

Bristol Cycling Campaign AGM 26 November 2019

Annual Reports

Events Report

There are perhaps 100,000 people cycling regularly in Greater Bristol. Of these, most would probably complain vociferously about the inadequate provision for cycling in Bristol. And yet only half of one percent raise their voice as members of the Campaign. Anecdote suggests that the vast majority of the remainder have never even heard of Bristol Cycling. This year we have striven to make more cyclists and, hopefully, wannabe cyclists, aware of Bristol Cycling Campaign as a lobbyists' voice.

We have undertaken a professional refresh of our recognisable branding, invested in some promotional materials, and have shown up as a presence at several festivals and community events through the summer. Please let us know of any suitable events for us to attend in your neighbourhoods in 2020. And please take with you tonight some of our new membership leaflets in order to hand out to friends, family and local shops.

Mark Brough

Space4Cycling report

Local Cycling and Walking Infrastructure Plan (LCWIP)

Over the last 18 months officers at WECA, Bristol City Council, BANES, South Gloucestershire and North Somerset have been developing the new Local Cycling and Walking Infrastructure plan for the West of England sub-region. Bristol Cycling Campaign has been involved throughout the process and has had regular updates on the progress of the plan. It is expected to go out to public consultation in the coming months. We will make supporters of Bristol Cycling Campaign aware when this happens and encourage you to input into the consultation. [Why it matters that Bristol is preparing a 'Local Cycling and Walking Infrastructure Plan'](#)

The LCWIP is the first time a sub-regional cycling and walking plan has been developed and will form the basis for allocating and bidding for funding over the coming years.

Temple Meads and St Philips

There have been a number of schemes at various stages of development in the Temple Meads area so we have been keeping a close eye on this part of the city recently. Planning consent has just been granted for the student accommodation phase of University of Bristol's Temple Quarter Enterprise Campus and another

consultation has just closed on the proposed academic buildings. We have been arguing for improvements to the Cattle Market Road cycle track, improved cycle connections over Brock's Bridge and additional cycle parking [Temple Quarter Enterprise Campus – our response](#).

A new shared cycling and walking route on a pontoon on the Floating Harbour between Cattle Market Road and Temple Meads Ferry Landing has recently been granted planning consent. We have some concerns about the insufficient width but due to navigation requirements on the harbour there is no room for a wider route.

A mixed-use scheme has been proposed on Silverthorne Lane and we have met with developers Square Bay twice this year to discuss improving the scheme and area for people on bikes.

In the longer run it is expected that the wider St Philips Marsh area will undergo a great deal of development and we have met with officers and designers to ensure cycling is designed in at the outset (and in the LCWIP in this area).

The Temple Quarter road scheme is nearing completion after 5 years. There are some improvements for cycling and walking but, in general, it is a real missed opportunity. We have at no time, despite asking, seen the plans and it was consequently made difficult for us to comment effectively until it was too late to influence anything. We will write more about this in due course.

A4018 Westbury Road to Passage Road

Subsequent to responding to the public consultation on the A4018 proposals earlier this year we have had several meetings with officers about cycling improvements along this route. The nature of the new cycling and walking route along the Downs is still being determined but we are pleased to have seen a draft design proposal for a protected cycle track along Passage Road from Crow Lane to Greystoke Avenue. We are also pressing hard for improvements along Falcondale Road to link the other two elements up [Safe Cycling in NW Bristol ? Yes please](#).

City Centre cycle network

The gradual progress of the city centre cycle network continues, with the segregated cycle track over Old Market roundabout currently on site. A new segregated cycle track will be built along Counterslip as part of the redevelopment of the old fire station site that has recently obtained planning consent. We also hope some funds from the Castle Park View will become available for construction of a protected cycle track on Castle Street and Tower Hill. We are also pushing for improvements to Redcliffe Way, where we expect a proposal to be put forward at some point in the near future. A number of other city centre routes are likely to be incorporated into the LCWIP mentioned above. [Update: City Centre Cycle Network](#)

We have been very disappointed in the new Temple Gate road changes, and the lack of good quality cycle infrastructure incorporated into this scheme. It is a great shame that the environment is still so unpleasant and unsafe for pedestrians and cyclists, faced by six lanes of motor traffic upon leaving our city's main railway station. It has been a huge missed opportunity.

