

# Cycle City Ambition Grants



Department  
for Transport

Guidance on the Application Process is published alongside this application form on the Department's website.

Please include all relevant information with your completed application form.

The level of information provided should be proportionate to the size and complexity of the package proposed.

One application form should be completed per project.

## **Applicant Information**

**City Name:** Bristol (Bath & North East Somerset, Bristol City, South Gloucestershire)

**Bid Manager Name and position:**

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## **SECTION A - Project description and funding profile**

**A1. Project name:** West of England Cycle Transformation

**A2. Headline description:**

As part of a ten-year transformational strategy and building on Cycling City, LSTF WEST, other successful programmes, this package connects the Enterprise Areas across the West of England to communities and neighbourhoods with high quality schemes and completes large sections of the cycling and walking network across the Bristol urban area and Bath.

Each of the measures are linked by a long term vision to support economic growth, improve productivity and build a Strategic Network across the West of England.

### A3. Geographical area:

The programme covers the City of Bristol, South Gloucestershire, and Bath and North East Somerset administrative boundaries. The schemes connect Enterprise Areas in the Bristol urban area, the North Fringe and Bath City Centre and Enterprise Area.



**A4. Total DfT funding contribution sought (£m): £19.169**

## **SECTION B – The Business Case**

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

## **B1. The Scheme - Summary**

Building on other successful programmes, this strategic package knits emerging infrastructure together to form whole sections of a strategic, long term network in Bristol urban area and Bath. A number of new continuous arterials are either completed or created, existing popular routes are linked together, and we are delivering door-to-door journeys through innovative schemes such as our Safer Streets pilot in Easton, Bristol. The package links communities and planned new neighbourhoods with Enterprise Areas and employment centres. The wider objectives are based upon the need to support jobs growth whilst unlocking capacity on the highway and public transport networks by encouraging more sustainable commuting in order to enable this growth.

In the Bristol urban area, new arterials will be built or existing routes completed and improved to help neighbourhoods access the Enterprise Areas in neighbouring South Gloucestershire, and the Bristol Enterprise Zone (EZ). The East to West strategic cycle trunk route from Emersons Green Enterprise Area to Cribbs Causeway in the North Fringe will connect major employment sites and new neighbourhoods in South Gloucestershire. Bath's Riverside Enterprise Area (BREA) will benefit from better links the popular Railway Path and Two Tunnels commuter routes, and a new bridge will link the to the south of the city.

## **B2. The Strategic Case**

### **The strategic fit**

Each of the measures is linked by a long term vision to support economic growth, improve productivity and build a strategic network across the West of England.

The West of England has a long term ambition to create up to 95,000 new jobs by 2030. The proposed package will support the delivery of 59,000 jobs in the Temple Quarter Enterprise Zone, three Enterprise Areas in Bath and the North Fringe and the South Bristol priority growth location and looks to connect them to a high quality cycle network that will support growth, encourage healthier and more sustainable commuting and enables this growth by unlocking capacity on the highway. It has been agreed by the LEP that investment in sustainable transport and the commensurate modal shift is an essential part of strategic mix. The West of England is starting from a position of unparalleled strength with more people commuting by bike or foot than other major urban areas outside of London and the schemes build on the Cycle Ambition Fund, LSTF, Local Growth Fund and major schemes.

### **Vision, leadership and ambition**

The proposed package represents a generational opportunity to knit together emerging pieces of infrastructure and complete entire sections of the strategic network (Appendix D and E).

The strategic objectives of the programme are:

1. Connections between and within Enterprise Areas, communities and planned neighbourhoods and better linked communities
2. Unlocking capacity on the road and public transport networks through significant shifts to more active commuting, of critical importance given job growth forecast.
3. Building a strategic cycling network (Appendix D / E) by completing strategic routes and filling in missing links, rather than building standalone pieces of infrastructure which aren't connected.

