

Report to	Norwich highways agency committee 19 September 2013	Item
Report of	Head of city development services	6
Subject	Push the Pedalways – Successful Cycle City Ambition Grant	

Purpose

The purpose of this report is to inform members of the successful outcome of Push the Pedalways, the cycle city ambition grant application, to complete the pink pedalway in the city and to set out the scope of the works that will be undertaken in the next two years.

Recommendation

1. To welcome the award of the cycle city ambition grant and the opportunity it brings to improve critical cycling infrastructure.
2. To note that further reports on key elements of the proposals will be presented to the committee for approval in due course.

Corporate and service priorities

The report helps to meet the corporate priority a safe and clean city and the service plan priority of encouraging modal shift and supporting the Norwich Area Transportation Strategy.

Financial implications

The total cost of the project is £ 5.553M. Of this the city cycle ambition grant from the Department of Transport will provide £ 3.724M. The remaining funding is from the local transport plan budget £460k, S106 funds £300k, city council capital programme £230k, county council non-LTP funds £482k, Broadland district council £188k, the clinical commissioning group £100k, Norfolk public health £50k and the UEA £20k.

Ward/s: All wards

Cabinet member:	City:	Cllr Mike Stonard
	County:	Cllr David Harrison

Contact officers

Joanne Deverick – Transportation & network manager 01603 212461

Ben Webster – Design, Conservation and Landscape
manager.

