travelwest

West of England Local Cycling and Walking Infrastructure Plan

2020-2036

Bath & North East Somerset Council

Bristol City Council

North Somerset Council

South Gloucestershire Council

West of England Combined Authority

Contents

Introduction

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exciting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m by 2036, and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT)[1]. This methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel. These ambitions are embedded within the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans (listed on pages 9-10), which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

New schemes will continue to be developed and delivered as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan.

The DfT has explicitly stated that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced.

This Plan proposes improvements to the walking environment focussing on 30 local high streets (totalling £105 million), as well as improvements along 55 continuous cycle routes (totalling £306 million), with the aim of providing high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport.

What is WECA?

The West of England Combined Authority (WECA) works to drive clean economic growth that benefits all residents. This means supporting our residents to have better skills, more job opportunities and a better standard of living. As a result of devolution, significant powers and funding have been transferred to our region through WECA and the West of England Mayor. Working with our councils, Bath & North East Somerset, Bristol City and South Gloucestershire, we are making decisions about transport, homes, jobs and skills here in our region, decisions previously made by central Government. Although not part of WECA, North Somerset Council is recognised as a key partner in meeting the West of England's transport and housing challenges and is also included in this plan. By working together as a region, we can achieve so much more.

1 DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Our journey so far

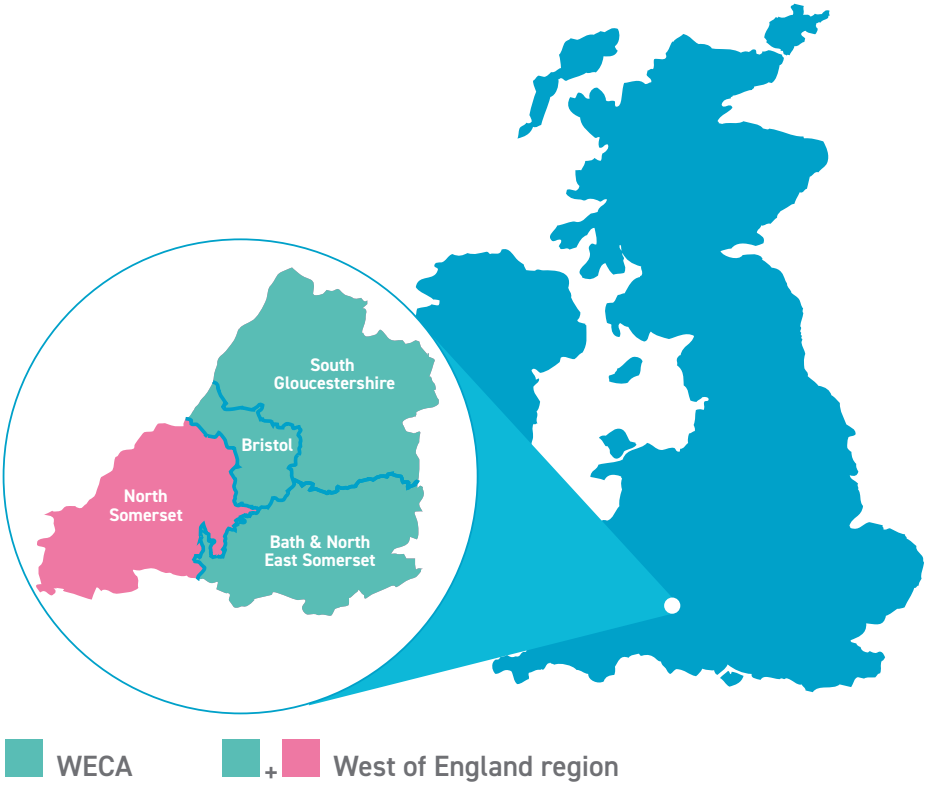
The West of England authorities have a strong track record of working together to deliver walking and cycling schemes, and our levels of cycling and walking compare favourably at a national level. The region saw an increase in rates of cycling to work from 6.7% in 2007 to 9.8% in 2010, and this has continued to grow steadily. The region has strong health and active travel agendas, but despite our strengths, we are not complacent and want to use the Local Cycling and Walking Infrastructure Plan to deliver further improvements for our region.

In 2008, Bristol was the first city in the UK to gain Cycling City status, which brought £11.4m of investment from the Department of Transport, and was matched by the local authorities to bring the total investment to £23m. Over the following few years, Bristol and South Gloucestershire councils embarked on a major programme to increase the numbers of people cycling through the creation of dedicated cycle lanes, better cycling facilities, and more cycle training for children.

In 2010, the IPSOS/MORI National Highways Satisfaction Survey (2010) ranked Bristol top in two categories – cycle route information, and cycle facilities at place of work.

After the success of Cycling City, the West of England authorities then won a £30m grant from the Local Sustainable Transport Fund (LSTF) which attracted a further £20m of match funding. The West of England's LSTF programme funded dedicated officers to work directly with employers, schools, universities, and community groups to encourage and support people living, working and studying in the West of England to travel in more sustainable ways, whilst simultaneously supporting economic growth.

