

I am here to speak about the impact of the Gateway project on cycling. This administration has provided some great new facilities for cycling. These have been largely the provision of off road leisure facilities. We now need action to make our roads safer for cycling as a means of transport. Pre 2005 there was a 2m wide cycle lane near Cleveland Place; it is no surprise that converting this to a loading bay/cycle lane just does not work for cyclists, forcing them to take their chance with the heavy traffic or else riding on the pavement; not good.

The London Road is at its narrowest here. There are two lanes of heavy traffic including HGVs heading into the city in narrow carriageway widths, one going straight on, and one for turning left, and no space for cyclists. A major factor in the recent spate of fatal accidents to cyclists in London has involved HGVs or buses at left turning junctions. With the proposed removal of the hybrid cycle lane in favour of car parking we will have, I fear, the perfect conditions to make this a potential hazard with real risks for cycling.

Experts from British Cycling have raised safety concerns regarding some of the original proposals and subsequently some minor changes have been made to the scheme to remove most of the pinch points, but nothing else. We were given the opportunity following a meeting with two Cabinet Members to come up with our ideas to improve the scheme. We have done so, producing a 2 way segregated cycle lane and also a compromise solution, both including re-siting the proposed car parking. We feel we have had little encouragement and even that our efforts have been rebuffed.

We believe that our ideas will actually do more to meet the Gateway Project objectives, notably reducing motor traffic and hence vehicle pollution and can also help bring economic vitality. A safe segregated nearly level cycle route here will serve residential areas east of the city centre. This is what the 1100 who signed the petition say they want, not the existing dangerous conditions that concern them and will be made worse by the current proposals.

The Council's published policy is: Our aim is to have "more people cycling, more safely, more often" and to provide safe and accessible cycling for users aged from 8 to 80 years *on all routes*.

The Cabinet has a decision to make; do you go for the progressive solution of encouraging a sustainable means of transport, cycling, with its recognised health and environmental benefits for all, and in line with your own policies? Or do you stick with the old methods of just accommodating motor vehicles? I am sure the 1100 would love to be able in the future to look back and say "This administration made the right decision!"

Nigel Sherwen, On behalf of Bath Cycling Club, CycleBath, Transition Bath and Transition Larkhall