

Report title: Cycle Ambition Fund 2

Wards affected: Citywide

Strategic Director: Barra Mac Ruairi, Place

Report Author: Ed Plowden

RECOMMENDATION for the Mayor's approval:

1. That the Mayor agree the Cycle Ambition Fund and notes the wider programme of spend for delivery between 2015 and 2018 (as detailed in Table 1) and agrees to proceed with the proposals contained in this report subject to the approval from Government.
2. That the Mayor agrees that Bristol City Council will deliver the project in collaboration through a formal legal agreement with Bath and North East Somerset and South Gloucestershire Councils and agrees that Bristol City Council will be the accountable body in reporting to Government on behalf of the partnership authorities.
3. That the Service Director for Transport be authorised to negotiate and complete an agreement with Bath and North East Somerset and South Gloucestershire to enable implementation of the Cycle Ambition Fund from 1st April 2015 to 31st March 2018.
4. That the Service Director for Transport, in consultation with the Assistant Mayor, Place, be given delegated authority within the legal agreement with the other Unitary Authorities to proceed with the proposed project (listed in Table 1) and is authorised to implement the option best suited to the local circumstances to encourage more people to use a bicycle more often.
5. To agree to use as match funding £4.5m from the capital programme in 15/16 (£3.2m) and 16/17 (£1.2), which is already committed in the Capital Programme to qualifying projects several of which are already underway.

Key background / detail:

To seek the necessary approvals to deliver the Cycle Ambition Fund project from 2015 to 2018 in partnership with the West of England unitary authorities.

b. Key details:

1. A joint West of England bid (detailed in Appendix 1) was submitted to Government on 29th January 2015. This will be match funded with £11.447m from Unitary Authorities and third party funding giving a total budget of £30.646m. Bristol's grant allocation based on population is £9.446m. We are expecting confirmation of the grant to be announced by the Government "in March", which will be in time for the Cabinet decision to be made.
2. Bristol City Council is identified as the accountable body for the project.

**BRISTOL CITY COUNCIL
CABINET
7th April 2015**

REPORT TITLE: Cycle Ambition Fund 2

Ward(s) affected by this report: Citywide

Strategic Director: Barra Mac Ruairi, Place

Report author: Ed Plowden, Sustainable Transport Service Manager

Contact telephone no. 0117 9036568
& e-mail address: Ed.Plowden@bristol.gov.uk

Purpose of the report:

To seek the necessary approvals to deliver the Cycle Ambition Fund project from 2015 to 2018 in partnership with the West of England unitary authorities.

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5. To agree to use as match funding £4.5m from the capital programme in 15/16 (£3.2m) and 16/17 (£1.2), which is already committed in the Capital Programme to qualifying projects several of which are already underway.

The proposal:

1. One of Bristol's Corporate Plan objectives is to Keep Bristol Moving, with a vision that "Bristol will be a city where public transport provides an affordable quality alternative to the car, where streets are no longer clogged with traffic, our air is cleaner, and it is increasingly attractive to walk and cycle." Cycling also has the potential to contribute to the other objectives of "Vibrant Bristol", "Building Successful Places", "Global Green Capital" and has health and air quality benefits as well.
2. Bristol has a good record nationally for increasing the number of people who use bicycles. The results show that our continued commitment to investing in bicycle facilities has been successful as the number of people cycling to work in the city has doubled between 2001 and 2011 with the highest growth of any UK local authority outside Central London. National research shows for every £1 invested in cycling over £4 is put back into the local economy.
3. In August 2013 the West of England was successful in its £7.8m bid to Government for the Cycle Ambition Fund (CAF) a grant allocation that focussed on delivering enhancements in the city environment to make cycling more convenient and realistic choice for more people. This programme is underway
4. In November 2014 the Government announced a further investment of £114 million to support the Cycling Ambition Cities (Bristol, Birmingham, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford) for 2015-2018 to accelerate the development of local cycling networks, increase protection for cyclists at junctions and traffic hot spots and help prevent bicycling casualties.
5. The subsequent guidance identified a provisional allocation for Cities based on a per head allocation of £7.37 per annum and asked Cities to identify match funds to bring this up total a total of £10. The guidance stated that the allocation for the West of England was based on the combined population of the three Unitary Authorities already involved in this project; the proposal put forward here reflects this per head allocation split in the same way between the Local Authorities.
6. The guidance also stated that proposals should not cause additional congestion and that priority should be given to end to end journeys, supporting economic growth, improving health, helping to connect people in deprived areas to employment and enterprise areas. This forms the basis of the proposals that are being taken forward which have been prioritised using these DfT criteria
7. A joint West of England bid (detailed in Appendix 1) was submitted to Government on 29th January 2015. This will be match funded with £11.447m from Unitary Authorities and third party funding giving a total budget of £30.646m. Bristol's grant allocation based on population is £9.446m. We are expecting confirmation of the grant to be announced by the Government "in March", which will be in time for the Cabinet decision to be made. If the announcement has not been made in time, agreeing this report provisionally will enable a prompt start to be made.
8. Bristol City Council is identified as the accountable body for the project. As with previous joint West of England bids S151 officer letters have been exchanged between S. Glos, B&NES and Bristol City Councils ensuring that there is agreement regarding financial responsibilities, risk and liabilities. These were submitted as part

of the bid.

9. The proposed project focusses on continuing to deliver part of a ten-year transformational strategy in the West of England to connect the Enterprise Areas to communities and neighbourhoods. The match funds in Bristol are already committed in the Capital Programme to relevant projects, meaning no additional local match funds are required to be allocated to this project.

10. The following schemes are proposed as part of Bristol's programme::

- a. Filwood Quietway- the delivery of an arterial route connecting Filwood to the city Centre via the Northern slopes;
- b. Malago Quietway- enhancements to the arterial route linking the centre to Hengrove and Hartcliffe;
- c. Southmead Quietway- improvements to access around the hospital in anticipation to the new development at Filton Airfield and the North Fringe;
- d. Frome Quietway – Completion of a missing link to provide improved access to the existing residents and provide for the future development of over 200 additional houses along the corridor;
- e. Safer Streets spaces – Working with the community in Easton to deliver changes to the flow of private motor traffic to discourage 'rat running' through the area but providing for access to sustainable modes of transport;
- f. East to West City Centre Quietway- complete missing links and enhancing crossing provision at key sites between Baldwin Street in the City centre to the Quietways networks;
- g. North to South City Centre Quietway – In partnership with the Metrobus and Avon Promenade proposals deliver Public Realm improvement to Prince Street, Nelson Street and Fairfax Street;
- h. Cattle Market Road- as part of the improvements at the heart of the Enterprise Zone the provision of junction treatment and a full segregated cycle route Each of the measures are linked by a long term vision to support economic growth, improve productivity and build a Strategic Network across the West of England;
- i. An Family Cycling Centre at Hengrove to provide off road space for people of all ages and abilities and consolidate existing projects;
- j. A cycling signage project to improve legibility of routes;
- k. An additional 4,000 cycle parking spaces, including on street, at schools, local rail stations and employment and retail locations; and
- l. Addressing pinch points to cycling in neighbourhoods.

11. All of these proposals are detailed in the bid document at Appendix 1 and may be updated or amended during the implementation of the project in line with the Councils' and DfT's change control procedures.

12. The Bristol bid element is in line with existing Council priorities:

- a. Enhance active and sustainable transport links for cycling and walking and reduce congestion in line with Joint Local transport Plan
- b. Support the Local Economy
- c. Address local environmental quality including, Air Quality, CO₂ emissions and noise pollution.
- d. Improved health and wellbeing by delivering modal shift to inactive and hard to reach groups.

13. Bristol as the lead authority will handle the entire grant and will be responsible for allocating the designated grant funding to the other partner Councils. The table below (Fig 1.0) provides further details regarding the West of England t bid:

Fig 1.0 – Financial Breakdown Bristol’s Bid Element

£000s	15/16	16/17	17/18	TOTAL
Bristol’s allocation of DfT Grant	1950	2356	5160	9466
B&NES and South Glos allocation of DfT Grant	1070	3713	4920	9703
Bristol City Council -Match Contribution	3200	1330	0	4530
B&NES and South Glos - Match	275	107	0	382
Third Party Contribution	2,800	2,800	965	6565
TOTAL	9295	10306	11045	30646

14. Bristol’s match funding contribution is £4.53m. This funding is already approved and allocated for delivering Walking and Cycling improvements in Temple Quay Enterprise zone through the Revolving Infrastructure Fund (RIF), the Local Growth Fund and Section 106 contributions from developments in the region. This does not require any virement of funds or any new commitments.

Consultation and scrutiny input:

Given that the Government gave one month to submit the bid following the issuing of the detailed guidance the consultation opportunities have been limited.. The driver of the detailed bid has been to focus on deliverability and aligning to the approved Cycling Strategy that went through a full consultation and scrutiny process. All of the schemes will be subject to further consultation, in many cases this will be statutory consultation.

a. Internal consultation:

Transport Department
 City Design Group
 Parks Service
 Public Health
 Assistant Mayor for Transport, Place
 Further Scrutiny input to be determined

b. External consultation:

Bristol Cycle Forum
 Bristol Cycle Campaign

Risk management / assessment:

FIGURE 1

The risks associated with the implementation of the (*subject*) decision :

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Failure to secure DfT funding due to delays in programme.	High	High	Reduce: Close adherence to DfT grant funding requirements. Robust programme and project management to ensure delivery in line with funding profile. Share: Regular liaison and progress reporting to DfT and early identification of potential delays.	High	Med	Service Director
2	Underestimation/inflation of scheme costs.	High	High	Reduce: Develop detailed and costed Project Plans for individual Projects. Benchmarking of costs against previous work and other LAs. Regular liaison and progress reporting to DfT. Assistant Mayor to approve all individual schemes Accept: Adequate contingency budgets in place as part of the bid. Strong Programme Management and change control processes to be put in place.	High	Med	Programme Manager
3	Failure to deliver local authority funding.	High	Low	Reduce: Close monitoring and regular reporting of local contribution spend and status. Commitment to UA funding contributions. Sign off by Finance colleagues	Med	Low	Service Director
4	Possible public objections for TROs, PROWs, planning applications, any required CPO etc and the potential for these to trigger a public enquiry	High	Medium	Accept: Ensuring correct processes and consultations are undertaken. Assurance reviews will be undertaken at appropriate stages in the project to check processes are being undertaken correctly. Assistant Mayor to approve all individual schemes	High	Low	Programme Manager
5	Insufficient staff resources available within authorities and partners, especially alongside the WEP major schemes and other priorities.	Med	High	Reduce Ensure sufficient resources are identified and available to progress delivery in line with Programme Plan. Early commencement of recruitment, partnering or procurement arrangements for delivery.	Low	Low	SRO
6	Pressure on other parts of the UAs (such as planning and legal teams)	Med	High	Reduce Communication from Senior management of the need to prioritise the project .Develop and maintain buy-in of the scheme. Accept: Early identification of additional resource requirements.	Low	Low	Service Director
7	Statutory consultees including HA, SEBs (Natural England, English Heritage, Environmental Agency), etc object to schemes	Med	High	Reduce and accept: Early engagement with stakeholders, ensuring the project team engages with the correct staff. Encouraging a collaborative approach to problem solving the sources of any objections. Assistant Mayor to approve all individual schemes	Med	Med	Programme Manager
8	Issues with scheme design effecting scheme viability such as utilities, flooding, ground conditions and contaminated land.	Med	High	Accept: To be explored during initial engineering feasibility work. Appropriate investigation to be undertaken. As per risk 7 above	Low	Med	Programme Manager
9	Adverse weather (risk of flooding of works etc).	Med	Med	Reduce: Schemes designed in time such that they can be delivered in the summer months. Contingency budgets	Low	Med	Programme Manager

10	Negative coverage in the media or lack of public support for some components of the scheme	Med	Low	where this is not possible Reduce and Accept Development of communications strategy including early press engagement. Keep media and public informed through briefings and information sessions.	Low	Low	SRO
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FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK	INHERENT RISK		RISK CONTROL MEASURES	CURRENT RISK		RISK OWNER	
		(Before controls)			Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	(After controls)		
		Impact	Probability			Impact		Probability
1	Loss of funding of grant awarded by DfT, which may impact on future funds	High	High	Explain to DfT why Bristol is no longer proposing to take this forward having bid for funds	High	High	Service Director	
2	Loss of reputation with DfT which may impact on the ability to successfully bid for future funds	High	High	Ensure that any required explanation to DfT is specific and does not impact on other funds	High	Medium	Service Director	
3	Loss of momentum of rates of growth in cycling which may impact the ability to realise the benefits of cycling and achieve the aspirations of the Cycle Strategy	Medium	Low	Concentrate on implementation of other projects and Scrutiny Commission recommendations on Cycling	Low	Low	SRO	
4	Loss of ability to successfully deliver Local Transport Plan (LTP) aspirations	Low	Low	Ensure LTP delivery continues	Low	Low	Service Director	

Public sector equality duties:

An initial EQIA has been undertaken which is at Appendix 2. It specifically mentions that more detailed assessments of each element of the scheme will need to be completed. However, as the schemes include providing for greater segregation from pedestrians, improved crossing points and replacing stairs with ramps in various locations the overall impact is likely to be positive.

