

WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

Ben Robinson
Transport Intelligence Team manager,
Strategic City Transport
Bristol City Council
Brunel House
St George's Road
Bristol BS1 5UY

Dear Ben,

Cycle City Ambition Grant

The West of England Local Enterprise Partnership is fully supportive of the bid for funding for the Cycle City Ambition Grant by Bath and North East Somerset, Bristol and South Gloucestershire Councils.

Evidence of our commitment to this bid, and our desire to maximise the positive benefits derived is demonstrated by the inclusion of £3 million of capital funding for sustainable transport in 2015/16 through the Local Growth Fund. In addition, a programme of sustainable transport funding is identified through our Growth Deal through to 2021.

I am pleased that this proposal will build upon, and develop, the Local Sustainable Transport Fund and the current Cycle City Ambition programme, with their focus on connecting the key centres for economic growth. The schemes proposed will improve cycling and walking connections to the Temple Quarter Enterprise Zone, Enterprise Areas in Bath and the North Fringe and the South Bristol priority growth location. These areas will support the delivery of 59,000 jobs as part of the LEP ambition to deliver 95,000 new jobs by 2030.

Experience with previous programmes has shown that these schemes can deliver increases in walking and cycling, with the active involvement of businesses in supporting sustainable travel. This is something the Local Enterprise Partnership is keen to see develop as it fits with our aims of business engagement, reducing congestion and creating a well-motivated, healthy

**We are a private/public
partnership that is growing
the economy of the Bristol
& Bath city region.**

West of England Local
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Wilder House, Wilder Street
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WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

workforce which helps lay the foundation for long term sustainable economic growth.

I am therefore pleased to offer my support to the bid for this important project.

Yours sincerely,



Barbara Davies
LEP Chief Executive



Ben Robinson
Strategic City Transport
Place
Bristol City Council

Reply to Oliver Coltman
Telephone (0117) 903 6711
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Our ref
Your ref
Date 28/01/2015

Dear Mr Robinson,

Cycle City Ambition Grant Match Funding

The TQEZ RIF Infrastructure Programme is delivering several projects within the Temple Quarter Enterprise Zone that are intended to improve and expand the provision of cycle routes to the Zone. A summary of the projects is shown below:

Project	Budget
Harbour Walkway	£2.75m
Feeder Road	£0.85m
Whitchurch Railway Path	£0.68m
River Avon Path	£0.70m

In addition, the TQEZ RIF Infrastructure programme includes a project to redesign the area known as Temple Circus. This £11 million scheme includes significant improvements to cycle facilities in the area.

Yours sincerely,

Oliver Coltman

Programme Manager, TQEZ RIF Infrastructure Programme

Place Directorate

Strategic City Transport, Floor 3,
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Bristol, BS1 5UY

Peter Mann

Service Director - Transport

Website

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Reply to Iwona Tempowski
Telephone 0117 352 1162
Minicom
E-mail iwona.tempowski@bristol.gov.uk
Our ref
Your ref
Date 28 January 2015

To Whom it May Concern

CITY CYCLE AMBITION GRANT – FILWOOD QUIETWAY

As Business Manager and Travel Plan Coordinator for the Filwood Green Business Park, an £11m investment by Bristol City Council, with funding from the European Regional Development Fund and the West of England Local Enterprise Partnership Regional Infrastructure Fund to create 4,459m2 new workspace and the potential for 350 jobs in the Knowle West regeneration area, I welcome the plans to complete a new, dedicated 'Quietway' cycle route to Filwood Park from Temple Meads station.

The provision of sustainable transport options is a key feature of this development, which has achieved an Outstanding BREEAM rating. As part of the design we are incorporating secure cycle storage, showers, lockers and a drying room to encourage cycling and walking to work at the business park. As part of the overall build programme, the cost of putting in these 'cycle friendly' features and incorporating a demarcated cycle path on the site is in the order of £50,000, spread over 2014/15 and 2015/16 financial years.

The Homes and Communities Agency have also invested in infrastructure works for the business park which includes a path suitable for walking and cycling across Filwood Park: this will form part of the new cycleway.

The current Travel Plan includes information on the nearest cycle route, National Cycle Route 2, which is over one mile distant. Bringing a dedicated route to the business park will lower the barriers for those who may be nervous about and new to cycling to take up this option to get to work. It is estimated that the new route will take an average cyclist 25 minutes to reach the mainline station, helping to connect businesses at the park with the rest of the UK without using a car.

Yours faithfully

Iwona Tempowski
Business Manager – Filwood Green Business Park

Bath Cycle Forum

For the attention of the Bath and North East Council,

It has been a privilege for Cycle Bath to be consulted and involved in putting together the next Cycle City Ambition Grant Bid. It is with immense foresight that BaNES commissioned Sustrans to perform the Cycle Network Review, in particular the emphasis Sustrans put upon consulting with the public to determine the priority routes for BaNES.

With the help of Cllr Nigel Roberts, Cycle Bath organised a workshop to help determine the priority routes identified in the Cycle Network Review that should be part of the CCAG bid.