01603 212518

Background documents

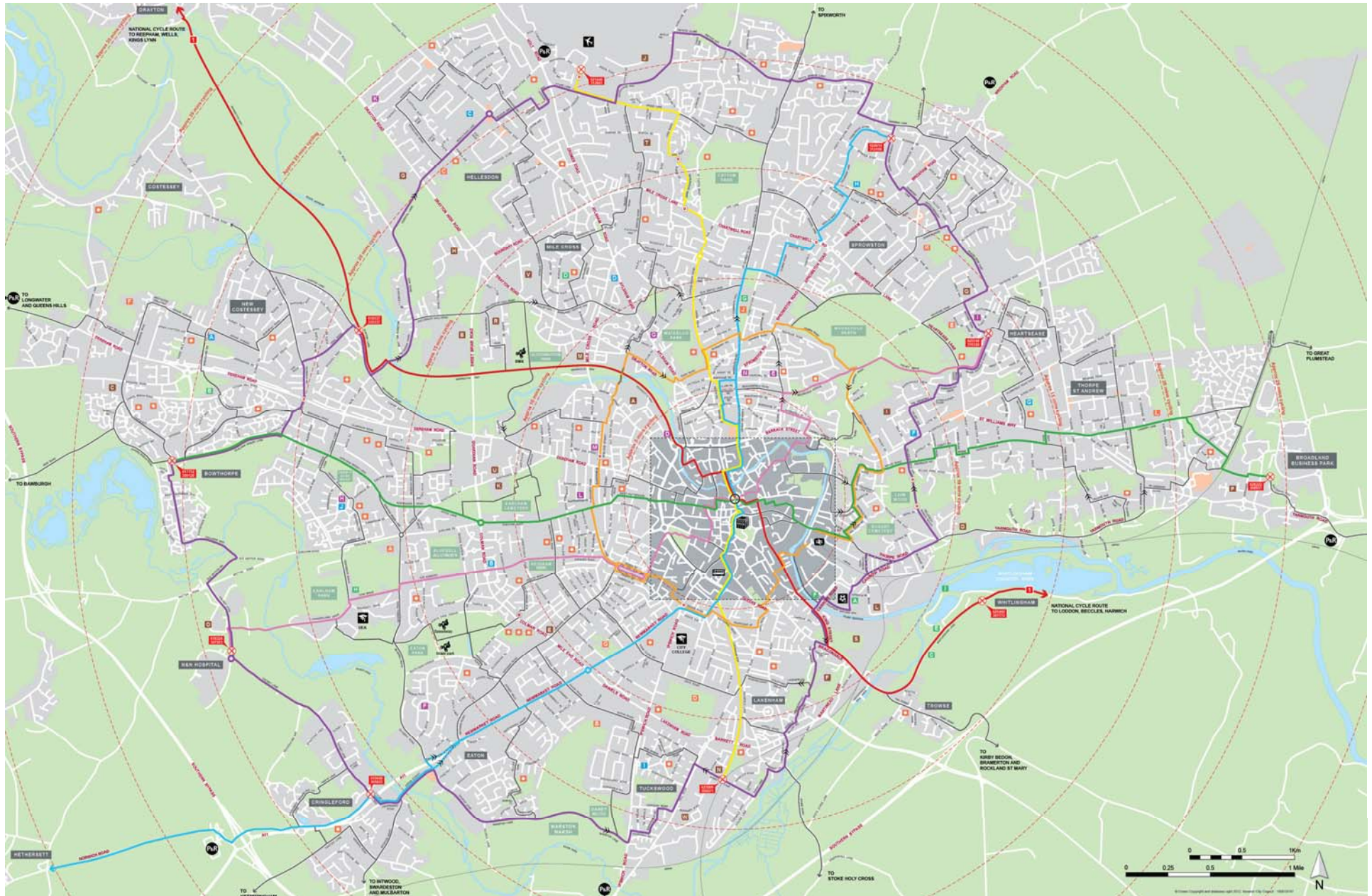
Bid documents available at

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrantApplication.aspx>

Report

1. Earlier this year the Department for Transport (DfT) invited all local authorities who have either secured, or are under consideration for, City Deal status to bid for a share of £42 million for cycle improvements to encourage and promote cycling within urban areas as part of a project called Cycle City Ambition.
2. The ethos of the city deal project is to promote economic growth within urban areas. In formulating the bid for cycle city ambition funding officers concentrated on looking at where cycling improvements could improve access to jobs, especially for those in deprived communities. This led to the conclusion to concentrate on the pink pedalway that runs from the Norwich Research Park (NRP) and the Norfolk and Norwich Hospital, through the university to the city centre and then out towards Rackheath via Mousehold Heath. The route can be seen in annex 4 of the application documents (link above).
3. Working with partners at Norfolk county council, Broadland district council, the Clinical Commissioning Group, the Public Health authority and the University of East Anglia the city council put together a package of 22 interventions that would complete the pink pedalway. The package was entitled Push the Pedalways. The table attached as appendix 1 gives the title, brief description and cost of each intervention along with the approvals that are needed for each intervention.
4. The vision for the project is captured in the headline description of the bid which reads: "Norwich's ambition is to use cycling as the catalyst to make our city even more liveable and prosperous. We will work with our public health funding partners to double cycling in the next ten years, from an already high base. An eight mile route will be created across the whole city that can be ridden confidently and safely by everyone. It will generate economic growth by connecting communities to employment centres offering 51,500 existing and 12,500 planned jobs, including the focus of our City Deal proposition at the Norwich Research Park."
5. The total cost of the project is £5. 553M. Of this £ 3.723M was sought from the city cycle ambition grant from the DfT. The remaining funding comprises of £460k from the local transport plan budget, £300k of S106 funds, £230k of city council capital programme funds , £482k of county council non-LTP funds, £188k from Broadland district council, £100k from the clinical commissioning group, £50k from Norfolk public health and £20k from the UEA.
6. On 12 August the DfT announced that the original pot of £42M had been increased to £77M and that 8 local authorities would receive cycle city ambition grants, including Norwich, which received the full amount that was bid for.
7. The terms of the grant mean that the programme of works must be completed by the end of September 2015. A series of reports will be presented to the committee in the coming months to consider the results of the public consultations and the determination of any objections to the legal orders associated with the delivery of individual project elements.

Appendix 1 – City cycle network



Appendix 1 – Push the Pedalways: List of interventions

Ref	Title	Intervention details	Estimated cost	Approvals needed (other than CCAG Boards)
1	Norfolk and Norwich Hospital hub	Provision of 32 extra secure and covered cycle stands for 64 bicycles, and a cycle information point	£56k	
2	North Park Avenue – UEA zebra crossing	Provision of a zebra crossing with cycle facilities on Bluebell Road linking North Park Avenue to the UEA, along with an extension to the 20mph zone.	£70k	NHAC – See separate report on agenda
3	UEA hub	Provision of 19 extra secure and covered cycle stands for 38 bicycles.	£22k	UEA, Planning permission
4	The Avenues	Reconfigure The Avenues / Colman Road junction on the outer ring road and amend the signal timing so that cyclists can get across the outer ring road before traffic is released and turns in front of them. Reduce traffic levels on The Avenues. Provision of extra secure cycle stands at Bacon Road surgery and Earlham Library. Organise residents car parking, repair grass verges, plant wildflowers, give more space to pedestrians and better priority at side roads	£850k	NHAC
5	Earlham Road (Gypsy Lane – Christchurch Road)	Provide a two way segregated cycle link that bypasses the Earlham Road / outer ring road roundabout and runs along Earlham Road so that cyclists can move safely and quickly between Gypsy Lane and Christchurch Road. Enlarge pedestrian refuge on Earlham Road arm.	£550k	NHAC
6	Adelaide Health Centre link	Establish cycle connection near health centre to avoid forced dismount. Provide secure cycle parking at Adelaide Street surgery.	£15k	Adelaide Street surgery