Bristol Bath Railway Path

£1.1 million has been allocated for improvements to the BBRP between the city centre and Fishponds. Public consultation has just begun and we have been involved in ongoing consultation lead by Sustrans [Workshops on changes to the Railway Path – have your say!](#).

There are many other schemes going on across the city so to keep up with what's going on, or to get more involved, please come along to our monthly 'Space for Cycling' meeting on the second Thursday of the month. Details can be found on our diary page.

Muller Road

A proposal earlier this year for increased bus priority along Muller Road neglected cycling. We made a consultation response and achieved some improvements. The priority is improving the crossing of Muller Road by the Concord Way at Petherbridge Way.

Redcliffe Way

We have had advanced sight of a proposal for a segregated cycle track along Redcliffe Way as part of a scheme to remodel the Redcliffe Hill/Way Roundabout and potential development on the existing car park. Consultation on the scheme has been delayed but is awaited. We expect to have an opportunity to review the details, but in principle it seems to be another useful connection in the city centre cycling network and will improve the connections between Temple Meads, the city centre and employment sites along Redcliffe Way.

Richard Williams, Chair of our Space4Cycling Group

Road Justice report

Bristol Cycling Campaign and RoadPeace work together to press the police to thoroughly investigate and take appropriate enforcement action in relation to all road traffic collisions and instances of dangerous driving resulting in the death, injury or intimidation of cyclists.

At present, we do not believe Avon and Somerset Police are giving this work sufficient priority; for example, last year 284 cyclists were injured on Bristol's roads but police statistics show that they only take enforcement action in 11% of cases. Not only that but we know that a large number of incidents go unrecorded; in 2017

Bristol's hospitals admitted 30 seriously injured cyclists but the police only recorded 16 such incidents.

Bristol Road Justice has taken up a number of individual cases where cyclists, who have been injured or intimidated, have not received an appropriate response from the police. In addition, during the last year, Bristol Road Justice has been in contact with the Police and Crime Commissioner and Head of Road Safety arguing that they need to:

- Look at why the police are failing to record many incidents and then take appropriate action.
- Investigate why so few motorists are prosecuted or are in receipt of other sanctions for dangerous driving and improve their procedures for ensuring this happens.
- Provide support and information to all victims of dangerous driving.
- Launch targeted and sustained campaigns to tackle the causes of cycling injury and intimidation by motorists such as close passing, car dooring and mobile phone use.

We are currently working with a number of cyclists who have submitted headcam footage to the police. Hiding behind data protection law, the police are trying to avoid telling them what action, if any, is proposed in response. The issue has yet to be resolved.

We all deserve a good service from the police and are always keen to hear of fellow cyclists' experiences.

Rob Harding, Chair of our Road Justice group

Financial report

In the year April 2018 to March 2019 (our financial year) we made a surplus of £1,563. Compared to the previous year's surplus of £1,203 this represents decreased spending due to lower levels of activity, mainly providing fewer refreshments at meetings since the closure Roll for the Soul. (Providing refreshments is a way of rewarding volunteers for giving up their spare time to attend meetings in order to further the aims of the Campaign).

In light of the overall balance in the bank at the end of March 2019 of £10,959, we decided that in the current year we could easily afford to spend more on publicity and promotion in order to grow awareness of the Campaign and therefore grow the paid membership. The current balance at mid November 2019 still stands at £11,162 so there is plenty of scope for further spend on this or other areas.

Our membership income in 2018-19 decreased by £312 compared to 2017-18 due to churn and less effort put into recruiting new members, but with the further effort in summer 2019 we're on track to make this back by March 2020 at roughly £3,400 for the year.

So far for this financial year, April 2019 to March 2020, which we are just over halfway through, our income only just exceeds our expenditure. This is because of a £444 web hosting item, which actually covers several years, and £1,370 Printing & Stationary item which covers design and acquisition of various promotional materials which, again, will be an investment for several years. This events investment is already appearing to pay dividends in reversing the very long term slow decline in membership which has happened to us, like other similar organisations. Obviously our financial statements for the current year are draft and not for approval. Significant expenditure has been incurred but has yet to be paid for this AGM.

Martin Tweedell, Treasurer.