Eco impact assessment

The significant impacts of this proposal are:

- Long-term positive impacts: investment in, and promotion of, sustainable transport providing for a reduction in car journeys and associated emissions.
- Short term negative impacts: the use of fuels and materials for construction of capital projects, and associated production of waste.

The proposals include the following measures to mitigate the impacts:

- Individual engineering and construction projects will be subject to the appropriate controls, including Environmental Impact Assessments, procurement, planning and waste management.
- It is noted that any new planning permissions will need to comply with the following policies from the Core Strategy:
 - BCS 13- Climate change – mitigation and adaptation.
 - BCS 14 – Sustainable energy
 - BCS 15 - Sustainable design and construction

- BCS 16 – Flood risk and water management
- BCS 21 – Quality Urban Design.

The net effects of the proposals are positive

Resource and legal implications:

Finance

a. Financial (revenue) implications:

N/A

Advice given by Mike Allen, Finance Business Partner

Date 12th February 2015

b. Financial (capital) implications:

The overall funding for this project is a combination of Government Funding and local contributions. The required local contribution from Bristol is £4.53m. This is made up of existing planned expenditure on cycling and walking initiatives within the Temple Quay Enterprise Zone funded from with our RIF allocation, plus other existing third party funds from within a number of Regional funding initiatives.

There are two financial risks to the project. Firstly, the availability of project match funding and secondly, completing the projects within the period specified by Government. As the Bristol City Council local contribution is from existing projects which are mainly RIF funded, this risk is reduced to a minimum. The greater risk is that the Council needs the RIF funded schemes to proceed to qualify for the Government funding and needs to spend the Government grant monies within the specified period. This may prove challenging for the Council and there is the possibility of losing funding not spent within the qualifying period, even if schemes have been started.

Advice given by Mike Allen, Finance Business Partner

Date 12th February 2015

Comments from the Corporate Capital Programme Board:

N/A

c. Legal implications:

A Collaboration Agreement dated 29.8.2014 was previously entered into between Bristol City Council, Bath & North East Council and South Gloucestershire Council in respect of the Cycle City Ambition Fund Project. As it is unclear whether the Collaboration Agreement can legally be extended to cover the present 2015-2018 programme, it is recommended that a new Collaboration Agreement is entered into between the three local authorities to cover the 2015-2018 programme and is drafted in similar terms to the previous Collaboration Agreement. In the new Collaboration Agreement provision needs to be made to mirror the obligations imposed upon Bristol City Council as lead authority under the grant funding agreement with the Government in respect of the two other authorities.

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Advice given by Andrew Evans
Date 23 February 2015

d. Land / property implications:
N/A

e. Human resources implications:

There will be an immediate requirement to create 2 full time equivalent posts to manage the project. These will be fixed term project manager appointments and will be funded from the project budget.

Advice given by Mark Williams
Date 13/02/2015

Appendices:

Appendix 1- Cycle Ambition Fund Bid document
Appendix 2 – Draft EQIA

Access to information (background papers):
ECO Impact Assessment

Cycle City Ambition Grants



Department
for Transport

Guidance on the Application Process is published alongside this application form on the Department's website.

Please include all relevant information with your completed application form.

The level of information provided should be proportionate to the size and complexity of the package proposed.

One application form should be completed per project.

Applicant Information

City Name: Bristol (Bath & North East Somerset, Bristol City, South Gloucestershire)

Bid Manager Name and position:

Ben Robinson, Team Leader, Strategic City Transport, Bristol City Council

Contact telephone number: 0117 9037159

Email address: ben.robinson@bristol.gov.uk

Postal address:

Strategic City Transport, Brunel House, Bristol City Council, Bristol, BS1 5UY

SECTION A - Project description and funding profile

A1. Project name: West of England Cycle Transformation

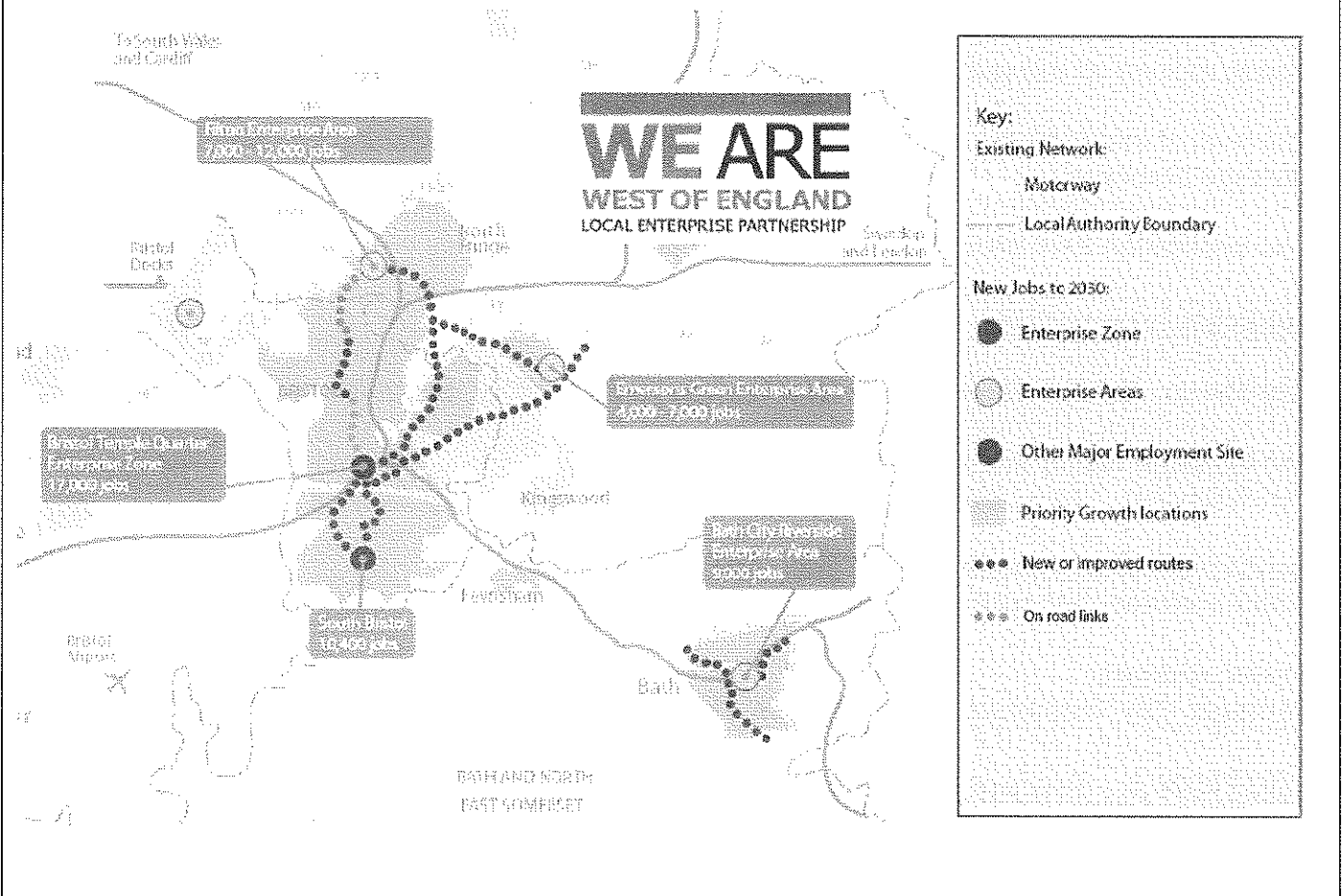
A2. Headline description:

As part of a ten-year transformational strategy and building on Cycling City, LSTF WEST, other successful programmes, this package connects the Enterprise Areas across the West of England to communities and neighbourhoods with high quality schemes and completes large sections of the cycling and walking network across the Bristol urban area and Bath.

Each of the measures are linked by a long term vision to support economic growth, improve productivity and build a Strategic Network across the West of England.

A3. Geographical area:

The programme covers the City of Bristol, South Gloucestershire, and Bath and North East Somerset administrative boundaries. The schemes connect Enterprise Areas in the Bristol urban area, the North Fringe and Bath City Centre and Enterprise Area.



A4. Total DfT funding contribution sought (£m): £19.169

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

B1. The Scheme - Summary

Building on other successful programmes, this strategic package knits emerging infrastructure together to form whole sections of a strategic, long term network in Bristol urban area and Bath. A number of new continuous arterials are either completed or created, existing popular routes are linked together, and we are delivering door-to-door journeys through innovative schemes such as our Safer Streets pilot in Easton, Bristol. The package links communities and planned new neighbourhoods with Enterprise Areas and employment centres. The wider objectives are based upon the need to support jobs growth whilst unlocking capacity on the highway and public transport networks by encouraging more sustainable commuting in order to enable this growth.

In the Bristol urban area, new arterials will be built or existing routes completed and improved to help neighbourhoods access the Enterprise Areas in neighbouring South Gloucestershire, and the Bristol Enterprise Zone (EZ). The East to West strategic cycle trunk route from Emersons Green Enterprise Area to Cribbs Causeway in the North Fringe will connect major employment sites and new neighbourhoods in South Gloucestershire. Bath's Riverside Enterprise Area (BREA) will benefit from better links the popular Railway Path and Two Tunnels commuter routes, and a new bridge will link the to the south of the city.

B2. The Strategic Case

The strategic fit

Each of the measures is linked by a long term vision to support economic growth, improve productivity and build a strategic network across the West of England.

The West of England has a long term ambition to create up to 95,000 new jobs by 2030. The proposed package will support the delivery of 59,000 jobs in the Temple Quarter Enterprise Zone, three Enterprise Areas in Bath and the North Fringe and the South Bristol priority growth location and looks to connect them to a high quality cycle network that will support growth, encourage healthier and more sustainable commuting and enables this growth by unlocking capacity on the highway. It has been agreed by the LEP that investment in sustainable transport and the commensurate modal shift is an essential part of strategic mix. The West of England is starting from a position of unparalleled strength with more people commuting by bike or foot than other major urban areas outside of London and the schemes build on the Cycle Ambition Fund, LSTF, Local Growth Fund and major schemes.

Vision, leadership and ambition

The proposed package represents a generational opportunity to knit together emerging pieces of infrastructure and complete entire sections of the strategic network (Appendix D and E).

