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Our ref  
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Dear Mr Kinsella

### Cycling City Infrastructure

I refer to your letter to Councillor Rogers, dated 16th October, concerning the above, which he passed to me for response. May I firstly apologise for the long delay in responding to you.

At present all proposed changes to the Highway Network are developed through our existing internal Traffic Authority Approval (TAA) process. I understand that John Roy has already described this to you but, basically, this is the way that we try to ensure that the maximum benefits overall are obtained when changes are introduced. When a scheme is first drafted it goes through the TAA process which entails various specialist officers commenting on the draft scheme from their perspective, be they concerned with overall safety, supporting public transport or encouraging cycling and walking etc. We find that this process of specialist examination of schemes from various perspectives is invaluable and usually leads to all round improvements being incorporated, particularly on the more complex schemes. For more major schemes a group of more senior officers will discuss the conceptual scheme designs at our Legible City Steering Group, which brings together the perspectives of Planning, Urban Design, Highways, Public Transport, as well as just Traffic. I think that it would be helpful if we set down the processes that we follow in writing so I will arrange for this.

With all changes to the highway we often have to make compromises between the conflicting desires of the various specialists for a number of reasons, least of all availability of highway space to achieve, for example, the improvements needed to minimise delays for cyclists as opposed to improving crossing facilities for pedestrians. Funding constraints also limit our ability to deliver everything that we desire for the various user groups. Inevitably therefore we can end up with a "best hybrid scheme."

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It depends on the reasons why a scheme is being promoted as to which mode of transport gets priority but in all instances we give the greatest consideration to safety, particularly to vulnerable individuals such as pedestrians and cyclists. Most of the time, given these constraints, we feel that we get the balance about right but accept that in some instances we do not fully optimise improvements for all the particular modes of transport.

We do therefore always value the receipt of constructive advice as it enables us to learn from any mistakes that we have made

I will now turn to the specific points raised in your letter to Councillor Rogers

- 1 It is true that we do on occasion deviate from the DfT guidance contained in LTN 2/08. We generally however do this for practical reasons, e.g. lack of space or impact on other classes of road user. You will, of course, appreciate that there are also inconsistencies within this document, as exemplified in the recent correspondence to you from Tony Russell of Cycling England. You will probably be aware that under the Traffic Management Act 2004 we have a statutory duty to ensure the expeditious movement of all forms of traffic, including pedestrians. We also have financial constraints on our budgets, which have to be spread between many equally desirable schemes. This may lead to compromises for cyclists in some instances but we do always try to ensure that what we deliver does not increase dangers to them.

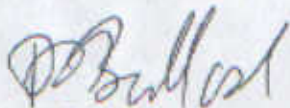
This is something that we want to improve on as signalled very clearly by the Director at Cycling Stakeholder Panels earlier this year. We intend to change our consultation processes so that we will hopefully come up with further innovative schemes such as the recently improved junction at the Three Lamps. Cycling City site meetings have been advertised on the e-bulletin and from now on all new schemes will be posted on the Council's website, under consultation finder, regardless whether or not we are producing a consultation leaflet. At the same time the project officer will write to all the members of the Cycling City Stakeholder Advisory Panel (SAP) and Bike Forum to bring the proposal to their attention. If recipients consider a site meeting would be of assistance we will arrange one. We do not generally intend to hold more than one site meeting per scheme because of limitations on staff time but, if justified, additional meetings will be organised as required. It would be particularly helpful if SAP members would inform us of any desire lines they are aware of at the initial consultation stage so that we can try to incorporate these in the final design. That way we should be able to avoid a similar situation to the one where we were unaware of the desire line on Wapping Road to Temple Meads until it was pointed out after the completion of the scheme

- 2 We do appreciate the comments that are received and do take account of them, but accept that we need to improve the feedback that we give as we recognise that if we don't give this it may appear that we have ignored comments, when in actual fact we will have considered them. We do, of course, take on board many of the comments that are made to us and often amend our proposals accordingly, but it is not always possible.

3 As described above we do have our internal TAA processes for all new schemes. John Roy, who as you know is an experienced cyclist, signs these off from a cycling and walking perspective. All Cycling City schemes are also signed off by Cycling England. Even so we recognise that there is room for improvement and that we can learn from best practice elsewhere. In this respect it is pleasing to report that over 50 officers from across the Department attended John Grimshaw's recent cycle infrastructure seminars. We will let you have an updated version of the Cycling City Management structure, as requested

I would finally like to add that we recognise the benefits that liaison with individuals and organisations such as Bristol Cycling Campaign can bring to the design process so we look forward to working constructively with you on future schemes. We have learnt a lot from year 1 of the Cycling City programme so we need to ensure that we use this to full advantage throughout year 2

Yours sincerely



Terry Bullock

Traffic Manager

C C Councillor Jon Rogers

David Bishop