The Cycle Ambition Fund ran from 2015 to 2018 and used £19m of central government funding to deliver a series of walking and cycling infrastructure projects including: the upgrading of 2.2km of towpath between Bath and Bathampton; Hengrove Family Cycling Centre; and Easton Safer Streets - a scheme developed by the local community in partnership with Bristol City Council in order to make streets feel safer and more attractive to walk and cycle in; the development and enhancement of several radial cycle routes including the Malago Greenway and Filwood Quietway; the introduction of lighting along several routes in South Gloucestershire, and



Introduction continued

the installation of on-street bike hangars which hold 6 bicycles securely.

Bristol's bus rapid transit scheme, metrobus, was completed in 2019, bringing with it funding for walking and cycling improvements. This included the re-configuration and redesign of the centre of Bristol to improve the walking and cycling experience; a new off-road walking and cycling path from Long Ashton Park & Ride to Bristol Harbourside which follows the route of the m2 metrobus service; and another route along the new South Bristol Link. metrobus also enabled improvements to the existing cycle path between Bromley Heath and Wick Wick roundabouts in South Gloucestershire, and delivered cycle stands at every bus stop on the metrobus network.

The Local Cycling and Walking Infrastructure Plan is the next step in the West of England's ambitious plans to improve the walking and cycling environment across the region, making it accessible for all users, including those using mobility aids, kick-scooters, and adapted cycles, whilst simultaneously future proofing for new modes such as electric scooters and other forms of sustainable, individual transport modes.

Investment of £411 million by 2036.

Improvements to walking routes serving 30 local high streets and 55 continuous cycle routes creating a West of England wide network.

Response to the consultation

The West of England Local Cycling and Walking Infrastructure Plan was publicly consulted on between 3 February and 15 March 2020, attracting over 1,800 responses.

To be eligible for anticipated Department for Transport funding we adopted this plan quickly, and prioritised analysing the questions and comments which centred on the general principles. Route and area specific comments were analysed separately by the respective local authorities, and these responses will feed in to the ongoing development of the routes and schemes. The LCWIP was adopted in June 2020 by the West of England Joint Committee, with route and area specific comments being incorporated into the document with delegated Executive Director approval later in 2020..

The consultation report for the questions and comments relating to general principles can be found in Appendix 2.

I know so many people who want to cycle but have to drive because they are scared. Let's make our towns and cities safe enough so even kids and older people can get around independently.

Male, 18-24, Bristol

I live in Easton and should be able to cycle everywhere. It is not safe with small kids and it should be. Amsterdam wasn't always a cycle city but with a long term vision it managed to become one. Cycling shouldn't just be for commuting. It should be the main mode of transport for those people and families living within a 2 mile radius of the centre.