The identified routes have now been fed into the bid process via the Cycle Forum. They are as follows:

1. East Side of Bath, with key aspects being:
 - a. London Road to Grosvenor Bridge
 - b. Kennet & Avon Canal (link into Sydney Gardens)
 - c. London Road improvements
2. Weston Road
3. Newbridge Hill

We, as a group, feel that should this bid be successful, that this will be transformative to cycling in Bath. In particular, the routes are driven by the needs of the Bath communities and will deliver real opportunities for cycling in those areas, particularly providing good routes to schools and urban centres.

We have calculated that this potentially puts BaNES 5-8 years ahead of where they could have been without the Cycle City Ambition Grant. This is an exceptional opportunity for real change.

We feel proud and honoured, but mostly very excited, to be involved in this process.

We wish the council good luck and hope for the best possible outcome. The routes have been driven by public consultation and show a real want to cycle. We are living in exciting times.

Regards,
Adam Reynolds
Cycle Bath Chair
25 Milton Ave
Bath
BA2 4QZ

Ben Robinson
Bristol City Council

Letter in support of Bristol City Council bid for further Cycling City Ambition funding

Dear Ben,

Bristol Cycling Campaign is very pleased to support the bid for additional Cycling City Ambition Funding for the Greater Bristol area.

The campaign welcomed the opportunity to be involved in putting the bid together – even in spite of the short timescales.

We support the aims to be ambitious, to adopt international best practice and to build on the work that has already been done in contributing to the Bristol Cycling Network that we have jointly produced. This is an opportunity for Bristol to demonstrate that high quality infrastructure and cycle priority can produce a step-change in the number of people choosing to cycle as a healthier and more environmentally friendly mode of transport.

Our campaign manifesto "Freedom to Ride" sets out a long term plan to deliver an environment where everybody in Bristol feels able to walk and cycle in comfort, safety and convenience. We welcome this initiative as a step towards achieving the goals that we set out and that Bristol is adopting through its Bristol Cycling Strategy.

We look forward to working with Bristol City Council on implementing this proposal and driving forwards to implement a comprehensive cycle network with major commuter routes, quieter leisure routes and local neighbourhood cycling and walking friendly streets.



Martin McDonnell, Secretary



Bristol Cycling Campaign
c/o Roll for the Soul
Unit 2 St. Lawrence House
Quay Street
Bristol BS1 2JL



Homes &
Communities
Agency

Ben Robinson
Transport Intelligence & Bidding Team Manager
Bristol City Council
Brunel House
St George's Rd
Bristol
BS1 5UY

28 January 2015

Dear Ben,

I am writing in support of Bristol City Council's bid for funding from the Cycle City Ambition Grant Fund to provide a cycle route from Temple Meads to Filwood Park.

The Homes and Communities Agency are extremely supportive of the bid, having previously invested in infrastructure in the Filwood area of Bristol. In October 2012, the Homes and Communities Agency agreed a range of infrastructure improvements in the immediate vicinity to enable the development of Filwood Green Business Park and the neighbouring residential site including:

- A new junction at Hengrove Way, including an access spur to a hammer head to serve the employment site and access road to the residential site;
- Formation of bell-mouth and ancillary works to the secondary Creswicke Road access;
- Provision of new path through the site linking both junctions;

Of particular relevance to the bid, the Homes and Communities Agency invested £78,467.80 in the provision of a North - South path through the park. This path would link with the proposed cycle route to provide a further onward route to Filwood Broadway.

As a result of a recent competitive disposal, the Homes and Communities Agency have selected a developer partner for the adjacent site (Filwood Park), for residential development which will see 150 high quality new homes build in the area. A cycle route providing a dedicated cycle way from Temple Meads to Filwood Park will be of great benefit to the people who move into the new homes due to be built alongside the Filwood Green Business Park.

Regards,

Adam Frontczak

Area Manager
West of England, Gloucestershire and Oxfordshire
Homes and Communities Agency

John Seddon
Transport Policy Manager
South Gloucestershire Council
Department of Environment and Communities Services
PO Box 299
Civic Centre
High Street
Kingswood
Bristol BS15 0DR

27 January 2015

Dear John

As you know, **North Bristol SusCom Ltd.** is a group of major employers, located in North Bristol, promoting **sustainable commuting** to our 40,000 employees, 30,000 students and visitors. We are working together to influence and improve local transport provision to **combat traffic congestion** and reduce the impact upon our environment.

Thank you for updating North Bristol SusCom and our members on the Cycle City Ambition Grant Programme. I confirm, on behalf of our members, that we support the proposals being developed by South Gloucestershire Council for inclusion in the joint submission being prepared with Bath & North East Somerset and Bristol City Council to the Department for Transport.

I am very pleased to see that the works proposed continue towards delivery of the South Glos Cycle Trunk Route and address some serious current constraints that have been raised by commuting cyclists.

