

Active Travel Advisory Group Meeting Minutes

Tuesday 21st October 2025

Whyborn, Roger;	RW	Chair (Benhall & Up Hatherley)
Challis, Leigh;	LC	Reform (Coleford) Member
Cameron, Ian;	IC	Green (Prestbury & Swindon Village) Member
Chick, Colin;	CC	Officer
Williams, Philip;	PW	Officer
Atkins, Jo;	JA	Officer
Humm, Jason;	JH	Officer
Schofield, Craig;	CS	Officer
Haworth, Alex;	AH	Officer
Excell, Simon;	SE	Officer
Senft-Hayward, Luisa;	LSH	Officer
Chick, Danielle;	DC	Officer
Williams, Sarah;	SW	Officer
Taylor, Malcolm;	MT	Forum Rep
Smith, Roger;	RS	Forum Rep
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

Apologies

Harris, Joe;	JH	LibDem (Cirencester) Member
Davies, Stephen;	SD	Conservative (Hardwicke & Severn) Member
Hazel, Ollie;	OH	Officer
Davis, Nathaniel;	ND	Officer
Bullock, Alan;	AB	Officer
Marshall, Tracy;	TM	Officer
Edaem, Tricia;	TE	Living Streets

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 Introduction to ATAG

RW introduced himself and the new administration, noting that the meeting has evolved to include walking as a key focus. He highlighted that the Cycle Spine is nearing completion and emphasised the need to develop a more connected cycle network that links into the spine.

RW confirmed that the Terms of Reference have been updated to reflect the expanded scope of the meeting. RW confirmed that references will be updated to ensure any confidential work is clearly marked. RW proposed holding meetings three times per year. SW noted that historically, meeting dates were coordinated with members' and officers' diaries. Dates are usually released approximately a year in advance to ensure visibility and planning.

An earlier comment regarding police attendance was addressed. SW noted that Gloucestershire Constabulary have agreed to attend only when necessary and when relevant issues arise. RW suggested listing the Constabulary as an attendee without naming individuals. PW added that the police are part of the Road Safety Partnership and are working with the group to address how different road users are disproportionately perceived. He noted their role as a statutory consultee in TROs related to speed limits and suggested that their attendance could support buy-in for road safety initiatives. Rob Vesty or Jessica Loxley-Clark were mentioned as potential contacts.

RW raised a point about conditions for success, noting that while infrastructure routes are a key focus, there is a need to broaden awareness around walking and cycling, including behaviour change and spatial planning.

Action: SW to update the ToR text to reflect RS's concern, including reference to influencing spatial planning, county shape and form, and policies in the emerging Local Plan.

4.0 Summary of current projects

Initiative/ Scheme	Update
Major Projects	
B4063 Gloucester to Cheltenham Cycle Scheme	Construction - Oxstalls Lane Junction to Elmbridge Court Roundabout - Works were completed in June 2025 as planned. - Elmbridge Court Roundabout to Arle Court – Pirton Lane junction due to complete Autumn 2025.
Estcourt Road Roundabout	Design - Estcourt Roundabout is undergoing a further review by GCC's new professional services provider WSP seeking improvements to the design. Consultation - Consultation for Estcourt Road Roundabout is likely to be carried out in 2026, subject to further confirmation of construction funds.
Gloucester City Cycle Spine	Design - Southgate Street Ph2 (Tall Ship Pub to St Ann Way junction) detailed design ongoing and will complete early 2026. Consultation - Key Stakeholder engagement for Southgate Steet Ph2 is ongoing. TRO consultation to be undertaken on final design.

