



5. Cycling Supporting Statement

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1. Setting the Scene

- 1.1 In contrast to decreasing levels of cycling nationally, the Greater Bristol area has seen increases in cycling over the period of the first Local Transport Plans. This reversal of the national trend reflects the significant efforts made by all four Councils in developing programmes for improving infrastructure and promoting cycling. It is essential that these programmes continue over the JLTP period to build on the success already achieved.

2. Vision

A safe and attractive road environment across the network for cycling, supplemented by off-road routes, will contribute to establishing a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using the bike for short business trips. As a result there will be a noticeable increase in levels of fitness.

3. Cycling and the Shared Priorities

Congestion

Journeys by bike instead of by car for short journeys, particularly during peak times, can help to ease congestion in key locations such as near schools, offices and city/ town centres.

Road Safety

Cycling encourages reduced traffic speeds on roads where space has been reallocated to cyclists, thus improving the level of safety for cyclists. Implementation of traffic management measures and crossings for cyclists also improves the level of safety and encourages more cycling.

Accessibility

In the Greater Bristol area 21% of households do not have access to a car. This represents a sizeable number of people who are reliant on public transport, cycling and walking in order to carry out their daily business. Making facilities and services easily and safely accessible by bike is vital to creating a more inclusive society.

Air Quality

Air quality can be improved by encouraging cycling instead of driving for shorter journeys. Short car journeys in particular cause a disproportionate amount of pollution, as emissions are much higher at the beginning of a journey when the engine is cold. In addition, catalytic converters do not operate for the first few miles of the journeys and so emissions are more harmful.

Other Quality of Life Issues

Encouraging cycling is also an important factor in wider health issues, particularly in increasing people's physical activity and general health.

4. Issues

- 4.1 There is considerable scope for cycling to provide a healthy and emission-free alternative to the private car, particularly for shorter trips. To achieve the vision set out above, this cycling supporting statement sets out three broad aims to:-
- maximise the role of cycling as a key transport mode, and to assist in

reducing the use of private cars, by raising the status of cycling and promoting it as an economic, healthy and energy efficient means of transport.

- improve the cycling environment by reducing danger from speed and volume of traffic.
- develop and maintain safe, convenient, efficient and attractive transport infrastructure conducive to cycling.

4.2 There are many opportunities that can be taken and mechanisms implemented to work towards these aims. These are set out under section 7 below.

5. Delivery Programme in the Plan period 2001/02 to 2005/06

5.1 In the period of the last LTPs the Councils have:

- expanded the Norton-Radstock Greenway providing 3km of traffic free routes between the two towns.
- enhanced radial routes across the JLTP area. Cycle infrastructure was a key component of the A38 Showcase Bus Route scheme in Bristol. The National Cycle Network was completed to the south of Bristol.
- reallocated road space to cycling in Weston-super-Mare on key road corridors by installing on carriageway cycle lanes. In turn this has justified a reduction in the speed limits on these roads.
- implemented School Travel Plans enabling more pupils to cycle to school than five years ago.
- created a culture for young people of walking and cycling to take through into later life.
- constructed 10 km of cycle routes as part of the Colliers Way, which runs through Bath and North East Somerset and Somerset County.

- provided new cycle lanes on the A432 from the A4174 Avon Ring Road to Yate and constructed new shared route facilities along the Avon Ring Road path.
- worked with LifeCycle UK to provide a range of services to cyclists, e.g. adult training, Site User Co-op Development, route advice.
- promoted extensive improvements to workplace facilities and fostered a permissive cultural environment through travel plans and promotional events.

6. Good Practice

Cycle facilities were a key component of the A38 Showcase Bus Route scheme. Together with the bus priorities and public transport investment, lanes and space were reallocated to cyclists and enhancements were made to the pedestrian environment. Detailed monitoring has been undertaken on the northern element of the Showcase route, and after two years the number of people cycling on the northern section of the A38 has risen by 13%.

7. Strategy

7.1 In the period of the JLTP we will increase cycling through the various mechanisms and initiatives set out below. These initiatives build on, and are fully complementary to, the action plan for cycling set out in Chapter 5 of the Joint Local Transport Plan.

A. Working with Partners

- A1 Develop and maintain safe, convenient, efficient and attractive infrastructure across the JLTP area which encourages cycling, walking and the use of public transport to aid the reduction of the need to travel by car.
- A2 Ensure that policies to increase cycling meet the needs of cyclists and are fully

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integrated into other plans such as Local Development Frameworks, the Road Safety Plan, challenge funding and all other resource bids and local and regional strategies.

