

Statement: Adam Reynolds

I cannot stand here and say that the city of Bath is a great city for cycling.

What I see is a city in which people cycle despite the conditions on the road.

A city where people ride on pavements because they feel the roads are too dangerous.

A council that thinks delivering cycle infrastructure through making pavements shared space is a good idea.

A city where best practice cycle infrastructure design can be ignored.

A city where 30% of the space on main roads is dedicated to parking because votes are more important than solving Bath's traffic problems.

A city where children are taught to cycle at school but are forbidden from riding to school by their parents because the roads are too dangerous.

A city where 20 mile per hour speed limits are not enforced.

A city where you can cycle from Locksbrook in the West to the East end of London Road in under 30 minutes and yet the car is king.

But there is a simple answer.

It requires money and political will.

It needs the council to recognise that investing in cycling infrastructure can give up to a 35 times return on that investment as reported by the Department For Transport last week.

That delivering high quality cycling infrastructure is the best value transport investment this beautiful city can make.

The council needs to recognise that if you put much more money into walking, cycling and public transport, you can break your addiction to the car.

You can be more successful in addressing congestion and move more people with less money and less space.

This what smart cities have shown around the world and Bath can learn from that.

So even though I stand before you as chairman of Cycle Bath that is not who I represent today.

I stand before you as a father of an eleven year old daughter.

A father who won't let his daughter cycle to school because it is too dangerous.

I represent all those people that want to cycle but choose not to because they have to share space with cars.

I am asking the council to invest £10 per head of population into cycling on a yearly basis.

To prioritise cycling and walking when designing our road space.

To segregate.

To give pedestrians, cyclists, and cars their own space.

I am asking the council to design for a better future.

One where within the boundaries of the city, the pedestrian and cyclist are kings and the car the servant.

A city where my daughter can cycle safely to school.