

## Bath & North East Somerset Council

MEETING/ DECISION MAKER:	<b>Cabinet</b>	
MEETING/ DECISION DATE:	<b>4th December 2013</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2590</b>
TITLE:	<b>Cycle City Ambition Grant Bid</b>	
WARD:	Kingsmead and Abbey Wards	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix A : Bath City Centre Cycle Routes Appendix B: Seven Dials Concept Design Appendix C: Governance Structure		

### 1 THE ISSUE

- 1.1 The Council, together with its West of England partners, was one of only four city regions to be successful in being awarded £1,165,891 from the Department for Transport (DfT) Cycle City Ambition Fund. The Fund aims to remove barriers to cyclists and improve the public realm for pedestrians. This report seeks approval to accept the funding from the DfT to develop and implement the Seven Dials Scheme following consultation and satisfactory completion of statutory Traffic Regulation Order processes.

### 2 RECOMMENDATION

- 2.1 That Cabinet accept the DfT Cycle City Ambition grant to develop the Seven Dials concept scheme and associated contraflow cycle facilities in Saw Close, Monmouth Street, Westgate Buildings, Lower Borough Walls, New Street and Avon Street into a detailed scheme following consultation (Appendix B).
- 2.2 Delegated authority is given to the Strategic Director for Place in consultation with the Cabinet Member for Transport to approve and implement a detailed design following consultation and approval of £58,000 match funding by Council.
- 2.3 Implementation of the scheme will be subject to successful completion of statutory processes, including Traffic Regulation Orders and Cycle Track Orders.

### 3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The scheme is estimated to cost a total of £1,223,891 funded by £1,165,891 DfT capital grant (to be spent by April 2015) and £58,000 match funding provisionally from the Local Transport Plan 2014/15 Capital programme, subject to full approval by the Council in February 2014. The staff costs associated with the scheme is currently estimated to be £155,000 for external fees and £79,000 for internal fees, which are fully recovered by the project.
- 3.2 The cost of the scheme and funding sources are summarised in the Table 1 below.

Table 1

Total Scheme Cost	DfT Grant	LTP Contribution
£1,223,891	£1,165,891	£58,000

- 3.3 The scheme is managed by through West of England LSTF WEST governance structure. The proposed governance structure within the Council is shown in Appendix C.
- 3.4 An indicative programme for completion of the scheme is shown below. Officers will make every effort to reduce the programme where possible.

Table 2 Indicative Programme

<b>Milestones</b> <i>Based on the Project Action Plan, identify the key points during the project and the target dates when they will be reached.</i>	
<i>Milestone</i>	<i>Due date</i>
Preliminary design complete	Feb 2014
Public exhibition	Feb 2014
Preparation of draft TRO	Feb 2014
Detailed design complete	May 2014
TRO complete and procurement approach complete	May 2014
Procurement complete/order placed	July 2014
Commence on site	July 2014
Complete construction	April 2015

- 3.5 In addition a master programme is being developed by officers to show how the programme for delivery of this scheme fits in with delivery of other significant schemes within central Bath including those for Saw Close, Rossiter Road and Bath Quays Water Side.
- 3.6 Currently there is no future maintenance funding provision for the Seven Dials Project. Consequently planned or reactive works to this asset could potentially increase the existing maintenance backlog. However as this project will be

replacing an old asset with a new surface, pressures on the maintenance budget in this location will reduce in the short term.

#### **4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

- 4.1 The scheme will be implemented within the highway boundary using the council's powers under the 1980 Highway Act, 1984 Cycle Track Act and 1984 Road Traffic Regulation Act.
- 4.2 In particular the scheme will remove current restrictions for cyclists to improve access for cyclists to and through the city centre using Avon Street, New Street, Saw Close, Monmouth Street, Lower Borough Walls and Westgate Buildings.

#### **5 THE REPORT**

- 5.1 The DfT Cycle City Ambition Grant bid submitted by West of England was successful in being awarded £7,766,000 for three schemes in Bath and North East Somerset, Bristol and South Gloucestershire.
- 5.2 The successful bid included the Seven Dials National Cycle Route Scheme which lies at the entrance to the former West Gate entrance to the Roman city at the convergence of seven roads – all but one of these existing to this day. The scheme is central to providing a network of cycle routes in the city (Appendix A).
- 5.3 Traffic management measures and one way systems introduced over the years to manage traffic have created a divided space, which is difficult for both cyclists and pedestrians to negotiate. Today over 300 cyclists and 21,000 pedestrians use this space every day, emphasising the continuing importance of Seven Dials as an entry point to the historic core of the city.
- 5.4 The main north-south shopping streets in Bath are largely pedestrianised with restrictions on cycling on the north-south axis. All alternative routes for cyclists on the west side of the city centre pass through Seven Dials. The main east - west national cycle route (NCN4) also passes through Seven Dials, thus creating an important node for cyclists on the Bath cycle network.
- 5.5 The Cycle City Ambition Fund not only aims to improve facilities for cyclists, but also pedestrians and the public realm. Bath is one of the most walkable cities in the UK, and levels of cycling are growing strongly albeit from a low base.
- 5.6 The project recognises that there is insufficient space in the compact city centre to provide separate facilities for both pedestrians and cyclists in all cases and to meet the council's transport objectives which promote both walking and cycling it is important that both cyclists and pedestrians are able to share the same space safely and with common courtesy to other road users, including motor vehicles where present.
- 5.7 The Seven Dials Scheme is one of a number of schemes being developed to improve the public realm in the city and is identified in the Council's public realm and movement strategy as a place for improvement. The scheme lies between Kingsmead Square and Saw Close and draws on the work being developed for the Bath Pattern Book to ensure a consistent standard of design, workmanship and materials is used on all new projects in Bath city centre affecting the public realm.

5.8 The Seven Dials scheme will be closely co-ordinated with the forthcoming Saw Close public realm scheme and the Kingsmead Square planning and licencing application.

## 6. RATIONALE

6.1 The rationale is to provide a high quality shared space for cyclists and pedestrians and improve access for cyclists into and across the city centre.

## 7. OTHER OPTIONS CONSIDERED

7.1 Providing conventional cycle lane markings would not provide an acceptable public realm solution in this area.

## 8. CONSULTATION

8.1 Consultation has been carried out by email and informal meetings with Ward Members and Cabinet Members. The bid was supported by local cycle groups and Bath Federation of Small Businesses. However The Bath Chamber of Commerce did not support the proposals because of the potential conflict between pedestrians and cyclists. Attitudinal surveys will be undertaken before and after the implementation of the scheme to establish the reactions of pedestrians and cyclists towards shared space and, in particular, promote appropriate use of shared space by cyclists.

8.2 The scheme will be developed in consultation with ward members, local businesses and residents in the area, as well as other stakeholders.

## 9. RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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<b>Background papers</b>	Highways Act 1980 Road Traffic Regulation Act 1984 Cycle Track Act 1984  <a href="http://www.travelwest.info/cycleambitiongrant">http://www.travelwest.info/cycleambitiongrant</a>  <a href="http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Urban-Design-Landscape-and-Heritage/PublicRealmandMovementStrategy.pdf">http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Urban-Design-Landscape-and-Heritage/PublicRealmandMovementStrategy.pdf</a>
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