	- Black Dog Way 'you said we did' information to be shared before Christmas and Meet the Contractor Events will be arranged for early 2026 Construction - Northgate Street and Southgate Street Ph1 (Kimbrose Triangle to Tall Ship Pub) construction is due to complete in Winter 2025. - Black Dog Way construction programme to commence in early 2026. - Southgate Street Ph2 (Tall Ship PH to St Ann Way junction) construction programme TBC following TRO consultation.
B4008 Standish Multiuser Path	Design - Phase 2 design taken on by WSP to complete winter 2025. Construction - Phase 1 works complete with opening event held with Stroud District Council in Sep 25. - Phase 2 construction mid-2026.
Gloucester to Stroud Cycle Spine	Design - Project is to be delivered in multiple phases. - Phase 1 - Bristol Road to Cole Avenue preliminary design continues with use of funds obtained through successful CIL bid.
A435 Cheltenham to Bishops Cleeve Cycle Spine	Construction - Phase 1 - Honeybourne Line to Racecourse Rbt. Works complete Dec 2024. - Phase 2.1 - GWSR bridge to Bishop's Cleeve. Site work due to complete by end of 2025. - Phase 2.2 - Cheltenham Racecourse Rbt to GWSR bridge. Site work due to complete early 2026.
Honeybourne Line pedestrian and cycle link	Design - GCC have taken over the scheme promotor role from GWR. - Cabinet paper for scheme promotor role and procurement completed in July 2025. - Design finalisation has commenced and is subject to Network Rail agreements and constraints.
Highway Improvement Projects	
Minor Improvements	Hatherley Safe Streets – Developer-funded scheme completed in April, introducing traffic calming and lower speed limits. Some outstanding works remain, primarily around the mini roundabout. Post-monitoring speed surveys are expected shortly. Spine Road Crossing (South Cerney) – Promoted by Sustrans and CDC, funded via CDC CIL. A toucan crossing will connect to Bridleway 45. Preliminary design work is planned for completion within the financial year. Speed reduction measures are required to bring speeds down to acceptable levels for the crossing - to be delivered ahead of the crossing installation to address ongoing safety concerns. Kemble to Cirencester Cycleway – Identified in the LCWIP and funded by CDC CIL. The engineering team is progressing with preliminary design, aiming for completion by the end of the financial year.
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 Programme – Increased targets set to train up to 80% of students across the county over 12 months. A Bikeability hub has been established to provide access to bikes in both rural and urban schools. At one school, 80% of participants used provided bikes. Additional funding has been secured to support access.

	Expansion into Secondary Schools – The Bikeability Trust has extended the programme to reach more secondary students and younger year groups, including basic skills training. Plans are underway to expand “Learn to Ride” into SkillZone and other areas of the county. Pedal Eazy Scheme – Strong uptake with sessions fully booked. A summer discount was offered through the Gloucestershire Bike Project. Plans are in place to extend the programme, including a launch with the library service. ThinkTravel – Offers cycle confidence and training sessions. She’s Electric Campaign – Aimed at encouraging more women to cycle. Demo campaigns have run across the county, with plans to follow participants’ journeys and share their experiences. Modeshift Travel Plan – Used to map road safety concerns. See appended report for more details.
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 focuses on connecting rural areas to key service centres. LCWIP Review and Public Engagement - We are reviewing the Central Severn Vale LCWIP and plan to launch a public engagement exercise to understand how people access existing routes, such as the Honeybourne Line.

RW requested that the Escourt Road plans be shared with him offline.

IC commented positively on the B4063 route, noting its overall quality, but raised concerns about the bumpy surface near TGI Fridays. AH explained that the surface treatment was designed to allow water to pass through due to poor permeability in the area. He added that alternative surfacing options will be considered in future schemes to improve consistency.

SW reported an increase in usage figures along the Cycle Spine, supported by new Vivacity cycle counters that capture all user types. Data on cycling levels is publicised in the LTP monitoring reports: [LTP monitoring | Gloucestershire County Council](#)

MT asked whether there had been an increase in collisions along the spine, particularly at junctions. PW responded that driver behaviour appears to be improving, with more respect shown to cyclists’ right of way. A collision was recorded in July 2024.

AH noted that while the B4063 is performing well, ongoing works in Gloucester city centre, particularly around Northgate Street, are contributing to congestion. The section between Kimbrose and Southgate Street is due to complete soon. He acknowledged that the scheme has been delivered in a fragmented way, but this approach helps avoid overloading a single contractor.

