

## Gloucestershire Cycling Forum

### Tuesday 18<sup>th</sup> March 2025

#### Attendees

Nigel Moor	Chair
Sarah Williams	Coordinator
Danielle Chick	Coordinator
Malcolm Taylor	Forum representative
Roger Smith	Forum Representative
Cllr Gray	Cabinet Member for Environment and Planning
Cllr Cody	Green Party
Cllr Hoyland	Green Party County Councillor for Blakeney and Bream
Cllr McFarling	Green Party
Simon Excel	Assistant Director of Planning & Economic Development
Alex Haworth	GCC Major Projects Project Manager
Jo Atkins	ThinkTravel Coordinator
Ollie Hazel	Cycling Co-Ordinator
Robert Vestey	Gloucestershire Constabulary
Stephen Delacourt	Newent Cycling Group
Tish Rickard	Newent Cycling Group
Simon Maher	Stroud District Council
Bill Olver	Cheltenham & County Cycle Campaign
James Beecher	Access Bike
Vaughan Webber	Horsley Cycling and Walking Project
Alick Miskin	Rodborough Parish Council
Chris Duggan	C&D Greenway Group
Members of the public	

#### Apologies

Cllr Bloxsom	Labour Party
Marcus Perrin	Forest of Dean District Council
Mel Nichols	Paralympian and cycling advocate

#### 1 **Welcome & Introductions**

Nigel Moor welcomed attendees

#### 2 **20mph speed limits Gloucestershire Constabulary**

Rob Vestey provided an update on 20mph speed limits from a police perspective, noting that these zones should be self-enforcing through road design but often are not. A speed limit should match the road environment, and Gloucestershire Constabulary is working with GCC to benchmark mean speeds before implementation.

A case study in Churchdown demonstrated that while initial changes did not immediately bring speeds down to 30mph, further reductions have since allowed enforcement measures to be introduced. However, speed limits cannot be

changed overnight with an expectation of immediate enforcement. No enforcement will take place in newly introduced 20mph zones for the first 12 months.

Housing estates with 20mph limits require clear signage at entry and exit points. Enforcement remains limited but is expected to increase as 20mph zones expand. Slimbridge was highlighted as an example where a community group is pushing for a reduction from 30mph to 20mph, though road modifications would be needed to support this. The potential use of community speed cameras and vehicle-activated signs (VAS) to reduce speeds without physical road changes was discussed, but effectiveness depends on road design.

### **Discussion Points:**

#### **Benefits of 20mph Zones:**

- Sarah highlighted that 20mph zones improve comfort for walking and cycling and align with LTN 1/20 guidance.
- Questions were raised about whether enforcement could address both speed limits and close passes of cyclists.

#### **Close Pass Enforcement:**

- Rob explained that while the Highway Code recommends giving cyclists 1.5m space, this is not a direct offence unless additional dangerous actions occur.
- Dashcam footage provides evidence but does not always capture the side view needed to prove proximity.
- Close pass enforcement relies on clear evidence of inconvenience or danger to other road users.
- Bishops Cleeve recently secured a conviction for a close pass where clear evidence was available.
- Advisory letters are sent to drivers in cases where offences cannot be fully proven.

#### **Enforcement and Reporting:**

- Malcolm asked if driver identification is required; Rob confirmed only a number plate is needed, and failure to respond results in penalties.
- Gloucestershire Constabulary does not currently publish dashcam offence data but plans to introduce improved reporting by the end of the year.
- Becky raised concerns about underreporting, with near-misses rarely recorded. Nationally, around 30% of incidents go unreported.
- Jo Atkins noted that schools experience unreported pedestrian incidents due to confusion over reporting processes.
- Rob acknowledged that police resources prioritize crime over collision reporting, though improved data-sharing would help identify accident hotspots.

## Implementation Challenges and Comparisons:

- In Wales, a blanket 20mph limit has reduced collisions overall but not specifically for cyclists.
- Enforcement on Princess Elizabeth Way initially caught 20 offences per hour but dropped to 9 per hour after intervention. When enforcement stopped, offences rose again.
- Bristol's 20mph rollout succeeded through cultural shifts, extensive signage, and road markings.
- Oxfordshire's approach was discussed, with an action for Sarah to contact them for further insights.

## Technology and Cost Considerations:

- Average speed systems, which have a 99.9% enforcement rate, are highly effective but expensive.
- Older speed cameras, installed in the late 1980s, became redundant in 2016 due to technological advancements.
- New approaches include prioritizing average speed cameras over traditional static ones.

## Actions:

- **Sarah** to contact Oxfordshire regarding their 20mph strategy and enforcement outcomes.

## 3 What is an LCWIP?

Sarah Williams provided an overview of LCWIPs (Local Cycling and Walking Infrastructure Plans).

### Background and Purpose

LCWIPs were introduced by the Department for Transport (DfT) in 2017 as technical guidance for local authorities to develop long-term plans for walking and cycling infrastructure. These plans identify and prioritise routes based on where people want to travel, aiming to improve connectivity across the county.