- A3 Integrate cycling with public transport interchanges (to enable cycling as part of longer journeys).
- A4 Continue to promote cycling through working with partners such as the voluntary sector, interest groups, Government agencies, Police, transport providers, and employers.
- A5 Work with Primary Care Trusts and relevant Sports Development and Physical Activity Teams, to promote the health benefits of cycling.
- A6 Produce a Rights of Way Improvement Plan (ROWIP) to provide a network of routes offering a variety of safe and attractive sustainable transport and recreational opportunities.
- A7 Promote cycling as an attractive mode of transport for tourist activities.
- A8 Continue to work towards the aim of being model employers in the provision of cycling facilities and incentives to all Council staff.

B. Infrastructure Design Principles and Process

- B1 Design will be based on best technical advice wherever possible, for example Cycle Friendly Infrastructure (for general principles), National Cycle Network guidelines and DfT local transport notes.
- B2 Continue to develop new technical solutions for the design of cycle friendly infrastructure.
- B3 Traffic management and highway schemes designed to include priorities and measures for cyclists.
- B4 High quality route networks will be identified, provided and protected for cyclists. Priority will be given to the main urban centres and to those links with surrounding areas that have the potential

to generate significant levels of cycling. Design to reflect the hierarchical approach recommended by 'Cycle Friendly Infrastructure' in the following order of preference:

- traffic reduction
- speed reduction/traffic management
- junction treatment and traffic management
- redistribution of the carriageway
- cycle lanes
- cycle tracks

Traffic free routes providing for both leisure and day-to-day cycling will form part of the network where appropriate. Investigate shared use footways through local consultation process where adequate on-carriageway facilities cannot be accommodated.

- B5 Cycle improvements will continue to be incorporated within corridor studies and other transport and traffic projects realising the need to reallocate road space for cycling where appropriate.
- B6 Cycle audits will be required in all significant transport and development infrastructure schemes. Cycle audit practice will be standardised across our four Councils. The design of smaller schemes will be considered by the cycling officers at concept/detailed design/implementation stage.



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- B7 Strategic review of the main road network will be carried out and will inform the design and phasing of the cycle network.
- B8 Cycle parking design and planning standards will ensure that cycle parking is provided which is safe, secure, accessible and appropriately located.
- B9 Continue to seek substantial improvements for cyclists as part of new developments and transport infrastructure. Provide design advice for use by developers and development control officers.
- B10 Cycling infrastructure will be properly maintained with reference to:
- Prioritised highway maintenance on roads used as cycle routes with particular attention paid to the area near the kerb of main roads.
 - Education, monitoring and increased pressure on the statutory undertakers to achieve a high standard of repairs following street works; and of safety for all, including cyclists, during street works.
 - Sweeping of grade separated facilities and gritting of them in icy conditions.
- B11 Throughout the Strategy's implementation, the following road user hierarchy will be used as a prompt in order to consider needs:



- Pedestrians and disabled people (including disabled people and public transport passengers).
- Cyclists.
- Public transport users.
- Disabled drivers .
- Commercial and business vehicles.
- Car borne shoppers.
- Car borne commuters and visitors.

C. Education, Training, Publicity and Promotion

- C1 Work with other organisations to provide cycle training for adults.
- C2 Provide on-road cycle training to the national standard for children before they finish primary school.
- C3 Continue and expand health programmes and cyclist initiatives e.g. Bristol Bike Week.
- C4 Continue to work closely with the Police on all joint education, training and publicity initiatives, including reducing cycle theft.
- C5 Work with other organisations to establish further cycle resource centres at major transport interchanges.
- C6 Continue to provide and support local and national cycling events.
- C7 Support new infrastructure measures with a sustained programme of complementary publicity material.
- C8 Provide new information on walking and cycling such as the cycling and walking trip planner available at www.travelbristol.org
- C9 Work with employers through the Travel Plan Award Scheme.

D Community Safety

- D1 Give a high priority to improving safety for cyclists, and the reduction of danger on the roads, both on a route and area basis.
- D2 Community Safety Strategies will take steps to reduce the risk and fear of crime

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for cyclists using the road, segregated facilities and cycle parking.

- D3 Cycle routes to primary and secondary schools to be prioritised, as identified by School Travel Plans, to improve safety, fitness and independent mobility of children and to reduce traffic congestion, and traffic danger near schools.

8. Targets

The headline target LTP3 is to increase cycling across the JLTP area by 30% over the plan period. The outcomes of investment to increase cycling will also be monitored by its impact on other key targets, such as:

LTP4: Mode share of journeys to school

LTP6: Changes to peak period flows to urban centres

The outputs associated with cycling investment will also be monitored. It is not proposed to set further detailed outcome targets for cycling.

