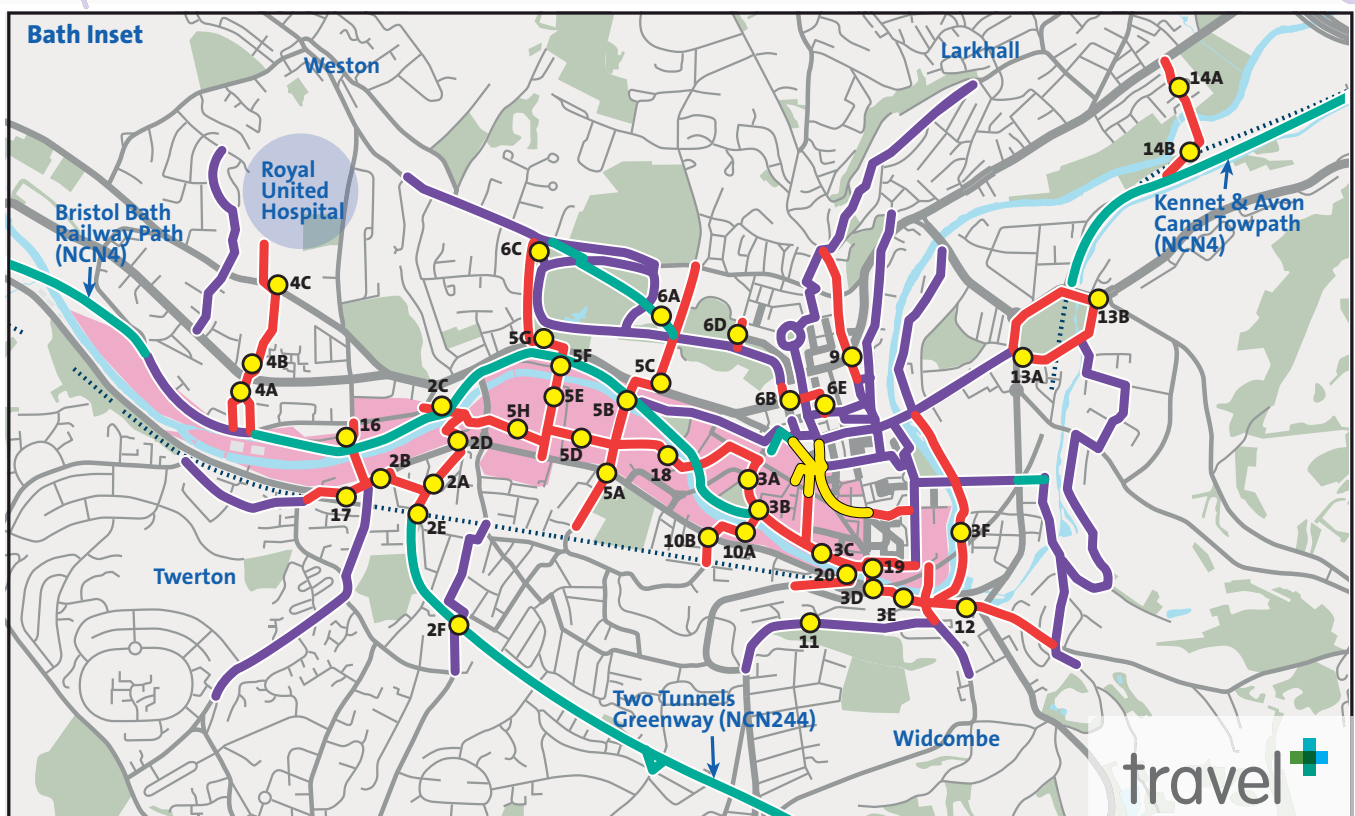
