

Cabinet Meeting Resolution

**Executive
Forward Plan
Reference**

E3402

Valley Floor to Claverton Down Cycle Route

Date of Meeting	10-Nov-22
The Issue	Report on the recent Citizens' Panel.
The decision	<p>(1) To note the highly valuable and informative work undertaken by the Citizens' Panel, and to thank all participants for their involvement in this pioneering study.</p> <p>(2) To adopt the four principles to guide decision making on any new active travel schemes being developed in B&NES.</p> <p>(3) To note the views of the Citizens' Panel in relation to the Claverton Down to Valley Floor Cycle Route.</p> <p>(4) To confirm the preferred course of action for this route from the options presented:</p> <ul style="list-style-type: none"> • Note the recent commencement of the e-scooter expansion to include this intervention. • Revisit all options for traffic reduction on the route from valley floor to Claverton Down, and using the co-design techniques learned through the Liveable Neighbourhoods work and the principles outlined, work with stakeholders to identify a comprehensive strategy to reduce car use and enable safer active travel options. • Recommence the Transport Improvement Programme in the Claverton Down area, previously paused to avoid abortive works. • Progress with a programme of investment to improve walking and cycling links, following the approach advocated by the Citizens' Panel.
Rationale for decision	<p>The route between the valley floor and Claverton Down remains a key strategic connection in an integrated and connected Bath cycle network, and as such was identified in the Local Cycling and Walking Infrastructure Plan (LCWIP). There are a number of employment and education sites at the top of the hill, and as take-up of e-bikes and e-scooters increases, there is likely to be an increasing benefit to providing a safe, segregated (LTN 1/20 compliant) route for cycles, e-bikes and e-scooters to pass up the hill.</p> <p>However, the hill is very steep and it is clear from the review by the</p>

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	<p>independent Citizens' Panel that there are still relatively few people who feel confident tackling it via active modes (although some indication that this will change with the advent of e-bikes and e-scooters). The three routes available up the hill also have various constraints and none are wide enough to provide a segregated cycle lane the whole route up the hill without removing the road as a through-route for cars in either or both directions.</p>
Other options considered	<ul style="list-style-type: none">• E-bikes• Former Dramway• Direct Park and Ride Services

The Decision is subject to Call-In within 5 working days of publication of the decision