The strategic objectives of the programme are:

1. Connections between and within Enterprise Areas, communities and planned neighbourhoods and better linked communities
2. Unlocking capacity on the road and public transport networks through significant shifts to more active commuting, of critical importance given job growth forecast.
3. Building a strategic cycling network (Appendix D / E) by completing strategic routes and filling in missing links, rather than building standalone pieces of infrastructure which aren't connected.

Following on from these arise:

4. Higher productivity through improved fitness (with an emphasis on commuting) and direct savings to the NHS through improved fitness (especially Bristol's north and south packages which link to hospitals and / or serve communities which score poorly on the IMD)
5. Improved public realm and revitalised streets (especially with the Easton Safer Streets & schemes relating to the Bath Enterprise Area and Bristol Enterprise Zone)
6. Creation / support of new businesses and social enterprises, by focussing investment on connections to Enterprise Areas and Bristol City Centre
7. Magnifying city agglomeration benefits with schemes that improve links between Enterprise Areas and new industry's (such as new composite technology hub in the North Fringe with an innovative bridge linking Emersons Green made of composite materials).

Overcoming barriers

The package will address existing physical barriers such as busy roads and rivers, and even considers topology, which is very important in Bristol and Bath. Socio-economic barriers and perceptual barriers are overcome with new routes in areas with poor IMD scores and the completion of large parts of the off road network. Preferred schemes were selected against their ability to overcome these barriers and a value for money assessment and how they fit strategically into the network, enterprise areas, and new neighbourhoods. This relates directly to the 4th Theme of the Cycling Delivery Plan.

B3. The Financial Case – Project Costs

Table A: Funding profile (Nominal terms)

£000s	2015-16	2016-17	2017-18	Total
DfT funding sought	2,990	5,989	10,190	19,169
Local Authority contribution	3,475	1,437	0	4,912
Third Party contribution (1)	2,800	2,800	965	6,565
TOTAL	9,265	10,226	11,155	30,646

(1) 2016-17 includes Local Growth Fund allocation to walking and cycling which needs final confirmation through internal LEP process.

Total spend per head of population: £11.78 p.a. Full cost break down in Appendix C.

Whilst the DfT investment profile for CCAG is not split equally across the three years, when wider investment in walking and cycling in the region is considered it delivers a financially balanced programme.

The WoE is benefiting from an unprecedented investment in walking and cycling infrastructure and associated growth in modal share. CCAG represents a once in a generation opportunity to knit the emerging infrastructure together into a strategic network.

The investment profile given is considered to be deliverable and accurate.

B4. Package description

(See Appendix A for detailed list and Appendix B for maps)

Bristol Urban Area

Two improved arterial routes will connect parts of northern Bristol to the wider network and improve access to the Northern Fringe and a new Filwood Quietway demonstrates our ambition by linking areas of high deprivation to the EZ and improving access to parks for all. A more convenient Malago Quietway builds on work from CAF and further improves access from the south of the city to the Enterprise Zone.

The Southmead Quietway will help access Bristol's new 800 bed 'super-hospital' at Southmead in anticipation of being connected to the CPNN and the North Fringe. Completing a missing link on the Frome Quietway provides easier access for existing and over 200 additional house expected in the area over the medium term to UWE the North Fringe and the City Centre. Community groups in Easton, which already has high levels of cycling, want to lead the way in developing a Bristol template for Safer Street Spaces a low intensity filtered permeability and streetscape improvement scheme in the area between the Railway Path and Frome Quietway.

Completing the City Centre Quietway links the Cycle Safety Fund scheme on Baldwin St to the Quietways network with sensitive treatment of heritage surfaces and new route to link with an LSTF junction treatment at Old Market. Prince Street is a city centre street scene scheme fits with the MetroBus BRT scheme and the CAF route creating an improved public space on a key cycling route to the City Centre.

Cattle Market Rd is at the heart of the enterprise zone, we are adding value to the route ensuring junction treatment and a full segregated cycling route, completing the last link in the CAF route from Festival Quietway to the EZ.

Emersons Green to Cribbs Causeway Strategic Cycle Trunk Route

Focussing on unlocking road and public transport capacity, higher productivity levels and better linked communities; we will eradicate key pinch points on the strategic trunk route from Emersons Green to Cribbs Causeway and provide improvements on key routes linking to the trunk route.

A landmark new bridge will be built alongside Bromley Heath viaduct making east west movements along the route for cyclists and pedestrians easier and more pleasant. Lighting will be improved close to Mangotsfield Station, improving the link between the Bristol to Bath Railway Path and the A4171 Ring Road cycle path (and on to the cycle trunk route and Yate Spur) and at Filton Rd, providing an alternative lit route to the University of the West of England from the cycle trunk route. These improvements will make the routes more attractive to new and less confident cyclists throughout the year by overcoming safety concerns.

Widening of a shared use path and improving visibility at the junction on Church Road/ Westfield Rd will improve this standard part of the trunk route close to Bristol Parkway Station. Hayes Way is the first major piece of enabling infrastructure for the CPNN, a shared use route will be created along its whole length, providing a key link between the Filton Enterprise Area and Cribbs Causeway Mall.

Bath Riverside

Access to the Bath Riverside Enterprise Area and city centre will be improved with ambitious schemes building on the existing network. The Bath proposal will improve the important NCN4 cycle route running east –west through the city and linking it with Bristol and Wiltshire.

The popular Railway Path (NCN4) and Two Tunnels routes converge close to either side of the Windsor Bridge in the Bath Enterprise Area. This proposal will provide a new crossing of the River Avon for pedestrians and cyclists, linking both of these important cycle routes plus a new east-west off-road route to be constructed through the Bath Riverside development, by reopening the Locksbrook (River Avon) Railway Bridge. The River Avon Bridge is currently disused but originally carried the Midlands Railway.

To widen and strengthen an existing pedestrian bridge to enable access for cyclists across the River Avon from the south into Bath Spa Rail Station. This will link new cycling infrastructure, currently being constructed in the Widcombe area of Bath with Bath Spa Station and the city centre.

The NCN4 along the Kennet & Avon Canal Tow Path will be upgraded to improve cycling access from the east of Bath and a new cycle link across the River Avon will be introduced, linking into the Canal Tow Path to maximise its use.

This will lead to an improvement in road safety, a reduction in congestion and improve air quality in Bath's Air Quality Improvement Area.

Door-to-door journeys

The capital works of an innovate Family Cycling Centre will provide an ideal off road space for people of all ages and abilities to learn to ride a bike and obtain various levels of cycle training, from fun, informal sessions through to nationally recognised awards such as Bikeability. The centre will consolidate existing projects such as the all-abilities specialist bikes, bike hire centre, affordable bike loan scheme and a new kid's bike exchange project. People who learn to ride and develop their skills and confidence will use those skills to ride around the city for everyday journeys.

A comprehensive cycling signage and network legibility project will make best use of the assets created by providing people with the information needed to use them, and making cycling convenient easy and a 'normal' thing to do.

Cycle parking will increase by at least 4,000. This includes on street cycle hangers provided in Bristol's dense Victorian streets, and better parking at schools. Cycle parking will also be improved at local rail stations in anticipation of MetroWest and well as schools, employment and retail locations.

B5. Package costs

(See Appendix A)

B6. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) Any non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.
(See Appendix C and K)
- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

B7. Cycling Delivery Plan Partnership Projects

Acceptance of this grant means that the party agrees to work with the Department for Transport as a partner in the realisation of the Cycling Delivery Plan (currently in draft and due to be published in 2015).

We agree to work with the Department as partners of the Cycling Delivery Plan: Yes No

B8. The Economic Case – Value for Money

A Technical Note is included as Appendix I.

High Value for Money

Bristol saw an **increase** in actual numbers of commuters travelling to work by bike of 100% and the West of England including large rural areas of 66.4% between 2001 and 2011. In addition, the proportion of West of England residents in 2011/12 who cycle at least once a month stands at 19% - leading all first wave City Deal areas. The West of England's ambition is to increase cycling by 76% by 2016 through building on its previous successes in the Cycling City and WEST LSTF projects and as part of our ten-year transformational strategy (Appendix E). In Bristol all scheme elements help to deliver the official 10 year Cycling Strategy.

44% of TTW trips are under 5km and 66% of these are by car. The technical note outlines the methodology used in detail, but the schemes target these trips by connecting communities to where they want to get to. We believe that 40% of the new routes can be attributed to mode shift from cars or vans given local conditions.

Appendix F shows the schemes along-side trip attractors. **144,000 people will be within 500m of a new route**. The potential users of the routes are further increased by the fact that most of the routes link to the already existing or planned strategic network via routes. We have

specifically chosen areas where levels of cycling are lower than in other parts of the urban area, but demographics seem to suggest a high opportunity for modal shift.

Ref	Route	Population within 500 metres		
		Total Population	No Car / Van	Cycle to Work
South				
S1	Filwood Quietway	28,951	4,299	964
S2	Malago Quietway	10,846	1,843	636
North				
N1	Southmead Quietway	18,441	1,495	1,399
N2	Frome Quietway	3,809	315	110
N3	Safer Streets Spaces	23,400	4,210	1,344
Centre				
C1	E-W City Centre Quietway	14,860	3,780	347
C2	N-S City Centre Quietway	10,711	2,863	231
C3	Cattle Market Road	10,727	2,745	464
North Fringe Trunk Route				
T1	Bromley Heath Bridge	2,514	95	69
T2	Church Road	1,724	103	56
T3	Bristol to Bath Cycle Path lighting	1,432	39	54
T4	Filton Road lighting	919	51	22
T5	Hayes Way	3,394	145	90
Bath Riverside				
B1	Locksbrook Bridge	5,382	547	155
B2	Half Penny Bridge	2,822	566	42
B3	K&A Towpath	4,635	678	103
TOTAL		144,567	23,774	6,086

Each scheme element has been assessed separately using the WHO HEAT tool. Each of these assessments is attached in Appendix H and more information is included in Appendix I. The overall BCR is assessed at 1:6.28. **The financial benefit to health is £122,279,000 over 30 years with a 3.5% discount rate.**

Other beneficial Impacts

Access to education, hospitals and employment areas is improved by the majority of scheme elements. Access will be improved to 2 universities, 4 secondary schools, 3 large health institutions and almost 60,000 jobs in the enterprise zones will be served by the new routes over the 30 year appraisal period.

Based upon WebTAG data book 2014, the total number of car trips removed from the network could be 0.3% of total current trips or **14.1m km car trips p.a.** Based on the average Bristol trip distance of 5.77km this would result in **CO2 savings of 2,927 tonnes per annum.**

The reduction in car trips will also lead to significant decongestion, maintenance, accidents, air quality and noise. Although these have not been fully assessed, estimates of these marginal benefits have been made in Appendix I.

Adverse impacts

Whilst there may be some small adverse impacts at the local level, for example, building routes over green spaces, these will be mitigated at the local level. There is no scheme which proposes wholesale reduction in road space on primary routes or the removal of public transport infrastructure for example. There will also be a reduction in indirect taxation as a result of fewer car trips, an estimate is included in Appendix I and stands at -£13,536,000 over 30 years.

When adding marginal Extra Benefits the overall BCR of the schemes is 1:7.53 or £146,696,000 over 30 years

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please confirm that you are committed to working with the Department and Sustrans to improve current monitoring and evaluation plans, and that you agree to improve processes where needed to enable end of programme comparisons across the Cycling Ambition cities.