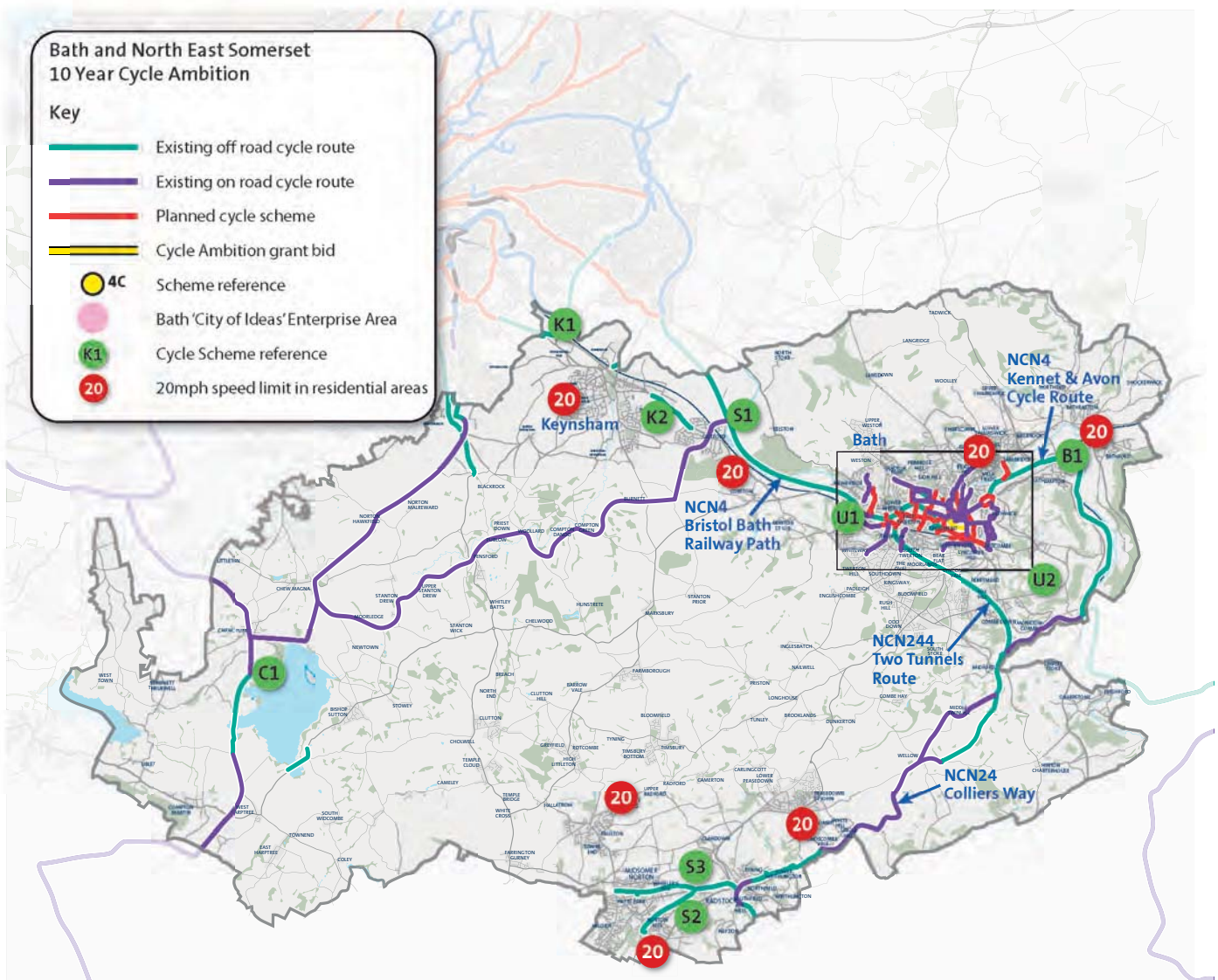