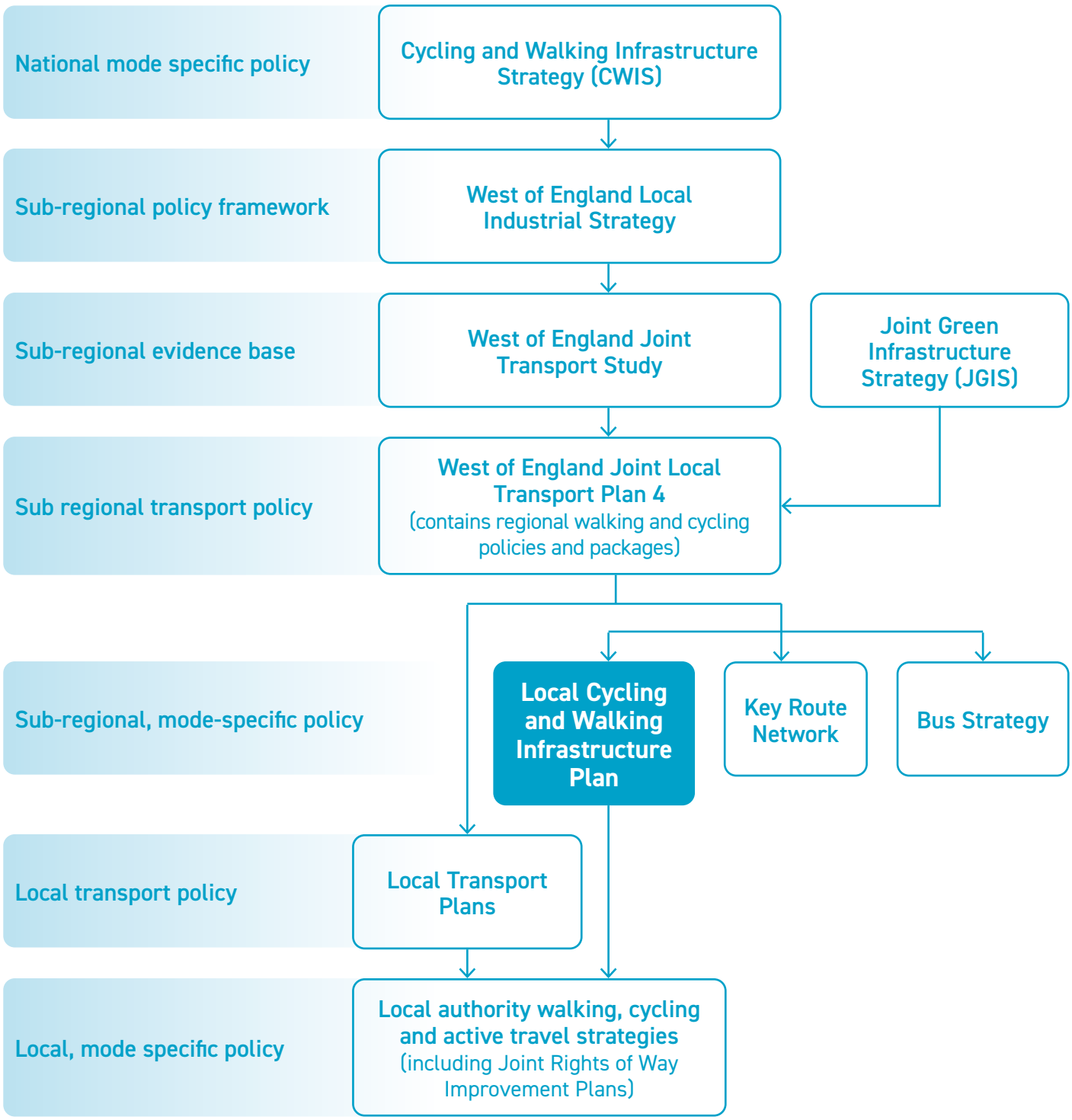
Female, 35-44, Bristol

We have declared a climate emergency. One of the responses to this must be bold, committed and large-scale implementation of actual improvements to cycling and walking and public transport.

Male, 45-54, Thornbury

Policy context

Relationship of the Local Cycling and Walking Infrastructure Plan to other plans and key documents



In 2017, government published a national Cycling and Walking Infrastructure Strategy (CWIS) in response to the decline in walking and cycling which has been observed over the last decades. The CWIS aims to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, as well as to double national levels of cycling by 2025, and to reduce the rate of cyclists killed or seriously injured in England each year.

In order to meet these targets cycling and walking need to be normal, safe, and enjoyable ways to travel, and also perceived in this way. The West of England Local Cycling and Walking Infrastructure Plan is a network planning and prioritisation tool for use at local authority and regional level through which government can deliver infrastructure changes.

The West of England Local Industrial Strategy looks at how we need to work together to secure clean growth to benefit all residents. It was developed by WECA and the Local Enterprise Partnership, working with regional businesses and organisations, as well as central government, and launched in summer 2019. One of the four key priorities identified in the Local Industrial Strategy, which is supported by the West of England Local Cycling and Walking Infrastructure Plan is to invest in infrastructure that reduces energy demand, lowers carbon emissions and is resilient to the impacts of climate change.

The Joint Local Transport Plan 4 (JLTP4) is the overarching transport plan for the West of England area, setting out the region's vision for travel and transport to 2036. It recognises the pressing need to improve walking and cycling provision and that meeting this challenge will help to achieve some of the JLTP4's key objectives of better health, wellbeing, safety and security. The CWIS's ambition to make cycling and walking the preferred choice is echoed in the JLTP4's strategy for connectivity, which also includes an ambition to reallocate highway capacity to sustainable and active modes of transport, which will support the delivery of our Local Cycling and Walking Infrastructure Plan. The Local Cycling and Walking Infrastructure Plan is incorporated into policy and supported through principles in the JLTP4.

Local sustainable travel plans and strategies

At a local level, individual councils have responsibility for their local transport plans as well as a range of other location and mode specific plans and strategies such as Rights of Way Improvement Plans, behaviour change interventions, and other infrastructure packages.

These include:

Bath and North East Somerset Council

Emerging Bath Transport Delivery Plan

Emerging Bath and North East Somerset Cycle Master Plan

Bath and North East Somerset Core Strategy and Placemaking Plan, adopted 2017
bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Placemaking-Plan/cs_pmp_vol_1_district-wide.pdf

Getting around Bath: supporting document, October 2014
bathnes.gov.uk/sites/default/files/supporting_strategy_report_final.pdf

Getting around Keynsham Transport Strategy, July 2016
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

Chew Valley Transport Strategy, draft report, October 2017
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_chew_valley_transport_strategy_-_supporting_document_oct_17.pdf

Somer Valley Transport Strategy, draft report, October 2017
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_somer_valley_transport_strategy_-_supporting_document_oct_17.pdf

Bristol City Council

Bristol Transport Strategy, 2019
www.bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c

North Somerset Council

North Somerset Draft Active Travel Strategy, consultation October to December 2020

North Somerset Rights of Way Improvement Plan 2007-2017 (Revised 2010)
n-somerset.gov.uk/wp-content/uploads/2015/11/rights-of-way-improvement-plan.pdf

South Gloucestershire Council

South Gloucestershire Council Cycle Strategy, May 2016
https://edocs.southglos.gov.uk/download/cyclestrategy_531.pdf

Joint Rights of Way Improvement Plan

Draft Joint Rights of Way Improvement Plan, 2018 - 2026
www.bathnes.gov.uk/sites/default/files/sitedocuments/Streets-and-Highway-Maintenance/FootpathsandPublicrightsofway/draft_rowip_2018-2026.pdf

Joint Green Infrastructure Strategy

The West of England Joint Green Infrastructure (JGIS) complements the West of England Local Cycling and Walking Plan through shared aims and outcomes. Green Infrastructure (GI) is a strategically planned and managed network of natural and semi-natural areas delivering multiple benefits for people, wildlife and the environment.