Yes No

An updated monitoring and Evaluation Plan is included in Appendix J

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for [scheme name] I hereby submit this request for approval to DfT on behalf of [name of authority] and confirm that I have the necessary authority to do so. <i>BRISTOL CITY COUNCIL</i>	
I confirm that [name of authority] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: <i>E. PLOWDEN</i>	Signed: <i>Ed Plowden</i>
Position: <i>SUSTAINABLE TRANSPORT SERVICE MANAGER</i>	

D2. Section 151 Officer Declaration	
As Section 151 Officer for [name of authority] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [name of authority] <i>BRISTOL CITY COUNCIL</i>	
<ul style="list-style-type: none"> - has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15 - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place 	
Name: <i>Paul Gillett</i>	Signed: <i>Paul</i>
<p>Submission of bids:</p> <p>Applications must be submitted by 5pm, 31 January 2015. Submissions should be sent electronically to cycling.ambition@dft.gsi.gov.uk.</p>	

ID		Description	Cost (000)	15/16	16/17	17/18
SOUTH						
S1	Filwood Quietway	Creating a direct and convenient route from Filwood Green and Hengrove development areas to the Brunel Mile and the Enterprise Zone. To include a new bridge from Clarence Rd to Whitehouse St and a route to Victoria Park (linking with Malago Quietway) to Filwood. Route to be determined with local communities, but significantly improving access to Northern Slopes for all path users.	2,300	250	250	1,800
S2	Malago Quietway	Upgrade to create a more direct and convenient route from Whitchurch Way to Victoria Park to link with the new Filwood Quietway. Improvements along the Malago and at crossings. Improved path through Victoria Park, linking to the new Filwood Quietway.	600	250	250	100
S3	Family Cycling Centre	Capital works attached to the Filwood / Hengrove family cycling centre to offer bikeability to children, parents and carers. Including specially adapted cycles.	250	250		
NORTH						
N1	Southmead Quietway	Quiet streets, and on road routes to create a legible route between 'the Arches' and Southmead Hospital with investigation into improving the A38 south to the city centre as part of a corridor approach.	100	100		
N2	Frome Quietway	Segregated traffic free route along Blackberry Hill to complete this key route. Supporting new housing and employment developments in the area with the North Fringe.	800	400	400	
N3	Safer Street Spaces'	Create a Bristol 'template' for neighbourhoods with pilot area in Easton. Light touch traffic calming and surface treatments, decluttering, build outs and planting to reduced speeds and through traffic. Exact area to be defined through local consultation.	200	50	50	100
CENTRAL						
C1	East - West City Centre Quietway	Linking Cycle Safety Fund route along Baldwin Street to Champion Square and Frome and Concorde Quietways. Improving crossing at Bristol Bridge with sensitive treatment of cobbles. Linking to Champion Sq. via St Matthias Park.	1,000		500	500
C2	North - South City Centre Quietway	Linking Commercial Road and Fairfax St via Prince Street & Nelson Street. Improving the street scene of this busy cycling route for pedestrians and cyclists with segregation. Linking the City Centre and CAF project to Metrobus route and Avon Promenade.	2,200	250	200	1,750
C3	Cattle Market Road	Adding value to scheme connecting Clarence Road to the Enterprise Zone, Whitchurch Quietway, and Feeder Rd cycle route. Completing a section of the Avon Promenade and linking the Filwood Quietway to the LEZ.	1,250	250	500	500
DOOR-TO-DOOR JOURNEYS						
D1	Door-to-door journeys	On street cycle hangers and MetroWest station parking. To be delivered through community engagement and link with LSTF and other schemes.	200	50	50	100
D2	Legible Network	Network and design approach to signage, legibility and mapping. Declutter, replace cycle and pedestrian signage throughout the city, to adoptable standard with eye for design and maintenance	200	100	50	50
D3	Pinchpoints	Neighbourhood pinchpoints	366		106	260
<i>Bristol City managed sub Total</i>			9,466	1,950	2,356	5,160
NORTH FRINGE TRUNK ROUTE						
T1	Bromley Heath Bridge	Design and construction of new bridge to address pinch point on cycle trunk route and link with composite bridge project in relation to exploration of new technology and timescale.	4,910	30	1,960	2,920
T2	Church Road	Enable connectivity to new development at Harry Stoke to Bristol Parkway. Opportunity to widen the path on the north or south side of Church Road with a cycle lane and junction improvements at Westfield Lane. This section will link to the planned subway at the Parkway Station - currently planned for delivery in 2018/19.	140	30	110	
T3	Bristol to Bath Cycle Path lighting	Additional lighting close to Mangotsfield station linking to the Ring Road cycle path to complement that recently installed on the Bristol to Bath cycle path. Requested by stakeholders.	70	70		
T4	Better lighting on Filton Rd	This is a diversionary route to the Trunk Route and links to UWE from Frenchay, between Old Gloucester Rd and Coldharbour Lane	70	70		
T5	Hayes Way	Hayes Way improvements with provision of shared use path on south side of carriageway. To provide a link ahead of the trunk route being completed.	330	35	295	
T6	Door-to-door journeys	Cycle parking to support infrastructure improvements, including cycle pumps and signage to support routes around Schools, employment areas and retail centres along the Trunk Route.	300	100	100	100
<i>South Glos. managed sub total</i>			5,820	335	2,465	3,020
BATH RIVERSIDE						
B1	Locksbrook Bridge	To re-open a disused rail bridge in the heart of the Bath Enterprise Area to pedestrians and cyclists. Connecting the Railway Path (NCN4) to Two Tunnels route creating vital link from the south, east and west of Bath to the Enterprise Area	1,300		300	1,000
B2	Halfpenny Bridge	Widen bridge to improve access to city centre and Rail station for pedestrians and cyclists from south Bath.	1,820	20	900	900
B3	Kennet & Avon Towpath	Upgrade Kennet & Avon Tow Path (NCN4) to improve access from the East of Bath to the City Centre and Enterprise Area. Also to improve access to Grosvenor Bridge for residents of Lambridge and the London Road area of the city.	675	675		
B4	Door-to-door journeys	Cycle parking to support door-to-door journeys and Riverside development.	88	40	48	
<i>Bath & N E Somerset sub total</i>			3,883	735	1,248	1,900
TOTAL			19,169	3,020	6,069	10,080

Proposed Schemes in Greater Bristol

Cycle City Ambition Grant December 2014

Legend

Proposed Schemes

●●● South Gloucestershire Routes

- T1. Bromley Heath Bridge
- T2. Church Road
- T3. B2B Cyle Path Lighting
- T4. Filton Road Lighting
- T5. Hayes Way

●●● Bristol Routes

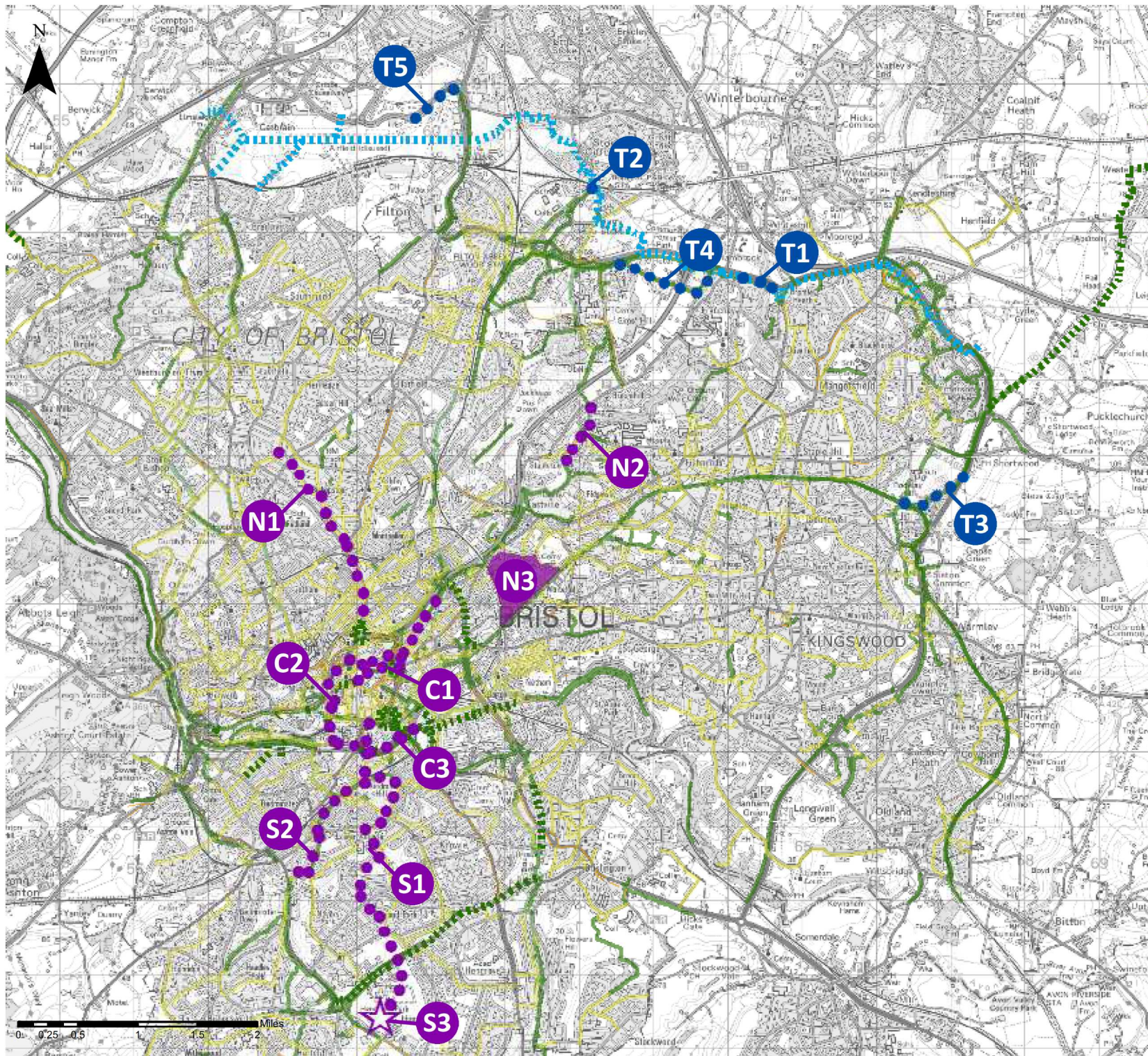
- S1. Filwood Quietway
- S2. Malago Quietway
- N1. Southmead Quietway
- N2. Frome Quietway
- C1. E-W City Centre Quietway
- C2. N-S City Centre Quietway
- C3. Cattle Market Road