Bath & North East Somerset Ambition Delivery Plan

Map Ref	Improvements	Type	Cost (£m)	Delivery Dates	Funding Source	Status	Objectives (see key below)						
							Economy	Air Quality	Mode shift	Access	Public Realm	Capacity	Communities
1A	Seven Dials shared space with contra-flow cycling introduced on one-way streets	Route Improvement	1.05	Nov-14	DfT Cycle Ambition Grant/B&NES	Aspirational	✓	✓	✓	✓	✓	✓	✓
2A	Traffic free cycle route to Bellotts Road	Route Improvement	0.4	2013-14	Sustrans Links to Communities Fund	Funding Secured	✓	✓	✓	✓	✓	✓	✓
2B	Shared Pedestrian/Cycleway and signal crossing upgrade to link to Two Tunnels Greenway.	Route Improvement	0.325	2013-14	DfT Cycle Safety Fund	Funding Secured	✓	✓	✓	✓	✓	✓	✓
2C	New or refurbished rail bridge over River Avon between NCN4 and Windsor Bridge Road	Route Improvement	2.4	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
2D	New Toucan Crossing on Lower Bristol Road	Route Improvement	0.08	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
2E	New pedestrian/cycle bridge	Route Improvement	Provided by Network Rail	2014-17	Network Rail	Funding Secured	✓	✓	✓	✓	✓	✓	✓
2F	Pedestrian/cycle ramp to 2 Tunnels Greenway from Claude Avenue	Route Improvement	0.18	2013-15	LSTF West	Funding Secured	✓	✓	✓	✓	✓	✓	✓
3A	Shared Pedestrian/Cycleway link to James St West to Riverside Pedestrian/Cycle Path	Route Improvement	As part of dev't	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
3B	Ramp to Riverside Pedestrian/Cyclepath	Route Improvement	As part of dev't	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
3C	Green Park Road shared pedestrian/cycleway	Route Improvement	As part of dev't	2018-13	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
3D	Broad Quay to Claverton Street	Route Improvement	0.03	2016-18	B&NES	Aspirational	✓	✓	✓	✓	✓	✓	✓
3E	Claverton Street shared pedestrian/cycleway	Route Improvement	As part of TM scheme	2013-15	B&NES	Being Delivered	✓	✓	✓	✓	✓	✓	✓
3F	Rossiter Road to Grove Street upgrade to shared cycle use	Route Improvement	0.012	2013-15	B&NES	Being Delivered	✓	✓	✓	✓	✓	✓	✓

Map Ref	Improvements	Type	Cost (£m)	Delivery Dates		Funding Source	Status	Objectives (see key below)						
								Economy	Air Quality	Mode shift	Access	Public Realm	Capacity	G Communities
4A	Osborne Road Contraflow	Route Improvement	0.007	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
4B	Newbridge Road cycle crossing	Route Improvement	0.08	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
4C	Newbridge Hill cycle crossing	Route Improvement	0.08	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
5A	Brougham Hayes junction cycle crossing	Route Improvement	0.075	2016-18		Developer	Funding Secured	✓	✓	✓	✓		✓	✓
5B	Victoria Bridge pedestrian/cycle bridge refurbishment	Route Improvement	3.4	2013-14		B&NES/Developer	Being Delivered	✓	✓	✓	✓	✓	✓	✓
5C	Upper Bristol Road crossing between Victoria Bridge and Marlborough Lane	Route Improvement	0.08	2018-23		Developer	Aspirational	✓	✓	✓	✓		✓	✓
5D	Midland Road to Pines Way cycle link	Route Improvement	As part of dev't	2013		Developer	Being Delivered	✓	✓	✓	✓	✓	✓	✓
5E	Upper Bristol Road to Lower Bristol Road cycle link	Route Improvement	As part of dev't	2018-23		Developer	Being Delivered	✓	✓	✓	✓	✓	✓	✓
5F	Destructor Bridge replacement	Route Improvement	As part of dev't	2014		Developer	Being Delivered	✓	✓	✓	✓		✓	✓
5G	Upper Bristol Road crossing between Midland Road and Park Lane	Route Improvement	0.08	2016-18		Developer	Funding Secured	✓	✓	✓	✓		✓	✓
5H	Windsor Bridge Road to Midland Road cycle link and crossing	Route Improvement	0.08	2018-23		Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
6A	RVP contraflow cycle link to Marlborough Buildings	Route Improvement	0.007	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
6B	Queens Square shared pedestrian/cycleway from Royal Avenue to Wood Street	Route Improvement	0.05	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
6C	RVP contraflow cycle link to Park Lane	Route Improvement	0.005	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓

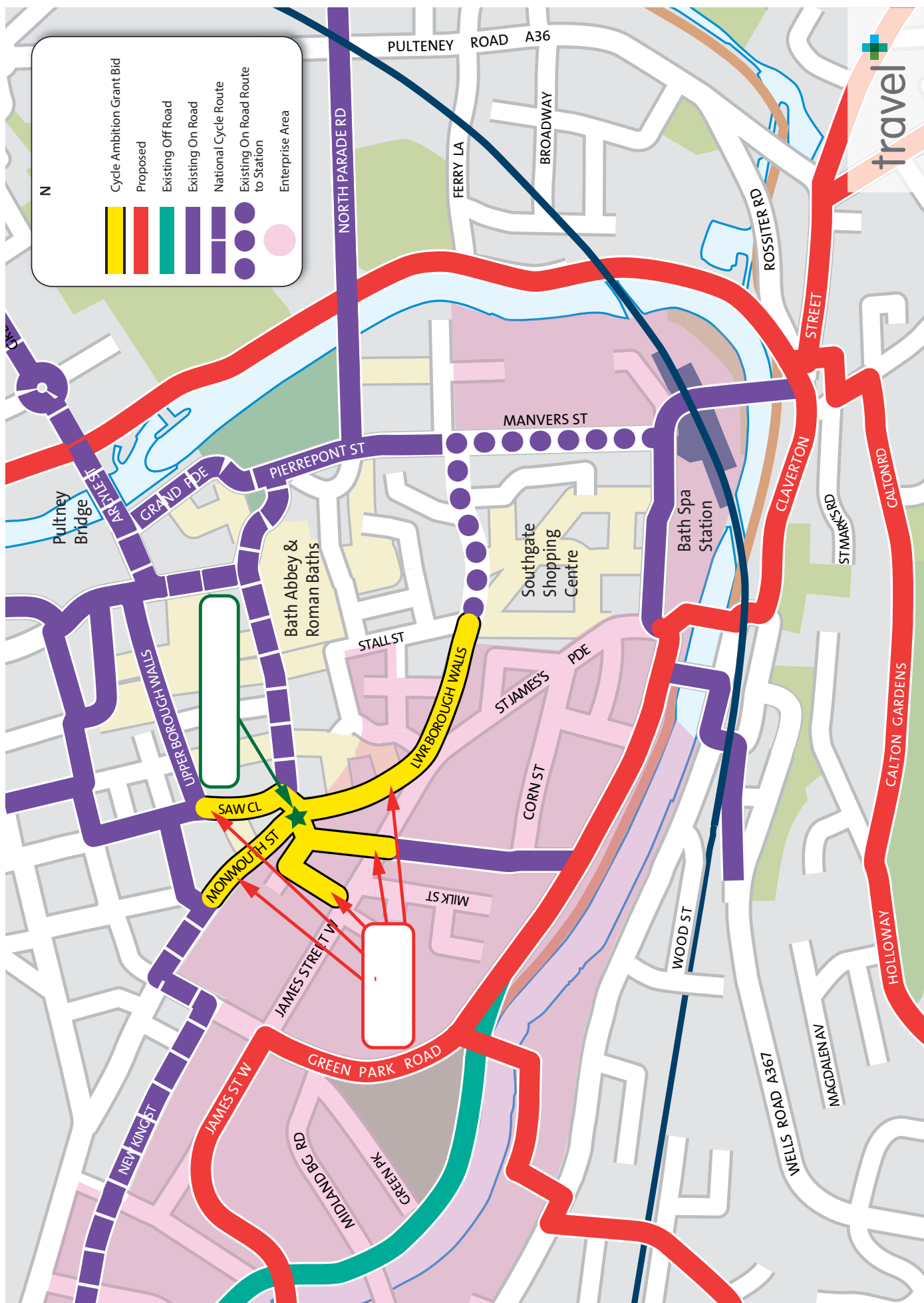
Map Ref	Improvements	Type	Cost (£m)	Delivery Dates		Funding Source	Status	Objectives (see key below)						
								A Economy	B Air Quality	C Mode shift	D Access	E Public Realm	F Capacity	G Communities
6D	Royal Avenue link to Upper Church St	Route Improvement	0.01	2016-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
6E	Contraflow cycling on Queens St	Route Improvement	0.007	2018-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
7	Contraflow cycling on Avon Street and crossing of Green Park Road	Route Improvement	As part of dev't	2018-23		Developer	Aspirational	✓	✓	✓	✓		✓	✓
8	Not used							✓	✓	✓	✓	✓	✓	✓
9	2 way traffic flow on Broad Street. New traffic signals introduced at Saracen Street junction. Saracen St 2-way	Route Improvement	0.1	2018-23		B&NES	Aspirational	✓	✓	✓	✓	✓	✓	✓
10A	New pedestrian/cycle bridge over Avon	Route Improvement	As part of dev't	2018-23		Developer	Aspirational	✓	✓	✓	✓		✓	✓
10B	Lower Bristol Road cycle crossing at Lower Oldfield Park junction	Route Improvement	As part of dev't	2018-23		Developer	Aspirational	✓	✓	✓	✓		✓	✓
11	Cycle link between Holloway and Calton Gardens	Route Improvement	0.007	2013-14		B&NES	Funding Secured	✓	✓	✓	✓		✓	✓
12	Contraflow cycling on Rossiter Road	Route Improvement	As part of TM scheme	2013-15		B&NES	Funding Secured	✓	✓	✓	✓	✓	✓	✓
13A	Crossing upgrade at Sydney Place	Route Improvement	0.015	2015-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
13B	New crossing at junction of North Road with Warminster Road and shared pedestrian/cycleway between North Road, Kennet and Avon towpath and Sydney Road	Route Improvement	0.1	2015-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
14A	New cycle link over River Avon between Grosvenor Bridge Road and Kennet and Avon Canal	Route Improvement	0.03	2015-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
14B	Shared footpath to Canal	Route Improvement	0.05	2015-18		B&NES	Aspirational	✓	✓	✓	✓		✓	✓
16	Off road pedestrian/cycle link between NCN4 and Locksbrook Road	Route Improvement	As part of dev't	2018-23		Developer	Aspirational	✓	✓	✓	✓		✓	✓