The JGIS provides an evidence base for Local Plan developments as well as other plans and strategies; tools to enable a consistent approach to GI across the West of England authorities; and identifies opportunities for enhancement of GI including its integration as part of new and improved cycling and walking infrastructure.

Bus Strategy

The delivery of bus infrastructure through the West of England Bus Strategy will provide opportunities to fund and co-deliver 'whole corridor' improvements which will enhance sustainable transport options to help us meet the ambitious targets set out in the JLTP4. This will sometimes require trade-offs and compromises between different mode users

The Bus Strategy sets out how bus services will help us tackle traffic congestion and reduce carbon emissions in the region. To do this it proposes an ambitious aim for a doubling of bus passenger journeys by 2036.

The national Cycling and Walking Infrastructure Strategy aims to make cycling and walking the natural choice for shorter journeys, and to double national levels of cycling by 2025.[2]

2 DfT (2017), *Cycling and Walking Investment Strategy (CWIS)* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

How investing in cycling and walking supports our transport vision

Our transport vision, as set out in the Joint Local Transport Plan 4, is to **'Connect people and places for a vibrant, inclusive and carbon neutral West of England'**.

The JLTP4 identified five objectives, based on the aspirations of the West of England authorities, each of which has a role to play in achieving our vision.

The five JLTP objectives are shown on this page, against examples of how investment in cycling and walking can help deliver those objectives.

Accessibility

JLTP Objective: Enable equality and improve accessibility

- Inaccessible infrastructure is the biggest barrier preventing disabled people from cycling.[3]
- Three quarters of disabled cyclists use their cycle as a mobility aid.[4]
- The proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone[5].
- People with reduced mobility such as wheelchair users or those using walking aids; people with push-chairs or those with sight issues, as well as those with young children, will find it much easier to use a footway that provides plenty of space[6].
- 25% of people with disabilities report difficulties with any type of trip, compared with 10% of people without disabilities.[7]

Health

JLTP Objective: Contribute to better health, wellbeing, safety and security

- 4 in 10 women and 1 in 3 men in England are not active enough for good health. This costs the NHS more than £450 million a year, equating to £8.17 per person.[8]
- Employees who cycle regularly take 1.3 fewer sick days then those who don't: worth £128m to the economy.[9]

3 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*
4 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*
5 Wheels for Wellbeing (2017) *Guide to Inclusive Cycling*
6 Cambridgeshire County Council (2020) *https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/walking-improvements* Accessed 19 May 2020.
7 DfT (2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf
8 Public Health England (2018) *Cycling and walking for individual and population health benefits*
9 Grous, A. (2011) *The British Cycling Economy: 'gross cycling product' report.*

Air quality and climate change

JLTP Objective: Take action against climate change and address poor air quality

- Meeting the Government's CWIS targets (doubling cycling and increasing walking) would lead to annual savings of £567m due to improved air quality and prevent 8300 premature deaths each year.[10]
- Transport is responsible for 29% of carbon dioxide (CO_2) emissions in the West of England, compared to 26% nationally. All of the West of England authorities (including WECA) declared climate emergencies during 2019.[11]

Economy

JLTP Objective: Support sustainable and inclusive economic growth

- Over a month, people who walk to high streets spend up to 40% more than people who drive to the high street.[12]
- 83% of Business Improvement Districts say that walking and cycling improvements attract more customers.[13]
- Nationally every £1 spent on walking and cycling returns £13 of benefits to the economy.[14]
- Cycle parking delivers 5 times the retail spend per square metre than the same area of car parking.[15]
- Cycling contributes £5.4bn to the economy each year - that's more than 3 times the contribution of the UK steel industry.[16]

Place making

JLTP Objective: Create better places

A study in Bristol, which has been replicated in many other cities, found that retailers on a local high street overestimated the proportion of shoppers arriving by car by almost double at 41% compared with the actual proportion of 22%. The retailers also underestimated how far pedestrians had travelled to get to the high street; over 60% lived within 1 mile. As well as the benefit of improved public realm, the study showed that pedestrians generally visited more shops than those arriving by car. This study has been replicated for many different high streets, each producing similar results.[17]

10 Public Health England (2018) *Cycling and walking for individual and population health benefits*
11 West of England (2019) *Draft Joint Local Transport Plan 4*
12 Transport for London (2013) *Town Centres 2013*
13 Aldred, R. and Sharkey, R. (2018) *Healthy Streets: a business view.* University of Westminster for Transport for London.
14 Department for Transport (2015) *Investing in cycling and walking – The economic case for action*
15 Raje, F. and Saffrey, A. University of Birmingham and Phil Jones Associates for Department for Transport (2016) *The value of cycling*
16 Newson, C. and Sloman, L. Transport for Quality of Life for the Bicycle Association (2018) *The value of the Cycling Sector to the British Economy: A Scoping Study.*
17 Sustrans (2006) *Shoppers and how they travel.* Information Sheet LN02.