■ N3. Bristol Safer Street Spaces

☆ S3. Family Cycle Centre

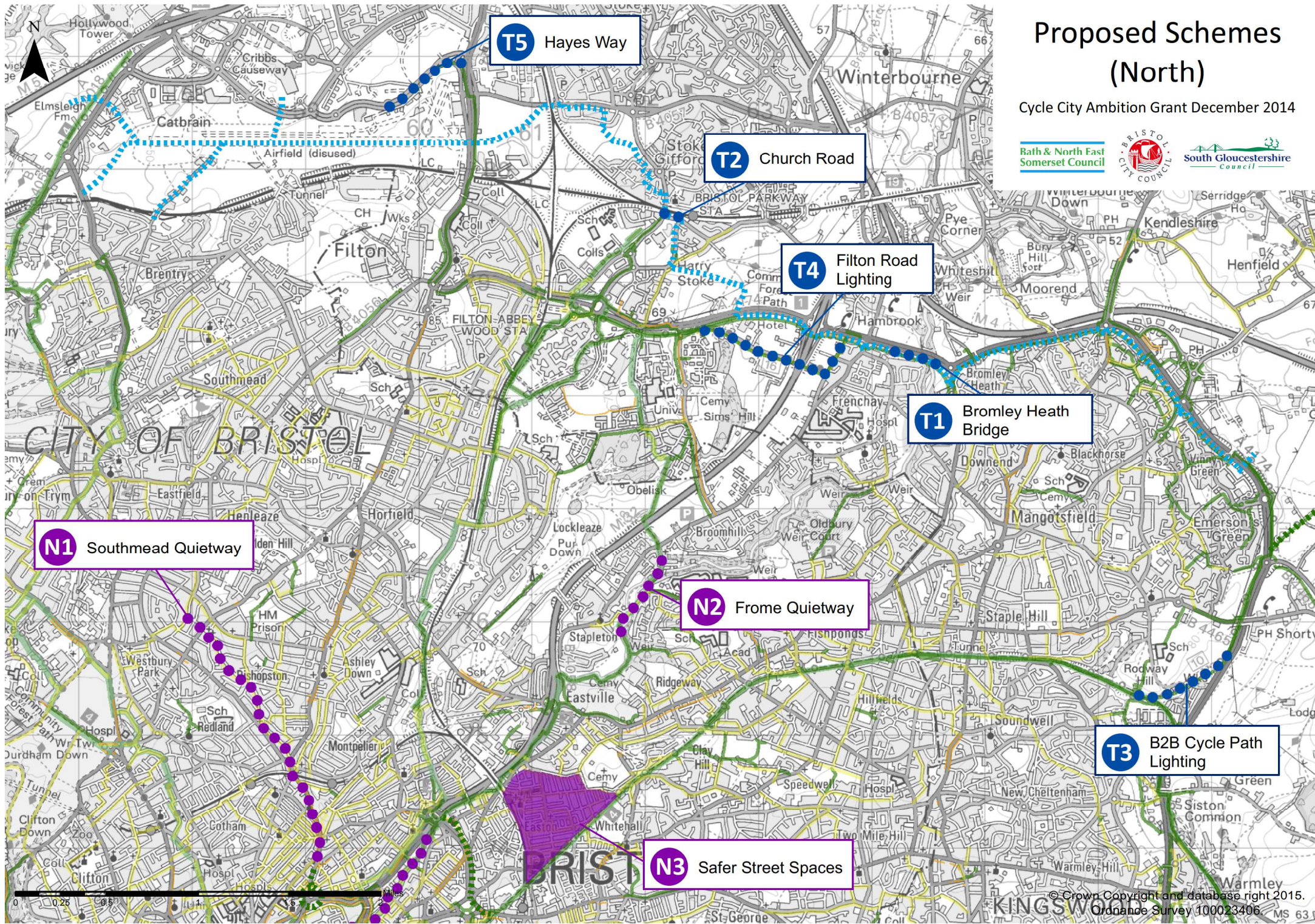
Existing/Planned Cycling Infrastructure

- Existing Traffic Free Cycle Routes
- Planned Traffic Free Cycle Routes
- Planned 'Cycle Trunk Route'
- Cycle/Bus Lane
- Quiet Roads



Proposed Schemes (North)

Cycle City Ambition Grant December 2014



T5 Hayes Way

T2 Church Road

T4 Filton Road Lighting

T1 Bromley Heath Bridge

N1 Southmead Quietway

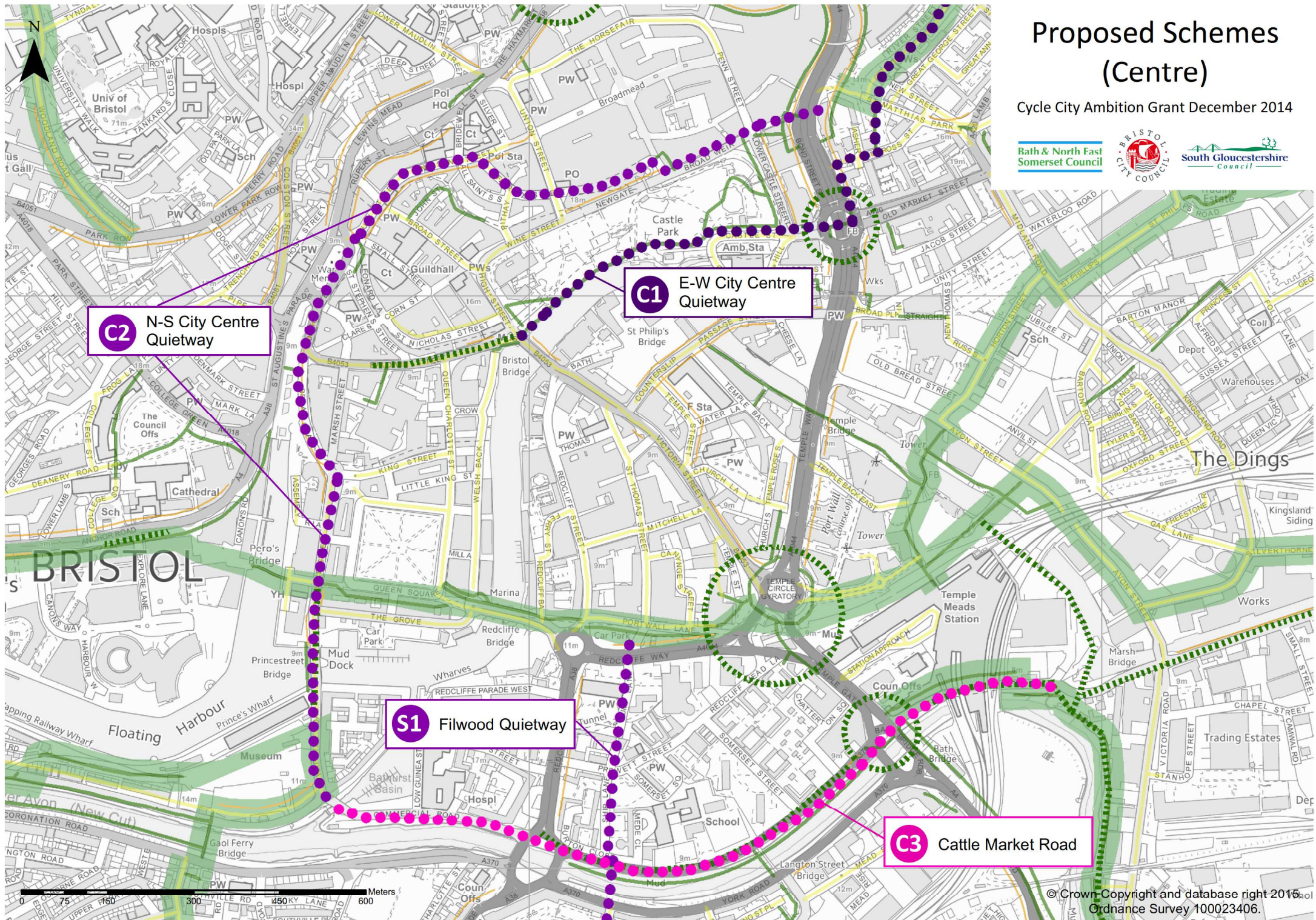
N2 Frome Quietway

N3 Safer Street Spaces

T3 B2B Cycle Path Lighting

Proposed Schemes (Centre)

Cycle City Ambition Grant December 2014



C2 N-S City Centre Quietway

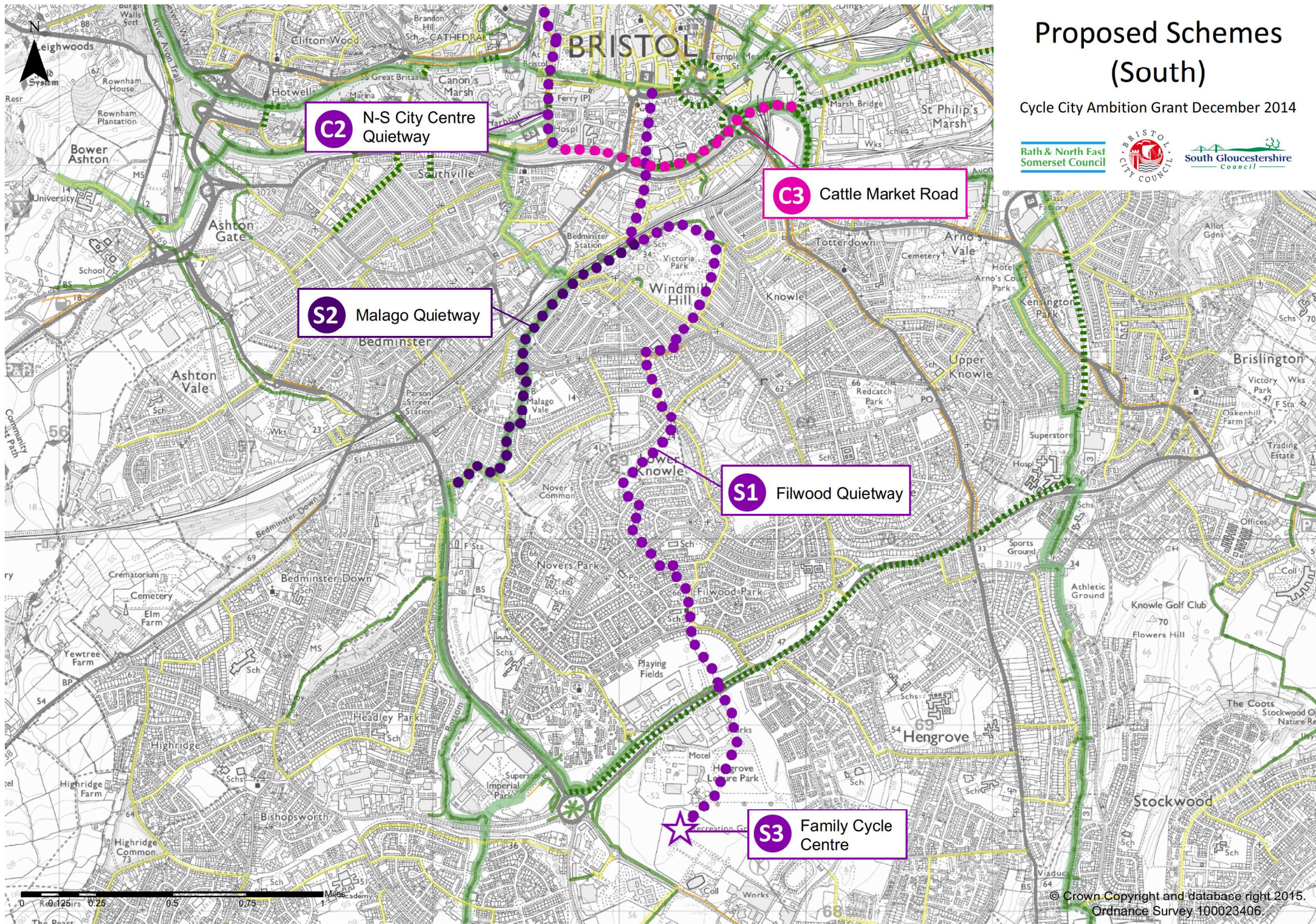
C1 E-W City Centre Quietway

S1 Filwood Quietway

C3 Cattle Market Road

Proposed Schemes (South)

Cycle City Ambition Grant December 2014



C2 N-S City Centre Quietway

C3 Cattle Market Road

S2 Malago Quietway

S1 Filwood Quietway

S3 Family Cycle Centre

Match funding contributions:		15/16:	16/17:	17/18:	
	DfT Funding Sought	£2,990	£5,989	£10,190	£19,169
	Local Authority Contribution				
SG	LTP capital block: contribution to Emersons Green Bridge	£200			
SG	LTP capital block: Briely Furlong Bridge development	£75			
SG	LTP capital block: contribution to EG Bridge		£107		
BC	Local contribution to cycle parking		£250		
BC	TQEZ Harbour Walkway	£2,750			
BC	TQEZ Feeder Rd	£450	£400		
BC	TQEZ Whitchurch Quietway		£680		
	Local Authority Contribution	£3,475	£1,437	£0	£4,912
	Third Party Contribution				
BC	Local contribution to Filwood Green Bus Park		£50		
SG	S106 developer contribution to EG Bridge			£965	
BC	S106 developer contribution to Southmead	£50			
WoE	Local Growth Fund W&C [1]	£2,750	£2,750		
	Third Party Contribution	£2,800	£2,800	£965	£6,565
	TOTAL:	£9,265	£10,226	£11,155	£30,646

