

Response to Consultation

Bristol Cycling Campaign

2 August 2017

- [Oakfield Road](#)
- [Clifton Road](#)
- [Lower Clifton Hill](#)



Our overall position on this consultation is: **Support**

Bristol Cycling Campaign believes that every Bristolian, whatever their age or ability, deserves safe and inviting space for cycling on all Bristol's streets. This should never be to the detriment of walking. We welcome the ambitious target in the council's [Bristol Cycle Strategy](#) for 20% of trips to work by bike by 2020. We have the following general comments on this consultation drawing on the [Bristol Cycling Manifesto](#), and the [Making Space for Cycling](#) guide for street renewals which set out how to achieve space for cycling.

Space for Cycling	<i>Does this measure provide for 1) Protected space on main roads; 2) Remove through motor traffic; 3) Safe routes to school; 4) Cycle friendly town centres; 5) Cycle routes in green spaces; 6) 20mph speed limits?</i>	Green - overall benefit
Road Danger Reduction	<i>Does this measure seek a genuine reduction in danger for all road users by identifying and controlling the principal sources of threat?</i>	Green - overall benefit
Triple A Quality (All Ages and Abilities)	<i>Will this measure be attractive to all ages and abilities using all kinds of cycles?</i>	Green - overall benefit
Strategic Cycling Network	<i>How does this measure contribute to the development of Bristol Council's planned integrated and coherent strategic cycle network?</i>	Green - overall benefit
Cycle-proofing	<i>How far does this measure provide for Triple A Space for Cycling in the future?</i>	Green - overall benefit

Bristol Cycling Campaign has the following specific comments on this consultation:

1. In order to achieve the council's object of 20% cycling it is essential that every opportunity is taken to improve conditions for cycling where there are changes in road layout for whatever reason, so that people cycling feel safe and welcome.
2. All three streets are used in practice by cyclists against the one-way flow, demonstrating the need for two way flow for cycles.
3. Traffic speeds and volumes appear to be low in all cases, and adequate width exists for passing at low speeds. All are within 20 mph limit. These are safe streets for cycle contraflows indicated by signage alone.
4. We support these modest measures. We do, however, make the point that whilst such incremental improvements are useful transformative changes (eg shifting traffic motor movements to cycles improving congestion, air quality and public health immediately) will require more ambitious, radical interventions such as fully protected cycle routes.

[ENDS]

CONTACT

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References

1. [Bristol Cycling Campaign \(BCyC\)](#)

We been campaigning since 1991 to make cycling in Bristol so easy that everyone does it. We produced the [Bristol Cycling Manifesto](#) in 2013 which has now been signed by over 4,000 people. This sets out a 12 year strategy to quadruple cycling in the city which has been endorsed by the Mayor of Bristol and has influenced the Bristol Cycling Strategy.

2. [Lots of people ride bikes in Bristol](#)

The 2011 census showed that cycling to work in Bristol had doubled over the past 10 years and that Bristol had significantly more cycling than any other major English city. On census day in 2011 16,211 Bristolians said that they usually cycled to work. (1 in 12 of the 104,729 who travelled to work at that time). A telephone survey for HM Government indicated that in 2012 nearly a quarter of adult Bristolians cycled at least once a month for one reason or another.

Bristol City Council data collected by observers between 2010 and 2013 show that at peak times there were over 10,000 cyclists on Bristol roads and 7% of all city traffic measured at these times were cyclists. Across the city, some routes carry 300-500 cyclists per hour and at four busy points on roads into the city cyclists constitute over a quarter of all traffic during peak hours. <http://samsaundersbristol.wordpress.com/2013/02/12/considerate-cycling-27-bristol-compared/>

3. Improving and extending the Bristol cycle network is a council priority

Bristol City Council's [Cycle Strategy](#) and the [Bike Life 2015](#) report show how cycling benefits the city and set targets of 20% for commuting and trips to school. These incorporate the cycle network set out in our [Bristol Cycling Manifesto](#). All measures on these routes must include a high level of cycle provision, or at the least 'cycle proofing' for the future.

4. Cycling is a national priority

The Times newspaper 'Cities Fit for Cycling' campaign supported a parliamentary inquiry by the All Party Parliamentary Cycling Group that was published last month. It was prepared by Professor Phil Goodwin of UWE. In his forward he says: "I, like most professional transport planners, providers and researchers of my generation, have grown up thinking that cycling, though worthy, is of small significance compared with the great questions of cars, traffic and public transport, or the universal significance of walking. [...] We were wrong. The evidence demonstrates quite clearly that [...] cycling is the mode of transport 'on the cusp of greatness'". http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf

5. More cycling is a health priority

Recently published guidelines by the National Institute of Clinical Excellence have set out how local authorities must invest in walking and cycling. In February this year the government's chief medical officer, Dame Sally Davies said: "I think that investment in cycling to drive up physical activity might emerge as one of the 'best buys' in some areas."

<http://publications.nice.org.uk/walking-and-cycling-local-measures-to-promote-walking-and-cycling-as-forms-of-travel-or-recreation-ph41/recommendations>