Map Ref	Improvements	Type	Cost (£m)	Delivery Dates	Funding Source	Status	Objectives (see key below)						
							A Economy	B Air Quality	C Mode shift	D Access	E Public Realm	F Capacity	G Communities
17	Off road pedestrian/cycle path along river between Twerton High Street and Fieldings Lane	Route Improvement	As part of dev't	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
18	Traffic free cycle path between Victoria Bridge Road and James St West	Route Improvement	As part of dev't	2018-23	Developer	Aspirational	✓	✓	✓	✓	✓	✓	✓
19	Shared use pedestrian/cycleway between Riverside Path and Dorchester St	Route Improvement	0.01	2015-18	B&NES	Aspirational	✓	✓	✓	✓		✓	✓
20	Upgrade crossing on Lower Bristol Road	Route Improvement	0.08	2015-18	Developer	Aspirational	✓	✓	✓	✓		✓	✓
B1	Provide new pedestrian/cycle bridge over River Avon at Batheaston with off road link to Mill Lane	Route Improvement	0.7	2013-14	LSTF Key Component/B&NES	Being Delivered	✓	✓	✓		✓	✓	✓
U1	Provide new crossing at Globe Roundabout and ramp at Twerton Fork onto NCN4 to Bath Spa University	Route Improvement	0.35	2013-15	LSFT WEST	Funding Secured	✓		✓	✓		✓	
U2	Claverton Down University of Bath Cycle Link	Route Improvement	0.78	2013-14	B&NES	Being Delivered	✓		✓	✓		✓	
K1	Keynsham Greenway links to NCN4, WellsWay School and riverside path into Bristol and S Glos with new bridge over R Avon	Route Improvement	As part of dev't	2018-23	Developer	Aspirational	✓		✓	✓	✓	✓	✓
K2	Shared use extension of pedestrian/cycleway from Broadmead Roundabout to WellsWay school	Route Improvement	0.053	2013-14	B&NES	Funding Secured			✓				✓
C1	Dam to Walleycourt Rd	Route Improvement	0.147	2013-15	B&NES	Funding Secured			✓				
D1	NCN4-2 Tunnels- Odd Down Cycle Hub signing	Route Improvement	0.014	2013-14	B&NES	Funding Secured			✓				
S1	NCN4 ramp at Saltford	Route Improvement	0.006	2013-14	B&NES	Funding Secured	✓		✓	✓			✓
S2	Pit Path	Route Improvement	0.006	2013-14	B&NES	Funding Secured			✓	✓			✓
S3	Norton-Radstock Greenway	Route Improvement	0.134	2014-15	B&NES	Funding Secured			✓	✓			✓