Following on from these arise:

4. Higher productivity through improved fitness (with an emphasis on commuting) and direct savings to the NHS through improved fitness (especially Bristol's north and south packages which link to hospitals and / or serve communities which score poorly on the IMD)
5. Improved public realm and revitalised streets (especially with the Easton Safer Streets & schemes relating to the Bath Enterprise Area and Bristol Enterprise Zone)
6. Creation / support of new businesses and social enterprises, by focussing investment on connections to Enterprise Areas and Bristol City Centre
7. Magnifying city agglomeration benefits with schemes that improve links between Enterprise Areas and new industry's (such as new composite technology hub in the North Fringe with an innovative bridge linking Emersons Green made of composite materials).

### **Overcoming barriers**

The package will address existing physical barriers such as busy roads and rivers, and even considers topology, which is very important in Bristol and Bath. Socio-economic barriers and perceptual barriers are overcome with new routes in areas with poor IMD scores and the completion of large parts of the off road network. Preferred schemes were selected against their ability to overcome these barriers and a value for money assessment and how they fit strategically into the network, enterprise areas, and new neighbourhoods. This relates directly to the 4<sup>th</sup> Theme of the Cycling Delivery Plan.

## **B3. The Financial Case – Project Costs**

**Table A: Funding profile (Nominal terms)**

<b>£000s</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>Total</b>
<b>DfT funding sought</b>	2,990	5,989	10,190	19,169
<b>Local Authority contribution</b>	3,475	1,437	0	4,912
<b>Third Party contribution (1)</b>	2,800	2,800	965	6,565
<b>TOTAL</b>	<b>9,265</b>	<b>10,226</b>	<b>11,155</b>	<b>30,646</b>

(1) 2016-17 includes Local Growth Fund allocation to walking and cycling which needs final confirmation through internal LEP process.

Total spend per head of population: £11.78 p.a. Full cost break down in Appendix C.

Whilst the DfT investment profile for CCAG is not split equally across the three years, when wider investment in walking and cycling in the region is considered it delivers a financially balanced programme.

The WoE is benefiting from an unprecedented investment in walking and cycling infrastructure and associated growth in modal share. CCAG represents a once in a generation opportunity to knit the emerging infrastructure together into a strategic network.

The investment profile given is considered to be deliverable and accurate.

## **B4. Package description**

**(See Appendix A for detailed list and Appendix B for maps)**

### **Bristol Urban Area**

Two improved arterial routes will connect parts of northern Bristol to the wider network and improve access to the Northern Fringe and a new Filwood Quietway demonstrates our ambition by linking areas of high deprivation to the EZ and improving access to parks for all. A more convenient Malago Quietway builds on work from CAF and further improves access from the south of the city to the Enterprise Zone.

The Southmead Quietway will help access Bristol's new 800 bed 'super-hospital' at Southmead in anticipation of being connected to the CPNN and the North Fringe. Completing a missing link on the Frome Quietway provides easier access for existing and over 200 additional houses expected in the area over the medium term to UWE the North Fringe and the City Centre. Community groups in Easton, which already has high levels of cycling, want to lead the way in developing a Bristol template for Safer Street Spaces a low intensity filtered permeability and streetscape improvement scheme in the area between the Railway Path and Frome Quietway.

Completing the City Centre Quietway links the Cycle Safety Fund scheme on Baldwin St to the Quietways network with sensitive treatment of heritage surfaces and new route to link with an LSTF junction treatment at Old Market. Prince Street is a city centre street scene scheme fits with the MetroBus BRT scheme and the CAF route creating an improved public space on a key cycling route to the City Centre.

Cattle Market Rd is at the heart of the enterprise zone, we are adding value to the route ensuring junction treatment and a full segregated cycling route, completing the last link in the CAF route from Festival Quietway to the EZ.

### **Emersons Green to Cribbs Causeway Strategic Cycle Trunk Route**

Focussing on unlocking road and public transport capacity, higher productivity levels and better linked communities; we will eradicate key pinch points on the strategic trunk route from Emersons Green to Cribbs Causeway and provide improvements on key routes linking to the trunk route.