DI highlighted the importance of publicising Cycle Spine usage figures and suggested a stronger communications strategy. AH confirmed that the launch was delayed due to the phased nature of the scheme, but it is now nearing completion and will be promoted as a whole. MT suggested that messaging around minimal traffic disruption should be included in future communications.

RS raised concerns about routine maintenance, specifically grit build-up on the east side of Double Gloucester. AH noted that user feedback is valuable and helps inform future improvements.

RS asked whether there is a minimum town size required for infrastructure investment and how to promote areas not currently included in the Cycle Spine.

SW presented the GCC cycle routes map and outlined the County Cycle Infrastructure Plan, which aims to connect rural areas to key service centres. She noted that a route from Gloucester to Newent has been developed in collaboration with Hartpury University and is ready to progress to detailed design funding. Lydney has a strategy in place and has received funding via the Local Enterprise Partnership. SW added that CIL contributions will need to be aligned with development.

LSH commented on the shift in government funding strategy, moving from competitive bidding to a formula-based approach. She noted that while this may reduce overall funding, it could allow for greater local control.

LSH also confirmed that efforts have been made to develop one scheme per district to ensure balanced coverage across the county. IC suggested exploring opportunities for organisations to take part in a competition to produce promotional cycling films.

LC asked what a cycle corridor in the Forest of Dean might look like. SR explained that a recent planning application for a woodland route was rejected, but future routes may follow existing bridleways and are likely to be shared-use paths focused on leisure. However, AC corrected that the route was not rejected but is under consideration.

MT raised safety as a recurring concern in discussions.

PH outlined behaviour change initiatives aimed at reducing barriers to cycling, including a 3-month e-bike trial programme. He noted that behaviour change theory is being applied to support uptake.

RB asked about data on bike usage in schools. JA confirmed that there are 12 hubs across the county, with two located in each district.

Action: Alex to send RW Estcourt Road plans.

Action: SW to request an update from Sally regarding maintenance updates and arrangements.

4.0 Active Travel Strategy

Active Travel England has advised that current transport and health policies are not sufficiently aligned. WSP has been commissioned to support policy integration and develop an Active Travel Strategy.

Action: SW will circulate the Active Travel Strategy draft vision and themes to all attendees. Public engagement is planned for early next year to gather feedback on the strategy.

5.0 Active Travel Forum Representatives

SW will write to all forum contacts inviting individuals to put themselves forward if they wish to act as a representative. A vote will be held at the next forum meeting to confirm appointments.

Attendees were asked to consider additional topics for discussion at the next forum:

- Walking initiatives – ATE is supporting the Living Streets platform to log walking and cycling journeys.
- Modeshift
- Communication around the wider benefits of walking and cycling
- Footpaths, rights of ways etc.
- Maintenance
- Update on communities 20, active travel and liveable neighbourhoods

Action: JA to send Living Streets contact details to SW.

6.0 AOB

RW shared feedback from a recent meeting with a cycling group, noting general concerns that the design process for infrastructure is not sufficiently cycling-friendly. SW responded that consultation takes place at the strategy stage and includes public engagement. However, RW expressed that many people still feel their voices are not being heard. AH added that while information is available on websites, more proactive communication is needed. He asked for suggestions on how to reach individuals who are not typically included in these conversations.

PW raised issues with developer-led schemes, noting a significant lag between initial layouts and final delivery, particularly for long-term developments spanning five years or more. He explained that fixed highway extents can limit flexibility and that different user groups have varying needs. He also highlighted efforts to convince bus operators and police that 30mph limits support safer separation for cyclists, enabling the creation of buffer zones.

RW suggested that promotion of the Cycle Spine could be supported by Cheltenham and the wider county. MT agreed, noting similar opportunities in Gloucester. PW asked whether there are any existing groups or events that could be used to help promote the Cycle Spine more effectively.

