications on this issue will need to be carefully developed and appropriately framed.

RB expressed hope that the county would consider funding the 117 schemes previously identified.

SR provided an update on funding, explaining that the ATE allocation is currently being discussed internally. SW added that GCC has been considering how this funding will be apportioned. She noted that capital funding requires a four-year plan, and while the council has already indicated which current schemes are expected to progress in the next financial year, further work is needed to clarify priorities for the remaining years.

RS raised a further point about the use of the Cycle Spine, noting that when cycling clubs return into Cheltenham, they are encouraged to use the paths, and this expectation should be addressed within wider communications.

DRAFT