A landmark new bridge will be built alongside Bromley Heath viaduct making east west movements along the route for cyclists and pedestrians easier and more pleasant. Lighting will be improved close to Mangotsfield Station, improving the link between the Bristol to Bath Railway Path and the A4171 Ring Road cycle path (and on to the cycle trunk route and Yate Spur) and at Filton Rd, providing an alternative lit route to the University of the West of England from the cycle trunk route. These improvements will make the routes more attractive to new and less confident cyclists throughout the year by overcoming safety concerns.

Widening of a shared use path and improving visibility at the junction on Church Road/ Westfield Rd will improve this standard part of the trunk route close to Bristol Parkway Station. Hayes Way is the first major piece of enabling infrastructure for the CPNN, a shared use route will be created along its whole length, providing a key link between the Filton Enterprise Area and Cribbs Causeway Mall.

### **Bath Riverside**

Access to the Bath Riverside Enterprise Area and city centre will be improved with ambitious schemes building on the existing network. The Bath proposal will improve the important NCN4 cycle route running east-west through the city and linking it with Bristol and Wiltshire.

The popular Railway Path (NCN4) and Two Tunnels routes converge close to either side of the Windsor Bridge in the Bath Enterprise Area. This proposal will provide a new crossing of the River Avon for pedestrians and cyclists, linking both of these important cycle routes plus a new east-west off-road route to be constructed through the Bath Riverside development, by reopening the Locksbrook (River Avon) Railway Bridge. The River Avon Bridge is currently disused but originally carried the Midlands Railway.

To widen and strengthen an existing pedestrian bridge to enable access for cyclists across the River Avon from the south into Bath Spa Rail Station. This will link new cycling infrastructure, currently being constructed in the Widcombe area of Bath with Bath Spa Station and the city centre.

The NCN4 along the Kennet & Avon Canal Tow Path will be upgraded to improve cycling access from the east of Bath and a new cycle link across the River Avon will be introduced, linking into the Canal Tow Path to maximise its use.

This will lead to an improvement in road safety, a reduction in congestion and improve air quality in Bath's Air Quality Improvement Area.

### **Door-to-door journeys**

The capital works of an innovate Family Cycling Centre will provide an ideal off road space for people of all ages and abilities to learn to ride a bike and obtain various levels of cycle training, from fun, informal sessions through to nationally recognised awards such as Bikeability. The centre will consolidate existing projects such as the all-abilities specialist bikes, bike hire centre, affordable bike loan scheme and a new kid's bike exchange project. People who learn to ride and develop their skills and confidence will use those skills to ride around the city for everyday journeys.

A comprehensive cycling signage and network legibility project will make best use of the assets created by providing people with the information needed to use them, and making cycling convenient easy and a 'normal' thing to do.

Cycle parking will increase by at least 4,000. This includes on street cycle hangers provided in Bristol's dense Victorian streets, and better parking at schools. Cycle parking will also be improved at local rail stations in anticipation of MetroWest and well as schools, employment and retail locations.

## B5. Package costs

(See Appendix A)

## B6. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) Any non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.  
**(See Appendix C and K)**
- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

## B7. Cycling Delivery Plan Partnership Projects

Acceptance of this grant means that the party agrees to work with the Department for Transport as a partner in the realisation of the Cycling Delivery Plan (currently in draft and due to be published in 2015).

We agree to work with the Department as partners of the Cycling Delivery Plan:  Yes  No

## B8. The Economic Case – Value for Money

A Technical Note is included as Appendix I.

### High Value for Money

Bristol saw an **increase** in actual numbers of commuters travelling to work by bike of 100% and the West of England including large rural areas of 66.4% between 2001 and 2011. In addition, the proportion of West of England residents in 2011/12 who cycle at least once a month stands at 19% - leading all first wave City Deal areas. The West of England's ambition is to increase cycling by 76% by 2016 through building on its previous successes in the Cycling City and WEST LSTF projects and as part of our ten-year transformational strategy (Appendix E). In Bristol all scheme elements help to deliver the official 10 year Cycling Strategy.