West of England population	867,000
£ per head	£11.78

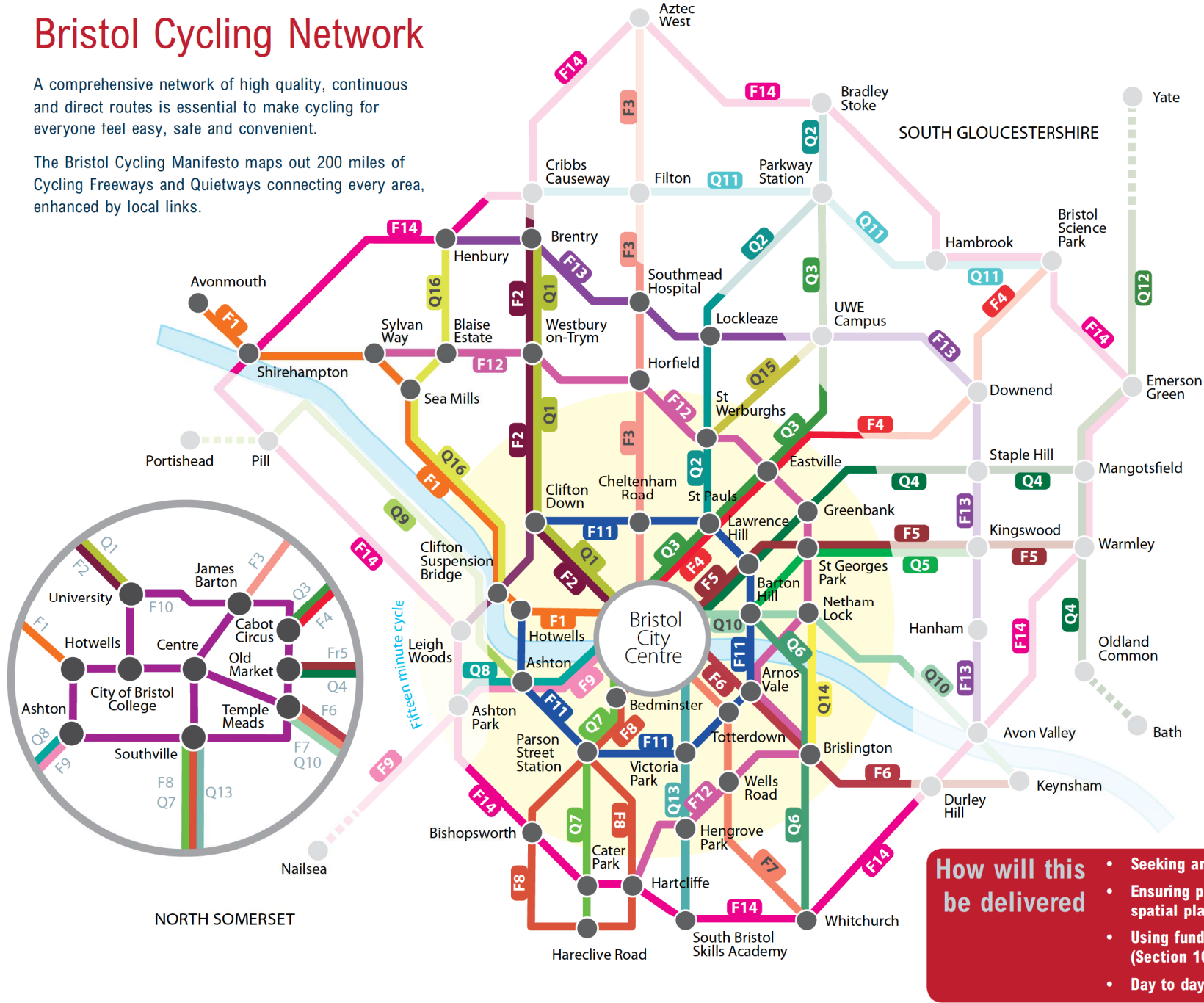
£000s	2015-16	2016-17	2017-18	Total
DfT funding sought	2,990	5,989	10,190	19,169
Local Authority contribution	3,475	1,437	0	4,912
Third Party contribution	2,800	2,800	965	6,565
TOTAL	9,265	10,226	11,155	30,646

[1] 16/17 subject to final confirmation.

Bristol Cycling Network

A comprehensive network of high quality, continuous and direct routes is essential to make cycling for everyone feel easy, safe and convenient.

The Bristol Cycling Manifesto maps out 200 miles of Cycling Freeways and Quietways connecting every area, enhanced by local links.



Freeways: direct and continuous routes on main roads with extensive segregation

- F1** The Portway
- F2** Whiteladies/Westbury Road A4018
- F3** Gloucester Road A38
- F4** Fishponds/Stapleton Road A432
- F5** F5 Two Mile Hill A420
- F6** F6 Bath Road A4
- F7** F7 Wells Road A37
- F8** F8 Bishopworth/Hartcliffe A38
- F9** F9 Coronation Road A370
- F10** F10 Inner Loop Orbital
- F11** F11 Inner Middle Orbital
- F12** F12 Outer Middle Orbital
- F13** F13 Northern Loop Orbital
- F14** F14 Outer Ring Orbital

Quietways: pleasant and well signed traffic free or low traffic routes

- Q2** Concorde Way
- Q3** Frome Greenway
- Q4** Bristol Bath Railway Path
- Q5** Wesley Quietway
- Q6** Whitchurch Railway Path
- Q7** Malago Greenway
- Q8** Festival Way
- Q9** Pill Path – River Avon Trail
- Q10** River Avon Trail
- Q11** North Fringe Quietway
- Q12** Yate Quietway
- Q13** Knowle Quietway
- Q14** St Anne's Quietway
- Q15** Purdown Quietway
- Q16** Trym Quietway

How will this be delivered

- Seeking and prioritising investment
- Ensuring protection and enhancement through the spatial planning process
- Using funding from development (Section 106 agreements)
- Day to day maintenance and improvement of highways

Eco Impact Checklist

Title of report: Cycling Ambition Fund Project 2015 - 2018				
Report author: Ed Plowden				
Anticipated date of key decision: Cabinet 7 April 2015				
Summary of proposals:				
The report summarises the key areas of the Cycling Ambition Fund investment in 2015 to 2018 and seek approval for the delivery of the project in Bristol.				
There are five main areas recommended for cabinet approval which are;				
1. That the Mayor endorses the Cycle Ambition Fund and notes the wider programme of spend for delivery between 2015 and 2018 (as detailed in Table 1) and agrees to proceed with the proposals contained in this report.				
2. That the Mayor agrees that Bristol City Council will deliver the project in collaboration through a formal legal agreement with Bath and North East Somerset and South Gloucestershire Councils and agrees that Bristol City Council will be the accountable body in reporting to Government on behalf of the partnership authorities.				
3. That the Service Director for Transport, in consultation with the Assistant Mayor, Place, be given delegated authority within the legal agreement with the other Unitary Authorities to proceed with the proposed project (listed in Table 1) and is authorised to implement the option best suited to the local circumstances to encourage more people to use a bicycle more often.				
4. That the Service Director Legal Services be authorised to negotiate and complete an extension to the existing agreement, dated 29 th August 2014, with Bath and North East Somerset and South Gloucestershire to enable implementation of the Cycle Ambition Fund from 1 st April 2015 to 31 st March 2018.				
5. To agree to use as match funding £4.5m from the capital programme in 15/16 (£3.2m) and 16/17 (£1.2), which are already committed to qualifying projects.				
Will the proposal impact on...				
	Yes/ No	+ive or -ive	If yes... Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Y	+ve	Enhancements to walking and cycling infrastructure and encouragement for the uptake of such modes of transport will provide for a reduction in	See overall environmental mitigation measures in the summary.

		-ve	emissions. Construction and engineering of capital measures requires combustion of fossil fuels.	Contractors will submit a method statement detailing how construction impacts will be minimised.
		-ve	while emissions overall may be reduced, changes may sometimes lead to very localised increases in emissions on particular junctions or roads.	It is likely that longer-term benefits will outweigh these short-term impacts.
Bristol's vulnerability to the effects of climate change?	Y	+ve	Providing for use of alternative modes of travel improves resilience.	See overall environmental mitigation measures in the summary.
		-ve	Specific capital schemes may have a negative impact. For example increasing impermeable surfaces.	Specific schemes will comply with the principles for assessing the vulnerability of transport options, as set out in the JLTP3.
Consumption of non-renewable resources?	Y	+ve	Enhancements to walking and cycling infrastructure and encouragement for the uptake of such modes of transport will provide for a reduction in consumption of fossil fuels.	See overall environmental mitigation measures in the summary. Contractors will submit a method statement detailing how construction impacts will be minimised.
		-ve	Construction of new infrastructure consumes materials and fuels.	It is likely that longer-term benefits will outweigh these short-term impacts.
Production, recycling or disposal of waste	y	-ve	Waste will be produced through infrastructure and engineering works.	Projects in excess of £300k are required to produce a statutory Site Waste Management Plan, which will detail the types of waste generated,

				and how they will be managed.
The appearance of the city?	y	?	New infrastructure will alter the appearance of the city. These alterations may be positive or negative.	See overall environmental mitigation measures in the summary. To be considered as part of the planning process with appropriate mitigation measures.
Pollution to land, water, or air?	y	+ve	As set out in the JLTP, in terms of promoting sustainable travel and reducing car trips, the bid is predicted to deliver a small improvement in local air quality, though this is not quantifiable.	Construction sites will be registered to the considerate contractors scheme.
		-ve	It is likely that any engineering and construction works will create noise and dust. There is also the possibility of accidental releases of fuels and chemicals or water.	Contractors will be required to submit method statements, detailing how they will manage site-based environmental risks.
Wildlife and habitats?	y	-ve	Development of infrastructure may harm wildlife and habitats.	With the advice of the Council's natural environment team, mitigation measures will be implemented. There should be no net loss to biodiversity/habitats and opportunities for enhancement should be explored.
Consulted with:				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
The significant impacts of this proposal are... <ul style="list-style-type: none"> Long-term positive impacts: Investment in, and promotion of sustainable transport providing for a reduction in car journeys and associated emissions. 				

- Short term negative impacts: the use of fuels and materials for construction of capital projects, and associated production of waste.
-

The proposals include the following measures to mitigate the impacts ...

- Individual engineering and construction projects will be subject to the appropriate controls, including Environmental Impact Assessments, procurement, planning and waste management.
- It is noted that any new planning permissions will need to comply with the following policies from the Core Strategy:
 - BCS 13- Climate change – mitigation and adaptation.
 - BCS 14 – Sustainable energy
 - BCS 15 - Sustainable design and construction
 - BCS 16 – Flood risk and water management
 - BCS 21 – Quality Urban Design.

The net effects of the proposals are positive

Checklist completed by:

Name:	Andrew Whitehead
Dept.:	Place
Extension:	x36371
Date:	10/2/2015
Verified by Sustainable City Group	

Bristol City Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)



Name of proposal	Cycling Ambition Fund
Directorate and Service Area	Place
Name of Lead Officer	Andrew Whitehead

Step 1: What is the proposal?