Appendix 1 – Push the Pedalways: List of interventions

7	Alexandra Road – Park Lane (via Earlham Road)	Elevate the zebra crossing on Earlham Road between Alexandra Road and Park Lane onto a speed table	£30k	Officers
8	Park Lane to Vauxhall Street	Provide traffic calming table and clearer dedicated right turns for cyclists on Unthank Road between Park Lane and Essex Street. Extend 20mph area on Unthank Road to encompass the junction with Essex Street. Upgrade pelican crossing or replace with a zebra to match others and remove incentive to rush the lights. Reduce traffic. Establish cycling contraflow in Essex Street to avoid the need to cycle further along Trinity Street when travelling west	£200k	NHAC
9	Vauxhall Street to Bethel Street	Widen and segregate the crossing over Chapelfield Road (outer ring road) so fewer people need to ride round the Grapes Hill roundabout. Create good cycle route around and through Chapelfield Gardens that reduces conflict with pedestrians. Remove traffic entirely from Little Bethel Street so it can be a two-way cycle route. Provide attractive entrances to Chapelfield Gardens that avoid pedestrian and cycle conflicts in current narrow entrances. Plant trees in space reclaimed from traffic on Little Bethel Street	£975k	NHAC (already approved)
10	Market hub	Refurbishment of City Hall bike store and provision of 15 new secure stands in the market square for 30 bicycles	£50k	Officers
11	Magdalen Street and Cowgate contraflow	Allow cyclists to travel south down Magdalen Street avoiding a long detour along heavily trafficked streets and removing the temptation to ride along the pavement intimidating pedestrians on the narrow footway. Provision of secure and covered cycle stands near Gurney Surgery.	£250k	NHAC

Appendix 1 – Push the Pedalways: List of interventions

12	St Andrew's Plain hub	Provision of 20 extra secure and covered cycle stands for 20 bicycles, cycling information and potentially a cycling "barometer" and public pump at the centre of the cycle network and the location of several cultural venues.	£30k	Officers
13	Tombland and Palace Street	Reduce traffic speed in Tombland and narrow carriageway to avoid cyclists being wrongly positioned in relation to buses. Provide cycle lanes in Palace Street and a dedicated right turn lane into Bishopgate. Enlarge pavements outside Cathedral entrance gateway in 1000 year old public space where tourists gather.	£400k	NHAC
14	Gilders Way to Cannell Green	Provide off carriageway cycle path on the south side of Barrack Street, which forms part of the inner ring road, to connect two quiet streets.	£40k	NHAC
15	Heathgate – Valley Drive	Creation of a direct traffic free route as an alternative to the current route via busy and steep Silver Road that shortens pink pedalway by 687m. Provision of three secure cycle stands at Heathgate for six bicycles. Create cycle path along historic cavalry route up to Mousehold Heath and restore strip of heathland next to path.	£630k	NHAC / Mousehold Conservators
16	Laundry Lane – St Williams Way	Widening cycle lanes, provision of advanced stop lines at junction of Laundry Lane / St Williams Way and pedestrian / cycle refuge to connect Thor Loke to St Williams Primary School and Broom Avenue	£125k	Norfolk County Council / Broadland District council
17	Munnings Road – Greenborough Rd	Traffic free path across Heartsease Recreation Ground. Filter right lane or refuge to help cyclists across Woodside Road. Plant trees along new path across Heartsease Recreation Ground to give the space landscape structure and quality.	£95k	NHAC & City Council

Appendix 1 – Push the Pedalways: List of interventions

18	Salhouse Road (Hammond Way to Racecourse Inn)	Creation of off-carriageway path parallel to Salhouse Road.	£405k	Norfolk County Council / Broadland district council
19	20mph areas	Extension of 20mph limit or zone to cover entire city centre with supporting speed reducing design features. Targeted 20mph limits with traffic calming in Heartsease and University ward neighbourhoods.	£450k	NHAC
20	Simplifying pedestrian and cycle times in pedestrianised areas	Review and simplify TROs and signage so it becomes clearer where and when people are allowed to cycle and make deliveries in the heart of the city centre.	£55k	NHAC
21	Directional signage and clutter removal	Installation of comprehensive new wayfinding system for the new cycle network. Systematically audit and remove or consolidate redundant street furniture and signs.	£225k	Officers
22	Automatic cycle counts	The provision of 5 automatic cycle monitoring points along the length of the pink pedalway and an annual manual count at St Andrews Plain.	£30k	Officers