How investing in cycling and walking supports our transport vision continued

The role of this Plan in achieving our vision

We want walking and cycling to be the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone living, working or studying in or visiting the West of England.

Our vision is that the West of England walking and cycling network is the most coherent, accessible and comprehensive in the UK. It is well evidenced in both academic literature and real-world case studies that investment in active travel has a pivotal role to play in boosting local economies, helping us meet our environmental challenges, and creating healthier and happier people.

At its heart, this Plan is about improving how our streets look and feel, respecting their multifunctional purpose as transport corridors, areas of residence, and destinations in their own right.

To enable our vision, the Plan will specifically support the delivery of the following interventions which are set out in the JLTP4:

- to provide an attractive, safe and usable walking and cycling network;
- to support those without a private car to access the services they require;
- to improve the quality of streets and public spaces, and to provide clear wayfinding and signage;
- to work with residents and communities to identify barriers to accessibility including crossings, and speed reduction;
- to consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users;
- to improve the quality of streets and public realm;
- to integrate walking, cycling and public transport into new developments;
- to provide clear wayfinding and signage;
- to improve and maintain Public Rights of Way;
- to work with residents and communities to identify barriers to accessibility;
- to support the provision of safe crossings and speed reduction in appropriate locations;
- to improve actual and perceived personal security.

Transport mode share targets are set out in the JLTP4.

Accessibility

Accessibility will be at the heart of delivering this plan and initial engagement with stakeholders has shaped our approach to developing the improvements cited in the technical maps. We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network. We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible out-comes for all users.

Behaviour change

This plan is only part of the picture. We will continue to work in partnership with external organisations to support and encourage a step-change in the uptake of active travel, as set out in the JLTP4. The need to respond to changes in mobility post Covid-19, and the ever-increasing importance of our climate emergency declarations make a greater case for investing in behaviour change programmes alongside the delivery of active travel infrastructure.

We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network.

Challenges and opportunities

Key challenges

Types of commute in the West of England [18]

	On foot	By bicycle	By car or van
Commutes less than 2km	47%	7%	41%
Commutes between 2km and 5km	12%	9%	64%

25%

forecast increase in trips by 2036[19]

50%

of commutes are less than **5km** or mainly work from home[22]

NO_2

300 deaths each year in the City of Bristol attributable to NO_2 and fine particulate matter ($PM_{2.5}$)[20]

68%

of commutes are less than **10km** or mainly work from home[23]

Transport is the largest contributor to greenhouse gases and CO_2 emissions[21]

Public opinion

Evidence from regional engagement and consultation shows that there is a high level of public support for walking and cycling improvements. The West of England's JLTP4 consulted on a range of transport options.

The most popular transport interventions were:

- Creating a comprehensive and safe network, so active travel is the preferred choice for shorter trips and accessing public transport
- Rail station enhancements
- Reallocate highways space to public transport, walking and cycling where appropriate

18 Census data (for West of England) (2011)
19 West of England (2019) *Draft Joint Local Transport Plan 4*
20 Air Quality Consultants Ltd. (2017). *Health Impacts of Air Pollution in Bristol*
21 West of England (2019) *Draft Joint Local Transport Plan 4*
22 Census data (for West of England) (2011)
23 Census data (for West of England) (2011)

Covid-19

WECA and the four local authorities responded to the challenges brought about by Covid-19 by installing temporary infrastructure measures to support increased levels of walking and cycling and to facilitate safe social distancing in line with guidance. Given the dramatic short-term impact on public transport capacity, WECA and the four authorities are continuing to work together to identify how elements of this Plan can be accelerated to ensure that walking and cycling infrastructure is a viable alternative to those who cannot travel by public transport while social distancing is still in place. It is important that the sub-region works to enhance the opportunities that arise from 'the new normal', one of which is the potential for increased walking and cycling trips and the benefits that this change could bring to our health, the economy and the environment.

Climate change

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents and people around the world. The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we require rapid, far reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. For the West of England transport CO_2 emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region. Consequently, all four local authorities and the West of England Combined Authority have now declared climate emergencies.

Delivering the Local Cycling and Walking Infrastructure Plan, alongside our other active and sustainable transport schemes will play a crucial role in allowing us to meet these targets.

Air quality

Poor air quality has significant impacts on human health. There is increasing scientific evidence and public recognition that air pollution is associated with adverse health impacts throughout the human life cycle, contributing to heart disease, stroke, chronic obstructive pulmonary disease and lung cancer. Particulates are known to have negative health impacts, even at very low concentrations.