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

1.1 What is the proposal?

To build improved provision or cycling infrastructure in the city to encourage more people to cycle more often. In particular

- On commuting journeys to and from work on 8 key corridors
- The delivery of an innovative Family Cycling Centre in Hengrove to provide an ideal off road space for people of all ages and abilities to learn to ride a bike and obtain various levels of cycle training, from fun, informal sessions through to nationally recognised awards such as 'Bikeability' cycle training. The centre will consolidate existing projects such as the all-abilities specialist bikes, bike hire centre, affordable bike loan scheme and a new kid's bike exchange project. People who learn to ride and develop their skills and confidence will use those skills to ride around the city for everyday journeys.
- A comprehensive cycling signage and network legibility project will make best use of the assets created by providing people with the information needed to use them, and making cycling convenient easy and attractive.
- Cycle parking will increase by at least 4,000. This includes on street cycle hangers provided in Bristol's dense Victorian streets, and better parking at schools. Cycle parking will also be improved at local rail stations in anticipation of MetroWest as well as schools, employment and retail locations.

Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

2.1 What data or evidence is there which tells us who is, or could be affected?

There is a valuable evidence base from which the project has drawn key equality & diversity related information as shown below:

Gender Improved cycling infrastructure through bicycle paths and lanes that provide a high degree of separation from motor traffic is likely to be important for increasing transportation cycling amongst under-represented population groups such as womenⁱ.

Children & Young People Independent mobility appears to be an important independent determinant of weekday physical activity for both boys and girls. Physical activity and factors such as independent mobility are likely to be influenced by the type of neighbourhood (housing density, land use mix, available green space) as well as perceptions of neighbourhood. Parents may be much more likely to allow independent mobility if they perceive their environment to be safe and traffic density to be lowⁱⁱ.

There is a significant positive relationship between physical activity, improved cognitive performance and academic achievementⁱⁱⁱ.

Research has found a possible link between traffic-related air pollution outside people's homes and the onset of asthma in children during the first eight years of life. Higher levels of nitrogen dioxide, PM2.5 and soot (generated by greater traffic volumes) were more likely to be recorded at the homes of those children who developed asthma and asthma symptoms^{iv}.

Cycle training is valuable in terms of cycling safety skills. However, other strategies are needed when promoting cycling to school such as that any training should focus more on real cycling experiences, so that children are able to deal with traffic on school journeys, and on providing educational support to ensure safe journeys to school^v.

Research has shown that far more English children were accompanied by an adult on the journey home from school in 2010 than in 1971. In 1971, 86 per

cent of the parents of primary school children surveyed said that their children were allowed to travel home from school alone. By 1990, this had dropped markedly to 35 per cent, and there was a further drop to 25 per cent being allowed to do so in 2010. In 2010, in England there was a marked increase in adult accompaniment on non-school journeys, with 62 per cent of the journeys in 2010 being accompanied, compared to 41 per cent in 1971^{vi}

Older Age The intensity of physical effort during cycling on an electrically assisted bicycle is sufficiently high to contribute to the physical activity guidelines for moderate-intensity health-enhancing physical activity for adults^{vii}.

The risk of increasing falls among a largely sedentary older population can be reduced through physical activity. Walking, as the most readily available physical activity, can contribute to the prevention of falls through maintaining or increasing^{viii} leg muscle and bone strength.

Cycling is a form of physical activity with particular benefits for older people. It is non-weight bearing and therefore has less impact on the joints than jogging or other running sports, and several studies of disease causation have shown significant risk reduction for all-cause and cancer mortality, cardiovascular disease, colon and breast cancer, and obesity morbidity in middle-aged and elderly cyclists. Cycling may also contribute to improved quality of life for older people, by enhancing social networks and building empowerment, and can be incorporated easily into a daily routine. Successful methods used to promote cycling to older people include: age-targeted cycling skills courses, encouragement for Bicycle User Groups to reach out to older people, widespread availability of cycling maps, advertising the multiple benefits of cycling and continued improvement to cycle paths. Fear of cars and other motorised traffic is a strong barrier to cycling across all age groups so investment in infrastructure should also have benefits across the population^{ix}.

Cycle facilities that share space with pedestrians at busy locations have a perceived negative impact particularly on some older people. An older person with mobility impairments may not be able to take evasive action to avoid an oncoming cyclist in a shared environment.

Disability (including mental health) Psychologists have long recognised the potentially detrimental effect of the commute. Most studies of the commute and stress find that active travel, followed by public transport use are the least

stressful modes and that active travel is often reported as a positive experience in terms of stress management^x.

The intensity of physical effort during cycling on an electrically assisted bicycle is sufficiently high to contribute to the physical activity guidelines for moderate-intensity health-enhancing physical activity for adults^{xi}.

There are more accessible options for cycling today than ever before. These include hand cycles, trikes, wheelchair friendly cycles, side-by-side cycles, one up one down cycles, recumbents, tandems and steer from rear tandems. As such there is large potential for promoting facilities and options which are suitable for a wide range of impairment types.

Cycle facilities that share space with pedestrians at busy locations have a perceived negative impact particularly

Safety Research has noted that there would be substantial implications of a policy approach which seeks to mitigate barriers to walking and cycling so that (door to door) networks can be travelled on foot or bicycle without disproportionate risk^{xii}. This is important information in respect of promotion for females, younger and older people.

Cycle facilities that share space with pedestrians at busy locations have a perceived negative impact particularly on people with disabilities. For example a partially sighted person may be intimidated by cyclists sharing the same space. A person with a hearing impairment will not be aware of an approaching cyclist that is outside their line of vision.

Evidence also informs us that design principles and good management can address conflicts that can occur within shared spaces (e.g. cyclists and pedestrians). This is important information in respect of promotion for disabled people and both younger and older people.

Economic Benefit Economic analysis of cycling interventions suggests that average benefit per additional cyclist is £590 per year, and that small increases in cycling numbers can justify investment in new cycling infrastructure principally due to the health benefits which accrue^{xiii}.

There is a high cost to employers from absenteeism and potentially even greater costs from presenteeism. Increasing physical activity through active travel opportunities and activities during the work day are highly likely to be

cost effective in improving health^{xiv}.

Within schemes, there is also an identified benefit in relation to tourism. Using the principle that diverse groups have diverse needs and promoting opportunities accordingly has the potential to maximise usage amongst visitors to our areas.

Health The most substantive epidemiological study to date was carried out in Copenhagen involving 13,375 women and 17,265 men aged 20-93 who were randomly selected from a population of 90,000 living in central Copenhagen^{xv}. Of this cohort, 14,976 cycled regularly to work, for about three hours per week on average.

The researchers concluded that:

“Even after adjustments for other risk factors, including leisure time activity, those who did not cycle to work experienced a 39% higher mortality rate than those who did.”

This is a very important finding. It provides direct evidence from a large scale study that regular cyclists are likely to have a lower risk of death compared to non-cyclists, irrespective of other physical activity they do. Additionally, later analysis has shown higher death rates among those who reduced their level of cycling compared to those who continue to cycle^{xvi}.

Walking is the most basic form of physical activity humans can undertake to maintain good health. A key paper setting out the benefits of walking was published in 1997 and remains an important resource for walking promotion^{xvii}. This set out that regular walking reduces the risk of cardiovascular and respiratory diseases, type 2 diabetes, some cancers, deaths from all causes, and helps to counter depression and maintain mental wellbeing.

Countries with the highest levels of active travel generally have the lowest obesity rates^{xviii}.

Mixed use developments, at high density, with good connectivity for walking and cycling significantly affects body weight and reduce the risk of weight gain^{xix}.

The order of the difference in fitness in favour of cyclists is equivalent to that enjoyed by being five years younger (cycling in general) or up to 10 years younger (for regular cyclists)^{xx}.

A growing body of research reveals that road transport noise can cause sleep

disturbance, cardiovascular disease, elevated hormone levels, psychological problems and even premature death; studies on children have identified cognitive impairment, worsened behaviour and diminished quality of life. People with existing mental or physical health problems are the most likely to be sensitive to traffic noise. Fifty-five per cent of those living in urban areas with more than 250 000 inhabitants in the EU - almost 67 million people - endure daily road noise levels above the lower EU benchmark for excess exposure^{xxi}.

2.2 Who is missing? Are there any gaps in the data?

Religion belief, Sexual orientation and transgender

2.3 How have we involved, or will we involve, communities and groups that could be affected?

As part of Personalised Travel Planning and working with people we collect equalities information to determine the views and needs of all equalities groups. We ensure translations are available on request for all channels and that a wide range of channels are used within reasonable cost considerations. Follow existing recommendations from EQIAs delivered for infrastructure and consult with groups for each scheme that where affected.

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

1. Cycling infrastructure that is shared with pedestrians has a perceived negative impact on pedestrians. This particularly impacts Older people, disabled people and younger people.
2. Some groups may find a perceived safety risk using cycle facilities away from the road that are un lit or with limited surveillance.

3.2 Can these impacts be mitigated or justified? If so, how?

1. Aim to deliver cycle infrastructure that is segregated from pedestrian environment. Carry out consultation with equalities groups on infrastructure not covered by an existing EQIA recommendation.

2. Provide accessible information through TraveWest.info and seek feedback from equality groups.
3.3 Does the proposal create any benefits for people with protected characteristics?
Yes
3.4 Can they be maximised? If so, how?
Work with people with protected characteristics to seek views and deliver improvements. Use existing groups to promote enhancements.

Step 4: So what?

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?
Informed the way in which the individual elements will be delivered.
4.2 What actions have been identified going forward?
<ol style="list-style-type: none"> 1) Follow recommendations of previous Equality Impact Assessments for delivering infrastructure. 2) To promote schemes pre and post builds, ensure that the needs of diverse groups are targeted (as highlighted via our equality & diversity related research above). We will deliver proactive, targeted engagement and promotion activity in order to deliver key motivating messages to target groups as identified within our research. 3) To measure the success of our planning and promotion of schemes we will undertake relevant activities across schemes to understand the impact of our interventions in relation to diverse groups.
4.3 How will the impact of your proposal and actions be measured moving forward?
Monitoring of customers where the level of contact allows this to be done – including via Personalised Travel Plan data collection delivered through other projects such as the Local Sustainable Transport Fund.

Quality of Life survey data in Bristol captures data annually and measures use of and cycling to work

B&NES Voicebox takes place approx every 6 months. The data weights by age and gender and is also analysed by age and gender.

Questions also ask whether activity is limited by a health problem or Disability lasting at least 12 months, Religion, Sexual orientation and Ethnicity. However survey size often limits this analysis.

Specific Ad-hoc feedback, for example gathered through face to face interventions or through “contact us” options on websites

Service Director Sign-Off:	Equalities Officer Sign Off:
Date:	Date:

ⁱ Adrian Davis, 23/10/2009, Essential Evidence on a page: No. 38 “Women and commuter cycling”

ⁱⁱ Page, A. et al, 2009 Independent mobility in relation to weekday and weekend physical activity in children aged 10-11 years: The PEACH project, *International Journal of Behavioural Nutrition and Physical Activity*, 6(2) Open Access

ⁱⁱⁱ Sibley, B. Etnier, J. 2003 The relationship between physical activity and cognition in children: A meta-analysis, *Pediatric Exercise Science*, 15: 243-256.

^{iv} Gehring, U., Wijga, A.H., Brauer, M. et al. 2010 Traffic-related Air Pollution and the Development of Asthma and Allergies during the First 8 Years of Life. *American Journal of Respiratory and Critical Care Medicine*, 181: 596-603.

^v Adrian Davis, 02/05/14, Essential Evidence on a page: No.120 Effects of a cycle training course on children’s cycling skills and cycle use

^{vi} PSI, 2013 Children’s independent mobility in England and Germany, 1971-2010. London: PSI. http://www.psi.org.uk/index.php/site/news_article/851

^{vii} Simons, M., Van Es, E., Hendriksen, I. 2009 Electrically assisted Cycling: A new mode for meeting physical activity guidelines?, *Medicine and Science in Sports and Exercise*, 2097-2102.

^{viii} Chang, T. et al, 2004 Interventions for the prevention of falls in older adults: systematic review and meta-analysis of randomised clinical trials, *British Medical Journal*, 328.

