

I am Duncan Hounsell of the Keynsham and Saltford Liberal Democrats. We are asking for consideration of a possible cycle-path to be installed adjacent to the Keynsham Bypass. There appears to be room to put at least one dedicated cycle-path running alongside the bypass. At the moment, only the bravest cyclists ride on the carriageway yet many would want to cycle towards Brislington into Bristol if it was safer. It is the missing link between the cycle-path from Saltford and the cycle-path from the Hicks Gate roundabout into Bristol. We are already beginning to receive support from local cyclists and cycle organisations for this idea. There is a short section of path from Unity Road, Keynsham, to the Co-op supermarket which illustrates what is possible.

The existing Bristol-Bath Railway cycle path takes too long if you want to cycle to the centre or south of the city. Cycling via Keynsham is a diversion and takes you into town centre traffic. A cycle-path by the Keynsham Bypass would appear to make sense as, combined with current permitted use of the bus lane from Hicks Gate, it would allow a relatively safe, and unobstructed, ride from Saltford to Temple Meads. If we want to get people out of cars and onto bicycles, this is the sort of project that should be considered. It is a good fit with proposed development at Keynsham East by the A4 as part of B&NES revised Core Strategy.

**We welcome the support of this Administration for Cycling in the B&NES area. The B&NES Cycle scheme programme for 2013-2014 includes a Cycle Audit and Review to identify gaps in the network and cycle routes for improvement. We ask that consideration of a cycle-path by Keynsham Bypass is included in your Cycle Audit and Review.** Furthermore, we ask that you take the suggestion **of a cycle-path by Keynsham Bypass** to the West of England **Local Transport Body** in order that it can consider whether this proposal might form a part of the “**Cycling Major Scheme**” already shortlisted for future possible devolved major Transport Funding from the DfT. This “Cycling Major Scheme” describes as essential increasing the proportion of the urban population that is able to cycle for journeys to work, particularly to the Temple Quarter Enterprise Zone, an objective I am sure we all support. Thank-you.