Every car journey which is replaced by a walking or cycling trip directly reduces harmful emissions, and therefore enabling people to walk and cycle plays a key role in tackling poor air quality.

Prioritisation and funding

This is an ambitious plan calling for £411m of funding to improve the walking and cycling network until 2036. Harnessing investment from a range of funding sources and working across disciplines to achieve shared goals will be critical to deliver the improvements outlined in this Plan.

Prioritisation

This Plan was created using a methodology set out by the DfT[24] which enabled routes to be selected, scored, and prioritised.

The West of England Combined Authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

Cycling and Walking Early Assessment Sifting Tool

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria, against the following factors:

- Delivery timescale
- Current status
- Whether co-funding or co-delivery opportunities are present

The WECA Investment Fund will be available for

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term schemes
- partnership schemes with third parties

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage.

Where possible we will ensure schemes/investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation.

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.

All schemes must meet the design standards set out in the Department for Transport's Local Transport Note 1/20 Cycle infrastructure design.

These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

24 DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

25 DfT (2020) LTN 1/20 *Cycle infrastructure design* https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

The primary sources of funding that the councils will seek to utilise to realise the ambitions in this Plan include:

Government grant funding

Government frequently announces funding competitions to which local authorities can submit bids. The aims and objectives of these competitions vary from one funding competition to another.

The challenge for local authorities is to write a compelling case for funding within a short time frame. Local priorities will not always align exactly with the grant priorities, so local authorities need to be flexible in the order in which they put forward schemes for funding. Successful schemes often need to be delivered within one or two years, which can present delivery challenges for larger or more complex schemes.

Integrated Transport Block (ITB)

The ITB is an annual allowance set by the DfT and administered for Bath and North East Somerset, Bristol City, and South Gloucestershire councils; by the relevant transport authorities, e.g. WECA, and North Somerset Council. Totalling between £6-7m across the four West of England councils, it is a relatively modest amount of funding in the context of the cost of transport infrastructure. The ITB is often spread across multiple priority areas including rail, public transport, walking and cycling improvements, flood and drainage projects, and road safety schemes.

Devolved funding

In early 2017, Bath and North East Somerset Council, Bristol City Council, and South Gloucestershire Council came together to create the West of England Combined Authority (WECA). Together with the transfer of several new powers and responsibilities from government to the sub-region, the deal provided £1 billion in devolved funding over a 30-year period. In summer 2019 the WECA Committee agreed nominal allocations between Transport, Housing and Business and Skills for the first four years of funding. Together with additional funding from the Transforming Cities Fund (which government awarded to some of the largest city regions in 2017 with the aim of driving productivity and prosperity through investment in public and sustainable transport), transport has been allocated £144m up to 2023. Many of the schemes within this funding allocation require further development work before they are fully defined, but they will ultimately contribute to: reducing congestion; improving the sustainable transport offer across walking, cycling and public transport; improving access to jobs and housing; and contributing to the West of England's climate change and air quality objectives.

Developer funding

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a cycle paths, junctions, or crossing improvements if it can be evidenced that the development would place a strain on existing capacity. Section 106 funding must be spent within the immediate vicinity of the new development and the timing of the funding is dependent on when development comes forward. Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL). The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than Section 106 schemes, with the criteria set at local authority level and requiring community support.

Case studies

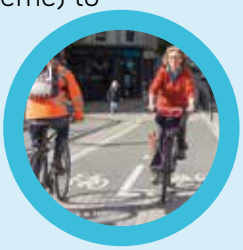
Case Study: Bromley Heath Viaduct shared path

The previous shared use cycle and pedestrian pathway on Bromley Heath Viaduct was narrow (approx. 2m), with no barrier between cyclists and the A4174 carriageway, presenting a significant deterrent to potential users. In its place, we have built a highly innovative new pathway as an extension to the viaduct in the form of a 3.5-metre cantilever composite bridge.

This new pathway is made from robust Fibre Reinforced Polymer (FPR) which requires minimal maintenance and is extremely lightweight, meaning there was no need for further strengthening of the viaduct. It has significantly improved the walking and cycling provision on a busy route. We delivered the scheme alongside essential maintenance on the viaduct to help minimise the work programme and share construction costs and resources, as well as reducing the impact and duration of work to residents, commuters and businesses.

Case Study: Baldwin Street

Completed in Autumn 2018, Bristol's showcase segregated cycling route along Baldwin Street connects with the city centre and Castle Park providing an important strategic link for cyclists travelling into the city from the Bristol and Bath Railway Path. The bi-directional cycle route has proven to be a major success story with the number of cycle trips increasing from 890 (pre-scheme) to nearly 3,000 cycle trips per day in 2019.



Case Study: Kennet and Avon towpath upgrade

The Kennet and Avon towpath links Bath City Centre with Bathampton on the eastern edge of Bath and is popular with leisure users as well as commuters and school children. The path was widened and resurfaced along 2.2km to provide an all-weather path suitable for all users, and a 300m path to Grosvenor River Bridge Road linking to the residential area of Larkhall was also improved.