^{ix} Zander, A., et al, 2013 Joy, exercise, enjoyment, getting out: A qualitative study of older people’s experience of cycling in Sydney, Australia, *Journal of Environmental and Public Health*, <http://dx.doi.org/10.1155/2013/547453>

^x Gatersleben, B., Uzzle, D. 2007 Affective Appraisals of the Daily Commute. Comparing Perceptions of Drivers, Cyclists, Walkers, and Users of Public Transport, *Environment and Behaviour*, 39(3): 416-431.

^{xi} Simons, M., Van Es, E., Hendriksen, I. 2009 Electrically assisted Cycling: A new mode for meeting physical activity guidelines?, *Medicine and Science in Sports and Exercise*, 2097-2102.

^{xii} Mullen, C., Tight, M., Whiteing, A., Jopson, A. 2014 Knowing their place on the roads: What would equality mean for walking and cycling? *Transportation Research Part A*, 61: 238-248.

^{xiii} Adrian Davis, 12/06/09, Essential Evidence on a page: No.24 “Economic Benefits of Cycling”

^{xiv} Main, C., Glozier, N. Wright, I. 2005 Validity of the HSE stress tool: an investigation within four organisations by the Corporate Health and Performance Group. *Occupational Medicine*, 55:208–214

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- ^{xv} Andersen, L. B., Schnohr, P., Schroll, M., Hein, H. 2000 All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work, *Archives of Internal Medicine*, 160: 1621-1628. Freely available from <http://archinte.amaassn.org/cgi/search?fulltext=cycling+to+work>
- ^{xvi} Anderson, L.B. 2000 Personal communication, cited in Cavill, N. and Davis, A. 2007 *Cycling and health. What's the evidence?* London: Cycling England
- ^{xvii} Morris, J., Hardman, A. 1997 Walking to health, *Sports Medicine*, 23(5): 306-332.
- ^{xviii} Bassett, D., Pucher, J., Buehler, R., Thompson, D., Crouter, S. 2008 Walking, cycling, and obesity rates in Europe, North America and Australia, *Journal of Physical Activity and Health*, 5: 795-814.
- ^{xix} Frank, L., Andresen, M., Schmid, T. 2004 Obesity relationships with community design, physical activity, and time spent in cars, *American Journal of Preventive Medicine*, 27(2): 87-96.
- ^{xx} Tuxworth, W., Nevill, A., White, C., Jenkins, C. 1986 Health, fitness, physical activity, and morbidity of middle aged male factory workers, *British Journal of Industrial Medicine*, 43: 733-753.
- ^{xxi} Stansfeld, S., Haines M. 1997 Environmental noise and health: a review of non-auditory effects. In: *IEH report on the non-auditory effects of noise*. Leicester: Institute for Environment and Health.

Bristol City Council Equality Impact Relevance Check



This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.

What is the proposal?	
Name of proposal	Cycling Ambition Fund
Please outline the proposal.	The delivery of improvements to the public realm to provide safer cycle facilities that are designed for use by people of all ages.
What savings will this proposal achieve?	<p>Economic analysis of cycling interventions suggests that average benefit per additional cyclist is £590 per year, and that small increases in cycling numbers can justify investment in new cycling infrastructure principally due to the health benefits which accrueⁱ.</p> <p>There is a high cost to employers from absenteeism and potentially even greater costs from presenteeism. Increasing physical activity through active travel opportunities and activities during the work day are highly likely to be cost effective in improving healthⁱⁱ.</p> <p>Within schemes, there is also an identified benefit in relation to tourism. Using the principle that diverse groups have diverse needs and promoting opportunities accordingly has the potential to maximise usage amongst visitors to our areas.</p>
Name of Lead Officer	Andrew Whitehead

Could your proposal impact citizens with protected characteristics?

(This includes service users and the wider community)

Please outline where there may be significant opportunities or positive impacts, and for whom.

There is a valuable evidence base from which the project has drawn key equality & diversity related information as shown below:

Gender Improved cycling infrastructure through bicycle paths and lanes that provide a high degree of separation from motor traffic is likely to be important for increasing transportation cycling amongst under-represented population groups such as womenⁱⁱⁱ.

Children & Young People Independent mobility appears to be an important independent determinant of weekday physical activity for both boys and girls. Physical activity and factors such as independent mobility are likely to be influenced by the type of neighbourhood (housing density, land use mix, available green space) as well as perceptions of neighbourhood. Parents may be much more likely to allow independent mobility if they perceive their environment to be safe and traffic density to be low^{iv}.

There is a significant positive relationship between physical activity, improved cognitive performance and academic achievement^v.

Research has found a possible link between traffic-related air pollution outside people's homes and the onset of asthma in children during the first eight years of life. Higher levels of nitrogen dioxide, PM2.5 and soot (generated by greater traffic volumes) were more likely to be recorded at the homes of those children who developed asthma and asthma symptoms^{vi}.

Cycle training is valuable in terms of cycling safety skills. However, other strategies are needed when promoting cycling to school such as that any training should focus more on real cycling experiences, so that children are able to deal with traffic on school journeys, and on providing educational support to ensure safe journeys to school^{vii}.

Research has shown that far more English children were accompanied by an adult on the journey home from school in 2010 than in 1971. In 1971, 86 per cent of the parents of primary school children surveyed said that their children were allowed to travel home from school alone. By 1990, this had dropped markedly to 35 per cent, and there was a further drop to 25 per cent being allowed to do so in 2010. In 2010, in England there was a marked increase in adult accompaniment on non-school journeys, with 62 per cent of the journeys in 2010 being accompanied, compared to 41 per cent in 1971^{viii}

Older Age The intensity of physical effort during cycling on an electrically assisted bicycle is sufficiently high to contribute to the physical activity guidelines for moderate-intensity health-enhancing physical activity for adults^{ix}.

The risk of increasing falls among a largely sedentary older population can be reduced through physical activity. Walking, as the most readily available physical activity, can contribute to the prevention of falls through maintaining or increasing leg muscle and bone strength^x.

Cycling is a form of physical activity with particular benefits for older people. It is non-weight bearing and therefore has less impact on the joints than jogging or other running sports, and several studies of disease causation have shown significant risk reduction for all-cause and cancer mortality, cardiovascular disease, colon and breast cancer, and obesity morbidity in middle-aged and elderly cyclists. Cycling may also contribute to improved quality of life for older people, by enhancing social networks and building empowerment, and can be incorporated easily into a daily routine. Successful methods

used to promote cycling to older people include: age-targeted cycling skills courses, encouragement for Bicycle User Groups to reach out to older people, widespread availability of cycling maps, advertising the multiple benefits of cycling and continued improvement to cycle paths. Fear of cars and other motorised traffic is a strong barrier to cycling across all age groups so investment in infrastructure should also have benefits across the population^{xi}.

Disability (including mental health) Psychologists have long recognised the potentially detrimental effect of the commute. Most studies of the commute and stress find that active travel, followed by public transport use are the least stressful modes and that active travel is often reported as a positive experience in terms of stress management^{xii}.

The intensity of physical effort during cycling on an electrically assisted bicycle is sufficiently high to contribute to the physical activity guidelines for moderate-intensity health-enhancing physical activity for adults^{xiii}.

There are more accessible options for cycling today than ever before. These include hand cycles, trikes, wheelchair friendly cycles, side-by-side cycles, one up one down cycles, recumbents, tandems and steer from rear tandems. As such there is large potential for promoting facilities and options which are suitable for a wide range of impairment types.

Safety Research has noted that there would be substantial implications of a policy approach which seeks to mitigate barriers to walking and cycling so that (door to door) networks can be travelled on foot or bicycle without disproportionate risk^{xiv}. This is important information in respect of promotion for females, younger and older people.

Evidence also informs us that design principles and good management can address conflicts that can occur within shared spaces (e.g. cyclists and pedestrians). This is important information in respect of promotion for disabled people and both younger and older people.

Economic Benefit Economic analysis of cycling interventions suggests that average benefit per additional cyclist is £590 per year, and that small increases in cycling numbers can justify investment in new cycling infrastructure principally due to the health benefits which accrue^{xv}.

There is a high cost to employers from absenteeism and potentially even greater costs from presenteeism. Increasing physical activity through active travel opportunities and activities during the work day are highly likely to be cost effective in improving health^{xvi}.

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A growing body of research reveals that road transport noise can cause sleep disturbance, cardiovascular disease, elevated hormone levels, psychological problems and even premature death; studies on children have identified cognitive impairment, worsened behaviour and diminished quality of life. People with existing mental or physical health problems are the most likely to be sensitive to traffic noise. Fifty-five per cent of those living in urban areas with more than 250 000 inhabitants in the EU - almost 67 million people - endure daily road noise levels above the lower EU benchmark for excess exposure^{xxiii}.

Please outline where there may be significant negative impacts, and for whom.

From the council's experience of delivering cycling infrastructure in Bristol of some designs are found to have a negative impact on

Older People and Disabled People - Cycle facilities that share space with pedestrians at busy locations have a perceived negative impact particularly on some older people and

people with disabilities. For example a partially sighted person may be intimidated by cyclists sharing the same space. A person with a hearing impairment will not be aware of an approaching cyclist that is outside their line of vision. An older person with mobility impairments may not be able to take evasive action to avoid an oncoming cyclist in a shared environment.

Religion, Gender, Sexual Orientation and Transgender. Cycle facilities away from the road, not lit or have no natural surveillance may be intimidating to people use particularly at quiet times.

Could your proposal impact staff with protected characteristics?

(i.e. reduction in posts, changes to working hours or locations, changes in pay)

Please outline where there may be significant opportunities or positive impacts, and for whom.

No

Please outline where there may be negative impacts, and for whom.

Is a full Equality Impact Assessment required?

Does the proposal have the potential to impact on people with protected characteristics in the following ways:

- access to or participation in a service, **YES**
- levels of representation in our workforce, or **NO**
- reducing quality of life (i.e. health, education, standard of living) ? **YES**

Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.

Yes

Service Director sign-off and date:

Equalities Officer sign-off and date:

ⁱ Adrian Davis, 12/06/09, Essential Evidence on a page: No.24 "Economic Benefits of Cycling"

ⁱⁱ Main, C., Glozier, N. Wright, I. 2005 Validity of the HSE stress tool: an investigation within four organisations by the Corporate Health and Performance Group. *Occupational Medicine*, 55:208–214

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^v Sibley, B. Etnier, J. 2003 The relationship between physical activity and cognition in children: A meta-analysis, *Pediatric Exercise Science*, 15: 243-256.

^{vi} Gehring, U., Wijga, A.H., Brauer, M. et al. 2010 Traffic-related Air Pollution and the Development of Asthma and Allergies during the First 8 Years of Life. *American Journal of Respiratory and Critical Care Medicine*, 181: 596-603.

- vii Adrian Davis, 02/05/14, Essential Evidence on a page: No.120 Effects of a cycle training course on children's cycling skills and cycle use
- viii PSI, 2013 Children's independent mobility in England and Germany, 1971-2010. London: PSI.
http://www.psi.org.uk/index.php/site/news_article/851
- ix Simons, M., Van Es, E., Hendriksen, I. 2009 Electrically assisted Cycling: A new mode for meeting physical activity guidelines?, *Medicine and Science in Sports and Exercise*, 2097-2102.
- x Chang, T. et al, 2004 Interventions for the prevention of falls in older adults: systematic review and meta-analysis of randomised clinical trials, *British Medical Journal*, 328.
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- xviii Anderson, L.B. 2000 Personal communication, cited in Cavill, N. and Davis, A. 2007 Cycling and health. What's the evidence? London: Cycling England
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- xxiii Stansfeld, S., Haines M. 1997 Environmental noise and health: a review of non-auditory effects. In: *IEH report on the non-auditory effects of noise*. Leicester: Institute for Environment and Health.