The DfT classifies routes into:

- Primary Routes – Hub and spoke corridors into town centres.
- Secondary Routes – Links to key destinations outside town centres, like schools and workplaces, complementing the primary network.

Countywide LCWIPs exist alongside town-specific plans, with rural routes identified for potential e-bike use. The Cycle Spine was developed through LCWIP planning, and LCWIPs play a key role under the Local Transport Plan (LTP), guiding network development, community consultation, and funding applications.

### Funding Challenges

- Nigel noted that funding from the Active Travel Fund is declining, making local funding sources like the Community Infrastructure Levy (CIL) more important. However, the Forest of Dean lacks an adopted local plan or a structured approach to securing funding.
- Cllr Mcfarling highlighted that rural areas like the Forest of Dean often receive less funding than urban districts. Funding criteria tend to prioritise areas with higher existing usage, making it difficult for rural projects to compete.
- Sarah explained that LCWIPs are part of a broader Gloucestershire-wide carbon reduction strategy, focusing on medium-length journeys to urban centres. Active Travel England (ATE) has committed to providing rural-specific guidance, and Gloucestershire County Council (GCC) aims to implement quiet streets and protect smaller roads to encourage cycling. However, current funding is largely allocated to the Cycle Spine, leaving rural areas with fewer resources.

## Tourism and Infrastructure Barriers

- Rob asked if tourism is factored into LCWIP planning.
- Sarah confirmed that tourism is considered at a local level.
- Cllr Mcfarling raised concerns about Lydney's lack of cycle storage, forcing tourists arriving by train to use taxis instead of bikes.
- Tish noted that cycling feels unattainable for local residents due to busy roads, meaning many people have to drive to safe cycling areas.

## Infrastructure Considerations

- Cllr Mcfarling pointed out that LCWIPs identify many desire lines, but narrow roads often prevent dedicated infrastructure from being built.
- Sarah clarified that primary and secondary route classifications are defined by the DfT and do not determine prioritisation for funding.
- Sarah mentioned that Cheltenham and Gloucester's LCWIP plan, which was previously delivered, will soon be reviewed.
- Sarah noted that Stroud's LCWIP is still under consideration, with a focus on delivering improvements even if they do not fully meet ideal standards.

### **Actions:**

- **Sarah** to share an LCWIP briefing with the group.
- **Alex** to provide feedback on issues along Bath Road.

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## 4 Behaviour Change update

Ollie Hazel and Jo Atkins provided an update on behaviour change initiatives, including upcoming cycling challenges and new tools to support safer cycling.

### **Bikeability Update:**

- 70% of approximately 5,000 pupils across 95% of Gloucestershire schools now participate in Level 1-2 training.

- 8% increase in participation over the past 18 months.
- 50% of children aged 8-11 are still unable to ride a bike.
- Increased funding confirmed for 2025-2026 from the Bikeability Trust.

### **Cycling Behaviour Change:**

- E-mobility – 100 people are now using the workplace cycling scheme.
- Pedal Easy Scheme – A library-led trial, aligned with secure cycle storage work led by Craig, with plans to expand to Bishops Cleeve using community hubs to promote cycling.

### **Love to Ride:**

- Now in its third year, growing annually, and is the most successful campaign to date.
- Provides a way to track and monitor cycle spine usage, logging carbon savings from journeys.
- Accessible and user-friendly platform for new riders.

The Love to Ride March Challenge – Ride Anywhere Week is scheduled, with additional challenges planned for May, September, and Winter Wheels in December and January. A road safety mapping tool has been introduced, allowing users to rate routes based on comfort and visibility. Feedback from this tool will help inform wider transport and infrastructure work.

Efforts are being made to encourage more women to cycle, as female cyclists remain underrepresented. Targeted group initiatives aim to improve confidence and participation.

Cllr Cody raised concerns about measuring progress and success, noting the importance of tracking impact. Ollie Hazel explained that Bikeability reports exact figures as part of its funding agreement. The Cycle Ready scheme also tracks objectives and participation rates, with around 70% of children currently taking part in Bikeability.

Cllr Cody questioned whether Bikeability should be offered to all children. Ollie agreed, noting that barriers include lack of bikes, inability to ride, and a low cycling culture within families. Jo Atkins added that other barriers include parental confidence in cycling. Additional funding has been secured from Active Travel England to work with school communities and adults to overcome these challenges.

Stephen asked about the importance of cycling routes for schools. Jo confirmed that cycling infrastructure is considered in highways discussions, and Tish emphasised that cycle storage is key for schools. Jo mentioned that work is being done with Newent Secondary School to improve cycling access.

Vaughan highlighted an event organised by Horsley Cycle Group where people could try e-bikes, and James mentioned that vouchers for e-bikes are being used

in local bike shops. He suggested speaking with ThinkTravel about expanding Bikeability in Stroud.

A question was raised about whether the number of instructors limits Bikeability provision. Ollie confirmed that both funding and the number of available instructors are constraints.

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**5 Date of next forum & AOB**

Themes for Next Forum:

- Invite Oxfordshire to speak about speed limits

Date of Next Forum:

- Thursday 20<sup>th</sup> November 2025 10.00-12.00