Date of next meeting: TBC

Date of next forum: 20th November 2025

Appendix 1: Thinktravel update

Active Travel Advisory Group meeting Tuesday 21st October 2025

Bikeability

Funding: The Bikeability Trust have set a target to reach 80% of pupils across the county at primary age (KS2), which needs a significant extension of resource and services. This is fantastic opportunity to increase the delivery but currently it is only funded on a 12 monthly basis. ThinkTravel would propose that this group became a voice to support the Bikeability Trust in championing for more longer-term funding from Active travel England.

Increase resource- Cycle Instructor Recruitment:

ThinkTravel have an open recruitment for cycle instructors to meet this demand. Boosting through social media is proving highly successful.

Course Delivery:

Since April 2025, ThinkTravel have delivered courses to **2575** children with an aim of reaching over 5,000 pupils reaching 70% of pupils across KS2. Additionally, The Bikeability Trust has extended funding to support:

- Learn To Ride
- Balanceability (for EYFS/KS1)
- Level 1 (basic cycle skills) (KS1)
- Level 3 – enhanced riding skills suitable for secondary KS3 +

Bike maintenance: Fully funded, bike services for children taking part in Bikeability (carried out on site by a fully qualified Bike mechanic) and Bike Maintenance skills sessions that teach basic bike maintenance are delivered across schools also.

Love to Ride

Love to Ride had their most recent campaign Cycle September last month. 605 people registered to take part including 77 workplaces over 59,000 miles were ridden with nearly 4,000 transport trips (not leisure rides).

Love to Ride now has the facility to allow cyclists to rate routes and comment on issues on the network. Heatmaps are also now available for where people are cycling including data on numbers of cyclists using different roads including information and age, gender, and level of experience (self-rated).

Cycle Hangars

The Cycle Hangar project went live on 1st July 2025 in conjunction with CycleHoop. Each Cycle Hangar can hold 6 bikes with a cost of 30p per hour for rental of a secure bike parking place. There are 13 active locations across the county (7 x Cheltenham, 2 x Gloucester, 3 x Tewkesbury and 1 x Cam & Dursley station).

Since 1st July 2025 there have been 94 registered users with 298 bookings and an average booking time of 2 hours and 53 minutes.

Many of the Cycle Hangars have also had Bike repair stands installed alongside them containing a pump and tools.

Pedal Eazy

The Pedal Eazy e-bike scheme allows people to hire an e-bike for up to 3 months on a monthly basis, with the option to have their hire fee returned as a bike shop voucher. The scheme is now entering its 2nd year with 10 bikes available to hire from Transition Stroud and 20 bikes available to hire from Gloucestershire Bike Project. As of end of June 2025 there had been 64 people who has hired a bike from the scheme.

Shortly bikes will also be available to hire from Bishops' Cleeve and Churchdown libraries as part of the scheme.

Workplace E-Bike Scheme

The workplace e-bike scheme allows for local businesses to have up to 10 e-bikes for up to 3 months for employees to try out including taking home. This is currently free for businesses / workplaces to access. The bikes have most recently been at PI accounting in Gloucester where a number of staff have gone on to purchase their own e-bikes after having the opportunity to try one.

She's Electric Events

The Thinktravel team in partnership with Loud Mobility ran 3 events across the summer / early autumn to promote the use of e-bikes with a particular focus on giving women the confidence to make journeys by cycle. The events ran in Churchdown, Gloucester and Cheltenham and were highly successful with over a 200 woman actively participating in test rides and interested to ride more across all events.

Schools and Active Travel Programme

Our current 30 School Cross Patrols are providing the valuable support to assist safer crossings for their school and wider communities. We have been successful in recruiting for vacant sites this year at Longlevens Juniors and Rodborough Community Primary School. Guidance on walking buses/Park and stride schemes is also being developed.

As part of ATE's Capability Programme and Climate change funded Safer Routes for School Programme, Thinktravel are working with approximately 50 schools in updating their Modeshift STARS Travel planning, participation and delivery of Active Travel training, Education Initiatives and campaigns, extending into secondaries as part of a Modeshift Active Travel Ambassador trial programme also.