The project was funded through the Cycle City Ambition Fund and carried out in partnership between Bath & North East Somerset Council and the Canal & River Trust.

Case Study: Brean Down Way

North Somerset Council opened the first leg of its flagship Coastal Towns Cycle Route in July 2017. The three-mile Uphill to Brean section has been an exemplary example of working with a wide range of partners, volunteers and funding sources, and the determination to make a long-held ambition happen. It was jointly led by North Somerset Council and national cycling charity, Greenways and Cycleroutes Ltd. It also involved the Environment Agency, Wessex Water, Natural England, Somerset County Council, Sedgemoor District Council and their contractors, Brean Parish Council, the National Trust and landowners.

The route won the Highway Partnership Award at the Institute of Highway Engineers (IHE) South Western awards in 2018.

The route continues for three-miles to the tip of Brean Down. This means that residents and holiday makers can now avoid the long, circuitous, and busy Accomodation Road, and their trip is shortened by three miles.

During 2018 the route carried at least 44,000 cycle and 30,000 pedestrian trips. Almost all the active travel journeys are new leisure trips, which were not possible or desirable before.

Case Study: Whitehouse Street

Although initially conceived as a cycling scheme, the Whitehouse Street project has been a major success story in increasing pedestrian numbers along a previously lightly traversed route. Reducing the width of junction mouths, introducing raised tables, planting (with drainage benefits), traffic calming (through the removal of the centre line), improved quality of materials and the introduction of a new segregated cycle route resulted in an increase in pedestrian footfall from 859 trips (pre-scheme) to 1628 trips post-scheme.

How we created this plan

To create this Plan the West of England authorities followed the methodology as set out in the Department for Transport's *Local Cycling and Walking Infrastructure Plan's technical guidance (2017)*. The guidance note has been used by other local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, the West of England Local Cycling and Walking Infrastructure Plan was created using the following steps:

1

Determining scope

- Identifying the geographical area the plan would cover
- Identifying a project team to deliver the plan
- Identifying teams and stakeholders who would need to be involved in creating the plan
- Agreeing timescales

2

Gathering information

- Reviewing local policies and strategies to understand linkages
- Collecting information on existing walking and cycling trips across the network
- Identifying trip origins and destinations

3 4

Network planning for walking and cycling

- Identifying key desire lines for cycling using available data, predictive tools and local weighting factors (such as routes connecting to areas of deprivation, jobs, schools etc)
- Identifying Core Walking Zones for improvement
- Auditing all of our cycling and walking routes to understand the quality of the existing provision, and identifying areas for improvement.
- Engaging with internal teams and stakeholders to suggest a list of improvements to bring walking and cycling routes up to the best possible standard.

5

Prioritising improvements

- Costing improvements
- Establishing a timeframe for delivery

6

Integration and application

- Integrating the Local Cycling and Walking Infrastructure Plan into other plans and strategies
- Using the Local Cycling and Walking Infrastructure Plan to bid for funding
- Reviewing and updating the Local Cycling and Walking Infrastructure Plan

More details of the methodology for this Plan can be found in Appendix 1.

Types of improvements

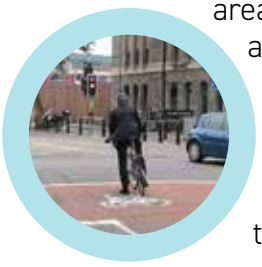
All walking and cycling infrastructure schemes will need to optimise usability and safety, while focussing on user needs and the opportunity to improve the built environment. All schemes will adhere to the latest best practice design standards, which are set out in the Government's Local Transport Note and place a greater emphasis on segregation between modes.

Cycle parking, including secure on-street resident cycle parking, will be considered as part of all schemes during the scheme development phase.

Note: Some references are taken from the London Cycling Design Standards manual.

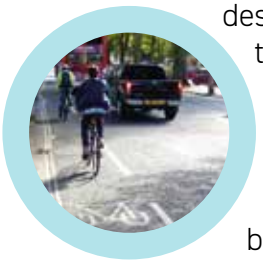
Advanced stop line

A stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes



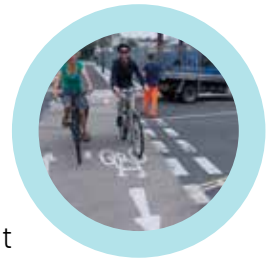
Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable



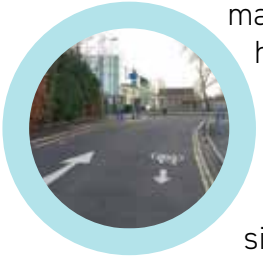
Continuous footway

A method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A 'continuous cycleway' can be added in a similar way if a cycle lane is present



Contraflow cycle route

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic and can be implemented using lane markings, which may or may not have some other form of physical protection, or by using signing only