In particular, the Bromley Heath Bridge proposal is very welcomed as cycling through that location at present is very unsafe. I understand that the Council will also be looking to resurface the cycle route just to the west of that location in 2015/16 which again will help improve this busy cycling corridor.



We are also pleased to see that resources are being dedicated to lighting key sections of the cycle route network. This will help to ensure that cyclists can continue to commute to work by bike during the winter months and on days they need to work late, start early.

The investment at Hayes Way is desperately needed. It would be good to see if any developer contributions can be secured to help fund this shared use path and reduce the need for public subsidy. There has been some discussion about existing developer obligations towards cycle path provision which I am sure the Council will be maximising in this process.

We are also glad to see support for cycle parking facilities and other supporting infrastructure (cycle maintenance stations) at key locations along the Cycle Trunk Route. The facilities and infrastructure that have already been installed as part of the LSTF programme have been very well received by cyclists and employers. Having a more extensive, comprehensive network will be great. We would be happy to consult with our members' bug groups on suitable locations above and beyond the more obvious ones like Parkway Station, UWE campus, MOD roundabout etc.

Thank you again for involving us in the bid development. We look forward to working with you on this project as it goes forward.

Yours Sincerely



Ann O'Driscoll
Director

North Bristol SusCom Members

Airbus ♦ Atkins ♦ Babcock/Cavendish Nuclear ♦ Bristol & Bath Science Park
Boeing ♦ Capgemini ♦ Cribbs Causeway (The Mall) ♦ CSR ♦ GKN
Filton 20 Business Park ♦ Friends Life ♦ HP ♦ ISG ♦ John Lewis ♦ MITIE
MOD ♦ NHS Blood & Transplant ♦ North Bristol NHS Trust ♦ Nvidia ♦ UWE

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Ben Robinson
Transport Intelligence Team Manager
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Bristol City Council
Brunel House
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Bristol BS1 5UY

28 January 2015

Dear Ben,

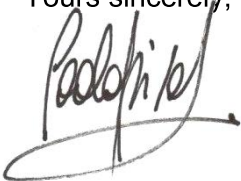
Cycle City Ambition Grants

Sustrans is pleased to support the West of England's application to the Department for Transport for the Cycle City Ambition funding. Sustrans has a long history of working in partnership with the four authorities of the West of England area, and are currently delivering joint programmes in schools and communities through the Local Sustainable Transport Fund and the existing Ambition Grant.

The ongoing work through the Local Sustainable Transport Fund, the commitment to delivering a cycling vision as set out in the Cycling Strategy, and the opportunity presented by European Green Capital status for 2015 can only help to further cement Bristol's status as 'Cycling City'. Bristol already has the highest level of cycling of all the existing city deal cities, and its ability to continue this growth from what is an already high base line is what sets it apart from other cities across England. The technical expertise and political will that have been built up across the city during recent major projects can only assist in the spread of knowledge across the West of England area.

We're pleased there continues to be a focus across the West of England Area on linking areas of high population to dense employment opportunities. These are precisely the kinds of schemes that will truly represent a step-change for cycling, and provide the backbones of integrated networks for the West of England to build on over the coming decade.

Yours sincerely,



Paola Spivach
Regional Infrastructure, Design and Engineering Manager, South West
Tel: 01179 150 128
Email: paola.spivach@sustrans.org.uk

John Seddon
Transport Policy Manager
South Gloucestershire Council
Department of Environment and Communities Services
PO Box 299
Civic Centre
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Kingswood
Bristol BS15 0DR
27 January 2015

Chris Abbott
Director

Dear John

I confirm, on behalf of our 30,000+ staff and students at the University of the West of England (UWE), that we fully support the proposals being developed by South Gloucestershire Council for inclusion in the joint submission being prepared with Bristol City Council and Bath & North East Somerset to the Department for Transport.

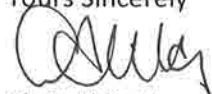
We are pleased to see that the works proposed continue towards delivery of the South Glos Cycle Trunk Route and address some serious current constraints that have been raised by our commuting cyclists. Many of our existing cycling commuters use the routes that will be improved, and this will only support our efforts to encourage more people to commute by bike. The Bromley Heath Bridge proposal is very welcomed as cycling through that location at present is very unsafe, and has been subject of concern from our bike user group.

We are also pleased to see that resources are being dedicated to lighting key sections of the cycle route network. This will help to ensure that cyclists can continue to commute to work by bike during the winter months. The investment at Hayes Way is desperately needed. It would be good to see if any developer contributions can be secured to help fund this shared use path and reduce the need for public subsidy. There has been some discussion about existing developer obligations towards cycle path provision which I am sure the Council will be maximising in this process.

We are also glad to see support for cycle parking facilities and other supporting infrastructure (cycle maintenance stations) at key locations along the Cycle Trunk Route. This supports and enhances the universities efforts to encourage more sustainable travel behaviours.

Thank you for involving us in the bid development. We look forward to working with you on this project as it goes forward.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Chris Abbott'.

Chris Abbott
Director of Facilities