44% of TTW trips are under 5km and 66% of these are by car. The technical note outlines the methodology used in detail, but the schemes target these trips by connecting communities to where they want to get to. We believe that 40% of the new routes can be attributed to mode shift from cars or vans given local conditions.

Appendix F shows the schemes along-side trip attractors. **144,000 people will be within 500m of a new route.** The potential users of the routes are further increased by the fact that most of the routes link to the already existing or planned strategic network via routes. We have

specifically chosen areas where levels of cycling are lower than in other parts of the urban area, but demographics seem to suggest a high opportunity for modal shift.

Ref	Route	Population within 500 metres		
		Total Population	No Car / Van	Cycle to Work
<b>South</b>				
S1	Filwood Quietway	28,951	4,299	964
S2	Malago Quietway	10,846	1,843	636
<b>North</b>				
N1	Southmead Quietway	18,441	1,495	1,399
N2	Frome Quietway	3,809	315	110
N3	Safer Streets Spaces	23,400	4,210	1,344
<b>Centre</b>				
C1	E-W City Centre Quietway	14,860	3,780	347
C2	N-S City Centre Quietway	10,711	2,863	231
C3	Cattle Market Road	10,727	2,745	464
<b>North Fringe Trunk Route</b>				
T1	Bromley Heath Bridge	2,514	95	69
T2	Church Road	1,724	103	56
T3	Bristol to Bath Cycle Path lighting	1,432	39	54
T4	Filton Road lighting	919	51	22
T5	Hayes Way	3,394	145	90
<b>Bath Riverside</b>				
B1	Locksbrook Bridge	5,382	547	155
B2	Half Penny Bridge	2,822	566	42
B3	K&A Towpath	4,635	678	103
<b>TOTAL</b>		<b>144,567</b>	<b>23,774</b>	<b>6,086</b>

Each scheme element has been assessed separately using the WHO HEAT tool. Each of these assessments is attached in Appendix H and more information is included in Appendix I. The overall BCR is assessed at 1:6.28. **The financial benefit to health is £122,279,000 over 30 years** with a 3.5% discount rate.

### **Other beneficial Impacts**

Access to education, hospitals and employment areas is improved by the majority of scheme elements. Access will be improved to 2 universities, 4 secondary schools, 3 large health institutions and almost 60,000 jobs in the enterprise zones will be served by the new routes over the 30 year appraisal period.

Based upon WebTAG data book 2014, the total number of car trips removed from the network could be 0.3% of total current trips or **14.1m km car trips p.a.** Based on the average Bristol trip distance of 5.77km this would result in **CO2 savings of 2,927 tonnes per annum.**

The reduction in car trips will also lead to significant decongestion, maintenance, accidents, air quality and noise. Although these have not been fully assessed, estimates of these marginal benefits have been made in Appendix I.

### **Adverse impacts**

Whilst there may be some small adverse impacts at the local level, for example, building routes over green spaces, these will be mitigated at the local level. There is no scheme which proposes wholesale reduction in road space on primary routes or the removal of public transport infrastructure for example. There will also be a reduction in indirect taxation as a result of fewer car trips, an estimate is included in Appendix I and stands at -£13,536,000 over 30 years.

**When adding marginal Extra Benefits the overall BCR of the schemes is 1:7.53 or £146,696,000 over 30 years**

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Monitoring and Evaluation**

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please confirm that you are committed to working with the Department and Sustrans to improve current monitoring and evaluation plans, and that you agree to improve processes where needed to enable end of programme comparisons across the Cycling Ambition cities.

Yes       No

**An updated monitoring and Evaluation Plan is included in Appendix J**

## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:

Signed:

Position:

### **D2. Section 151 Officer Declaration**

As Section 151 Officer for [*name of authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:

Signed:

### **Submission of bids:**

Applications must be submitted by 5pm, **31 January 2015**. Submissions should be sent electronically to [cycling.ambition@dft.gsi.gov.uk](mailto:cycling.ambition@dft.gsi.gov.uk).