Map Ref	Improvements	Type	Cost (£m)	Delivery Dates	Funding Source	Status	Objectives (see key below)						
							Economy	Air Quality	Mode shift	Access	Public Realm	Capacity	Communities
H1	Bath city centre - Cycle Hire	Cycle Hire	0.195	2013-15	LSTF West	Funding Secured	✓	✓	✓	✓		✓	✓
P1	District wide - Cycle Parking	Route Improvement	0.039	2013-15	B&NES	Funding Secured	✓	✓	✓	✓		✓	✓
I1	District wide - Cycle Information	Promotion	0.033	2013-15	B&NES	Funding Secured	✓	✓	✓	✓		✓	✓

Objectives key

- A Support the local economy and facilitate economic development, including enterprise zones/areas
- B Addresses recognised air quality and noise issues
- C Delivers cycle modal shift to inactive and hard to reach groups
- D Delivers better access to jobs for disadvantaged groups
- E Improves the public realm and supports walking
- F Unlocks capacity on road and public transport networks through large scale shifts to more active commuting patterns
- G Better linked communities enabling more choice for getting around within and between neighbourhoods



West of England Joint Local Transport Plan 3

Cycling Supplementary Document

1. Vision

A safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips. There will be ‘...more people cycling, more safely, more often...’

2. Cycling Strategy

- 2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our cycling strategy is:

Policy Framework

- C1 Develop and maintain safe, convenient, efficient and attractive infrastructure.
- C2 Ensure latest Department for Transport approved National Institute for Health and Clinical Excellence (NICE) Guidance is followed.
- C3 Ensure the Cycling Strategy is fully integrated into all other relevant plans.

Quality Environment for Cycling

- C4 Continuous, high quality route networks will be identified and provided. Priority will be given to the main urban areas and links between them that have the potential to generate significant levels of cycling. Design will depend on local circumstances. The aim is to provide a high level of subjective safety that will enable all ages and abilities to cycle. Solutions (in no particular order) will include:
 - traffic free routes away from the highway that give a significant benefit over motor traffic.
 - where routes are provided in the carriageway, measures will be adopted to prioritise cycles at crossing points and junctions.
 - cycle lanes.
 - cycle tracks and paths alongside the carriageway.
- C5 JLTP3 schemes will consider cycle infrastructure improvements as part of the design process.
- C6 Cycle audits are recommended in significant schemes.
- C7 Cycle parking guidance will be available to developers and for existing development.
- C8 Give design advice to developers and development control.

- C9 Cycling infrastructure will be maintained subject to ensure safety for users in accordance with maintenance standards.
- C10 The following transport user priorities will help influence planning applications and scheme design. The priority list is not binding and needs to take into account local circumstances. The needs of disabled people are incorporated throughout.
- a) Pedestrians.
 - b) Cyclists.
 - c) Public transport users.
 - d) Powered two wheelers.
 - e) Commercial and business vehicles.
 - f) Private car.
- C11 Give a high priority to reducing danger on the roads for cyclists.
- C12 Community Safety Strategies will reduce the risk and fear of crime when cycling and safety will be considered in route planning.
- C13 Cycle routes to primary and secondary schools to be prioritised, as identified by School Travel Plans.
- C14 Temporary traffic management arrangements (e.g. road works) will accommodate the needs of cyclists.

Guidance and Standards

- C15 Design will be based on best technical advice available (including Manual for Streets 2).
- C16 We will continue to develop new designs of cycle infrastructure with particular reference to successful international best practice.

Cycling Promotion and Training

- 2.2 The following will be implemented subject to funding:
- C17 Deliver sustained positive marketing and promotional activities to market cycling as a convenient and attractive mode of transport.
- C18 Provide 'Bikeability' training for adults and children aged 7+.
- C19 Use a wide range of Smarter Choices initiatives to encourage more cycling.
- C20 Expand health programmes and cycling initiatives.
- C21 Work closely with the Police on all joint initiatives.
- C22 Work with other organisations to establish cycle resource centres at major transport interchanges.
- C23 Provide and support local and national events and forums.