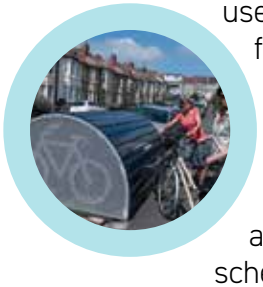


Cycle bypass

A form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals

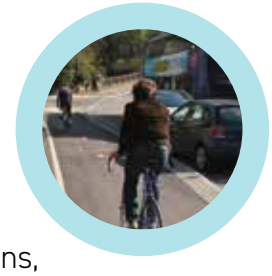
Cycle parking

The number, quality and range of types of cycle parking spaces must keep pace with the growing use of cycles in the West of England, but needs to also cater for the predicted future growth set out in the draft JLTP4. Cycle parking should be fit-for-purpose, secure, and well located, and take an inclusive approach to ensure all cycle users are catered for. We will consider cycle parking requirements as part of all proposed schemes



Delineating

A physical feature that separates space used by cyclists and pedestrians, such as a kerb and a change surface material



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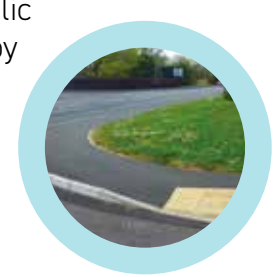
Types of improvements continued

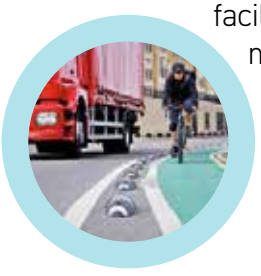
Desire line
A desire line is a route that pedestrians and cyclists take informally (away from the footway of existing cycle route), indicating a preference for direct travel

Dropped kerb
A feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access

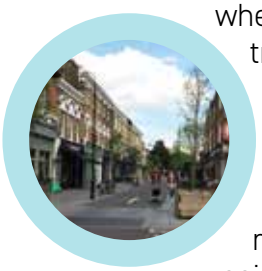
Footway
A part of public space used by pedestrians. Where a footway runs alongside a road, it is commonly referred to as pavement



Light segregation
The use of intermittently placed objects, such as bollards, to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic



Low traffic neighbourhood
An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling, Also referred to as Green and Active Neighbourhoods, and Mini Hollands



Mandatory cycle lane
A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation

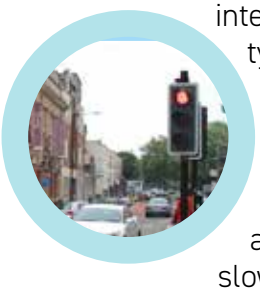
Parallel crossing
A crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians

Parklets
A small seating area or green space created as a public amenity

Footway buildout/Reduce junction width
A widening of the footway into the carriageway to provide a shorter crossing distance, and to improve visibility

Pedestrian refuge island
An island in the carriage to support pedestrian and cycle crossing movements, as well as cycle right-turns

Puffin crossing
A puffin crossing has its name derived from the phrase "pedestrian user-friendly intelligent". This type of crossing has sensors which can detect if pedestrians are crossing slowly, and can hold the red traffic light for longer if needed



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Public realm improvements

Measures that enhance the visual aesthetic and feel of an area which can include improvements like tree planting, street art, seating and other features to make public spaces more attractive

Quietway

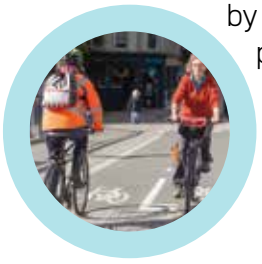
Quietways are strategic walking and cycling routes using less heavily trafficked local streets and new or existing crossing facilities at major barriers

Raised table

A raised section of the carriageway, used to slow traffic and improve pedestrian crossing facilities

Segregated cycle path

A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway



Shared use path

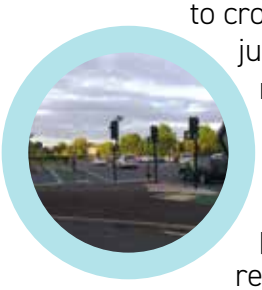
A route, path, or part of any public space which pedestrians and cyclists share but where motorised vehicles are not permitted. Specific permissions must be granted for cycles to use these spaces, and they are identified by the shared use sign – a blue circle containing white symbols of a pedestrian and cycle. In these spaces pedestrians have priority

Signal controlled crossing

A traffic light controlled crossing which can be used by pedestrians, and in some cases also cyclists

Single stage crossing

A crossing point where pedestrians and cyclists are able to cross a road or junction in one movement without having to wait at a pedestrian refuge island

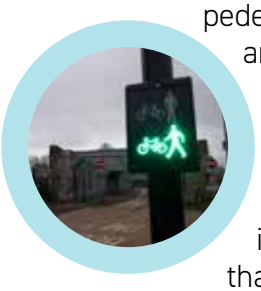


Tactile paving

Paving that helps people with sight impairments to read the street environment by using changes in texture or colour

Toucan crossing

A type of crossing which allows pedestrians and cyclists to cross together. A Toucan crossing is wider than typical crossings, to allow cyclists to ride safely across



Traffic calming

Features which physically or psychologically slow traffic

Wayfinding

Encompasses all of the ways in which people orient themselves and navigate from place to place

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