

## Report for discussion

**Report to** Sustainable Development Panel  
28 September 2011

**Item**

**5**

**Report of** Head of Planning and  
Head of City Development  
**Subject** Cycle Network Plan

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### **Purpose**

To seek members views about the draft Cycle Network Plan.

### **Recommendations**

Members are invited to give their view on the need for a new Cycle Network Plan, its purpose, the routes identified and the form of presentation.

### **Financial Consequences**

There are no direct financial consequences from this report.

### **Strategic Priority and Outcome/Service Priorities**

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future”.

### **Contact Officers**

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### **Background Documents**

None

### **Further Information:**

Norwich Area Transportation Strategy (2006)

Norwich Area Transportation Strategy Implementation Plan (6 April 2010)

Local Transport Plan (2011)

Joint Core Strategy (2011)

Web links to the plans:-

[www.norwich.gov.uk/CommitteeMeetings/Sustainable%20development%20panel/Document%20Library/5/ProposedCycleNetworkCitycentreDraft19911.pdf](http://www.norwich.gov.uk/CommitteeMeetings/Sustainable%20development%20panel/Document%20Library/5/ProposedCycleNetworkCitycentreDraft19911.pdf)

[www.norwich.gov.uk/CommitteeMeetings/Sustainable%20development%20panel/Document%20Library/5/ProposedCycleNetworkDraft19911.pdf](http://www.norwich.gov.uk/CommitteeMeetings/Sustainable%20development%20panel/Document%20Library/5/ProposedCycleNetworkDraft19911.pdf)

# Report

## Background

1. Cycling is healthy, cheap, enjoyable and clean. The need to encourage more people to make their journeys by bicycle is recognised in our transport and planning policies (reproduced in appendix 1).
2. These policies include commitments to a) identify a core network of cycle routes that extend throughout the urban area and beyond to villages within cycle commuting distance of the City; and b) promote these routes to the public on a new cycle map. This report describes the progress made on this work.
3. As part of the process of preparing the Development Management Policies DPD there has been some reflection on the existing approach towards the promotion of cycling in the Local Plan. The current adopted Local Plan identifies an existing and proposed strategic cycle network (policy TRA15) and a network of existing and proposed green links (SR12) designed to promote biodiversity and sustainable movement. The result is 4 separate forms of notation all of which are shown on the proposals map.
4. Emerging policy DM 28 (as consulted on earlier in the year) refers to core and local cycling and walking networks and indicates they will be shown on the proposals map. Members may also recall a discussion at the July meeting about biodiversity policies in the emerging plan and the likelihood of moving away from the definition of formal corridors shown on the proposals map.
5. In the light of this there appears to be some merit in considering moving away from a formal definition of cycle routes shown on the proposals map and, to instead rely on the identification of the network of cycle routes intended to be brought forward under the Norwich Area Transportation Strategy Implementation Plan (NATSIP). This should avoid duplication and confusion, promote consistency across district boundaries and make it considerably easier to refresh and update the network.
6. A map showing the proposed route network in the whole city and another for the city centre have been drafted and can be viewed at [add web links]. The map is an early draft stage and the routes may change significantly. Cyclists do not stop at Council boundaries and nor should their routes. The network map has therefore been the subject of some early discussions with officers from the County Council, Broadland District Council, South Norfolk District Council and the Greater Norwich Development Partnership in the context of planning and transport policies for Greater Norwich. However, at this stage no formal endorsement from these organisations of the map has been sought or should be inferred.
7. The network map features core routes and local routes. The routes offer the best possible combination of directness, safety and attractiveness. It is important to stress that if a street does not feature on the network it does not mean that it is unsuitable for cyclists. Cyclists can use all public streets in the

area. The network generally avoids the main arterial roads and ring roads because these would be intimidating for many cyclists. However, confident cyclists will often want to cycle quickly along these roads and investment will continue to be made in cycle infrastructure in these places, especially through the Bus Rapid Transit project.

8. There are five core radial cycle routes and two core orbital routes. The radial routes enable people to cycle from one side of the city to the other and beyond via the city centre. The orbital routes (inner and outer) encircle the city and connect the radials together. The core routes link to all major employment locations, development areas and post-11 educational institutions. Each core route has a colour, which might feature on wayfinding signs and stickers to help people follow the routes when they are riding around.
9. The local routes allow people within neighbourhoods to access local destinations such as shops, infant and junior schools; and to reach the core routes for longer journeys.
10. It is intended that the network map should serve four main purposes:
  - Guiding investment planning to create new routes and enhance existing routes;
  - Inform development management negotiation with developers about how their projects should connect to the cycle network;
  - Influencing the prioritisation of maintenance resources e.g. filling pot-holes, gritting and cutting back overhanging vegetation;
  - Provide the information base for a new public cycle map. This might be tied into web-based personalised route planning sites such as Cycle Streets and Transport Direct.
12. It is intended that the network map be finalised before the end of December 2011, following public consultation including with the Norwich Cycle Campaign and other key stakeholders such as parish councils and a discussion at the Norwich Highway Agency Committee, planned for 24 November 2011. The public cycle map is planned for publication in spring 2012 and the intention would be to include it as an appendix to the DM policies DPD.

## **Appendix 1 - Local policies to promote cycling**

The City and County Councils are committed to the following policies:

- Measures to make the cycling environment safer and more convenient will be undertaken and supported. (NATS Policy 12)
- A core network of cycle routes will be identified and priority for improving the cycle network will be given to making this network complete... The network will include links to villages within cycling commuting distance of Norwich. (NATS Policy 13)
- To bring about sustained growth priority should be on enabling public transport, walking and cycling from new development sites. (LTP Policy 6)
- There will be a focus in the short to medium term on bringing about a change in travel behaviour for short journeys through targeted promotion and infrastructure improvements for walking and cycling. (LTP p.20)
- Emphasis should be on enhancing travel choice where options offer a viable alternative to single occupancy car travel and potential for modal shift. Improving and promoting active travel options (walking and cycling in particular) for short journeys to schools, services and places of employment in market towns and urban areas should be the priority. (LTP Policy 9)
- There will be a focus in the short to medium term on facilitating walking and cycling access to key services and employment opportunities. (LTP p.29)
- A key part of the [NATSIP] proposals is to develop a core network of cycle routes along less-trafficked routes linking strategic employment locations and the city centre with existing and future housing locations. (NATSIP 6 April 2010 County Cabinet report appendix B para. 5.3)
- ... feasibility works will be carried out along the ... routes identified in the [NATSIP] consultation and full involvement of cycle groups and other stakeholders will be sought. (NATSIP 6 April 2010 County Cabinet report appendix B para. 5.4)
- It is proposed that [the need to raise awareness of cycling and provide high-quality information] is taken forward with the production of a new cycle map, where cyclists have a significant involvement... (NATSIP 6 April 2010 County Cabinet report appendix B para. 5.8)
- The transportation system will be enhanced ... by ... significant improvement to the bus, cycling and walking network... (JCS Policy 6).