C24 Publicise new infrastructure measures.

C25 Promote and provide cycling information through the www.betterbybike.info website.

C26 Work with employers, schools and other organisations to promote cycling.

See also the Smarter Travel Choices Supplementary Document.

Working with Partners

C27 Work with partners in the voluntary sector, government, police, transport providers, landowners and business.

C28 Work with health care providers and relevant Sports Development and Physical Activity Teams.

C29 Update the Rights of Way Improvement Plans (ROWIP) to develop routes as part of the overall cycle network.

C30 Promote cycling as an attractive mode of transport for tourist activities and as an attraction in its own right.

C31 Become model employers providing good cycling facilities and staff incentives.

Resources

C32 Incorporate cycling measures into major transport scheme bids.

C33 Consider a future major scheme bid for cycling and walking.

C34 Seek infrastructure and contributions for cycling measures from developers and other funding bodies and organisations.

3. Targets and indicators

Targets to monitor the Cycling supplementary document are:

- CO2 - 16% reduction by 2020.
- Cycling - 76% increase by 2016.



BD3981 Bristol Design, Bristol City Council

If you would like this information in a different format, for example, Braille, audio CD, large print, electronic, BSL DVD or community languages, please contact us on 0800 021 7877.

Bath & North East
Somerset Council



Department for Transport
Great Minster House
33 Horseferry Road
London SW10 4DR

22 April 2013

Dear Sir or Madam,

**West of England Cycle City Ambition
Statement of Intent**

The West of England authorities are committed to a vision of a safe and attractive on and off-road environment for cycling, building on the vibrant cycling culture that is developing throughout the area.

Our aim is to have 'more people cycling, more safely, more often' and to provide safe and accessible cycling for users aged from 8 to 80 years on all routes.

This requires a commitment to high quality routes with safe, convenient, efficient and attractive infrastructure with links between the main urban areas that have the potential to generate significant growth in levels of cycling. Traffic free routes and prioritisation of cyclists and pedestrians at crossings, cycle lanes, tracks alongside the carriageway and shared paths will provide a high quality environment for cycling.

Cycling in the West of England is already benefiting from the integrated approach of other transport initiatives; the introduction of 20 mph zones in Bath and Bristol helps to create a higher level of subjective safety and the existing resident parking zones in Bath and their planned further rollout in Bristol will encourage the greater use of sustainable transport for the shorter journeys.

Cycling infrastructure requirements are considered at the design stage in all developments and advice is provided to developers and development control as part of the usual way of working. This helps the development of a comprehensive network of cycle schemes amplifying the benefit of individual schemes.

Programmes to improve the levels of cycling via promotional activities, media campaigns, educational measures and signage take place regularly, linking in to the Public Health and the Community Safety responsibility of the councils.

We recognise the importance of links with partners in the voluntary sector, government, police, transport providers, landowners and business, health care, sports development and physical activity teams encourage the culture of cycling and promote it as the norm.



The West of England has seen significant growth in cycling in recent years with the number of cycle journeys increasing by 31% between 2008 and 2012. For journeys to work we have the highest mode share in the South West and amongst the Core Cities.

Cycle schemes recently completed include the Bristol to Nailsea cycle path, the Two Tunnels project along disused railway lines from Bath to Frome and the three routes between Parkway Station, Lockleaze and Cribbs Causeway retail centres.

Our firm, systematic and enthusiastic support for cycling will ensure that we build on this progress, and the Cycling City and Local Sustainable Transport Fund projects, and that more people cycle, more safely and more regularly. The Cycle City Ambition Fund will take us beyond our target to increase cycling by 78% (2008-2016) bringing benefits to health and wellbeing, reduction in carbon emissions and sustainable mobility across the West of England.

Signed,

Cllr Brian Allinson,
South Gloucestershire Council
Chair of the West of England
Joint Transport Executive Committee

Cllr Roger Symonds
Bath and North East Somerset
Council

Mayor George Ferguson
Bristol City Council

Cllr Eifan Ap Rees
North Somerset Council

