

Report to Cabinet
26 March 2014

Report of Head of city development services

Subject Push the Pedalways - Appropriation of housing land around Heathgate for a new cycling and walking route

Item

19

Purpose

To consider the appropriation of a small area of council-owned housing land around Heathgate for the construction of a cycling and walking route between Barrack Street and Gurney Road as part of the Push the Pedalways programme.

Recommendation

To delegate to the deputy chief executive (operations) the decision in accordance with section 122 of the Local Government Act 1972 to identify Council land at Heathgate, Norwich needed for the construction of a path for cycling and walking as defined in section 226 of the Town and Country Planning Act 1990.

Corporate and service priorities

The report helps to meet the corporate priorities "A prosperous city", "A safe and clean city" and "A city of character and culture" and the service plan priority to deliver the Norwich Area Transportation Strategy.

Financial implications

The cost of constructing the new path will be covered by funding that has been approved within the capital programme. If the Heathgate route option is chosen the budget already allocated to the Pink Pedalway budget is sufficient to pay for it.

The Dragoon Street option is not affordable within the existing Push the Pedalways budget unless at the expense of other elements of the project. Detailed design is yet to be concluded but the marginal additional cost in providing it is estimated to be £163,000; of which £140,000 is required for the lower part within land to be appropriated and £23,000 on the upper part.

However its construction would obviate the need to spend housing capital structural maintenance budget on upgrading the existing adjacent steps which is estimated to cost £300,000. To do so the Dragoon Street option would need to be linked to the existing network of pathways and also potentially incorporate short flights of steps between the bends on the lower slopes. This would add to the additional marginal cost but still be short of the £300,000 that would otherwise be required.

Should the Dragoon Street option be taken forward, it is therefore intended to pay relevant additional costs from the housing capital structural maintenance budget allocation.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard – Environment development and transport

Contact officers

Ben Webster, Design, conservation and landscape manager

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Background documents:

None

Report

Background

1. The city council made a successful application to the Department for Transport for a Cycle City Ambition grant. It was announced in August 2013 that Norwich's application had been successful and the council was awarded £3.7m of government money to add to £1.8 of local money.
2. The council's programme is called 'Push the Pedalways' and its objectives are to:
 - a) Boost economic growth by enabling residents to reach job opportunities, city centre facilities and linking major development sites to the cycle network;
 - b) Tackle health problems in parts of the city with high levels of obesity by providing cycling infrastructure and targeted cycling promotion;
 - c) Double the level of cycling within ten years;
 - d) Broaden the demographic appeal of cycling;
 - e) Reduce the rate of accidents involving cyclists and pedestrians; and
 - f) Cut carbon emissions from journeys within the city.
3. The programme will create a safe, convenient and attractive eight mile route from the Norwich Research Park through the city centre to Heartsease and beyond. Mousehold Heath lies between Heartsease and the city centre and therefore one of the projects that make up the programme involves creating a better link to Heartsease from the Jarrolds bridge over the Wensum that uses the recently improved Valley Drive cycle and walking path. As well as creating an excellent new route this project offers an opportunity to celebrate lost cavalry rides up to Mousehold and to potentially recreate some heathland habitat, which are aims of the Heath management plan.
4. A public consultation on route options has recently finished. There are two potential routes options in the vicinity of Heathgate. These are illustrated on the plan in appendix 1. The plan shows that both options would involve constructing new paths across housing land. The preferred option will be selected after the consultation comments have been analysed and further feasibility design work has been completed. In order to remain on schedule it is likely that this decision will need to be made before the next cabinet meeting and we need to know that the land for the routes is available. Approval for the design of the route is needed from the Push the Pedalways executive board, the planning committee and the Mousehold Heath Conservators before construction can commence.

Dragoon Street option

5. The land to the east of 29-31 Hassett Close had four houses on it until they were demolished, probably in the early 1980s. Since then the land had been left unused with development potential for housing. The land has neither been designated for development nor protected from development in the current local plan or emerging site allocations plan.

6. If the Dragoon Street option is selected for the route it will require the construction of an extended switch-back ramp to overcome the level difference between Mousehold Street and the open space above the Heathgate flats. An acceptable gradient cannot be achieved without using part of the housing development land. The design of the ramp seeks to minimise the encroachment on this land. At least 402 sq. m of housing land will be left of the original 587sq. m, which is still sufficient to build a small development of flats. If the site was to be developed flats would be most suitable for the site because houses with gardens would be overlooked by the elevated path behind.

Heathgate option






7. The other route option runs across housing land between blocks of flats to the north of Heathgate (see plan at appendix 1). The existing path up the slope is too steep and narrow and would need to be altered to be suitable as a high quality cycling route. Unlike the land required for the Dragoon Street option, this land is within the service charge area.
8. The land in question is currently used as access routes, communal garden and landscaped areas for the flats adjacent. The effect of the appropriation will be to extinguish those rights in order to create a new cycle route. The remaining communal gardens and landscaped areas within the estate remain sufficient as amenity space for the existing flats.

Highway adoption

9. The cycle route will become part of the pink pedalway. It will therefore form an important part of the transport network for the city and needs to be uninterrupted, well maintained and protected so it continues to be available for people to use. The best way to ensure this is for the route to be adopted as public highway. The cost of sweeping the path, repairing the surface and paying for the maintenance of any lighting that is installed would be covered by the highway authority. It is intended that once the land has been appropriated and the cycle and pedestrian path constructed that a strip of land wide enough to incorporate the new path and any associated infrastructure such as seating, trees and lighting will be adopted as highway under existing delegated powers. The land that is adopted will depend on the route option that is selected and the detailed design of the path.

Appendix 1 Push the pedalways - appropriation of housing land

Key

-  Dragon Street route option
-  Heathgate route option
-  Maximum amount of land to be appropriated
-  Minimum land remaining available for housing development following appropriation
-  Property service charge area

Date: MARCH 2014

Scale: NTS


Drawn: DB



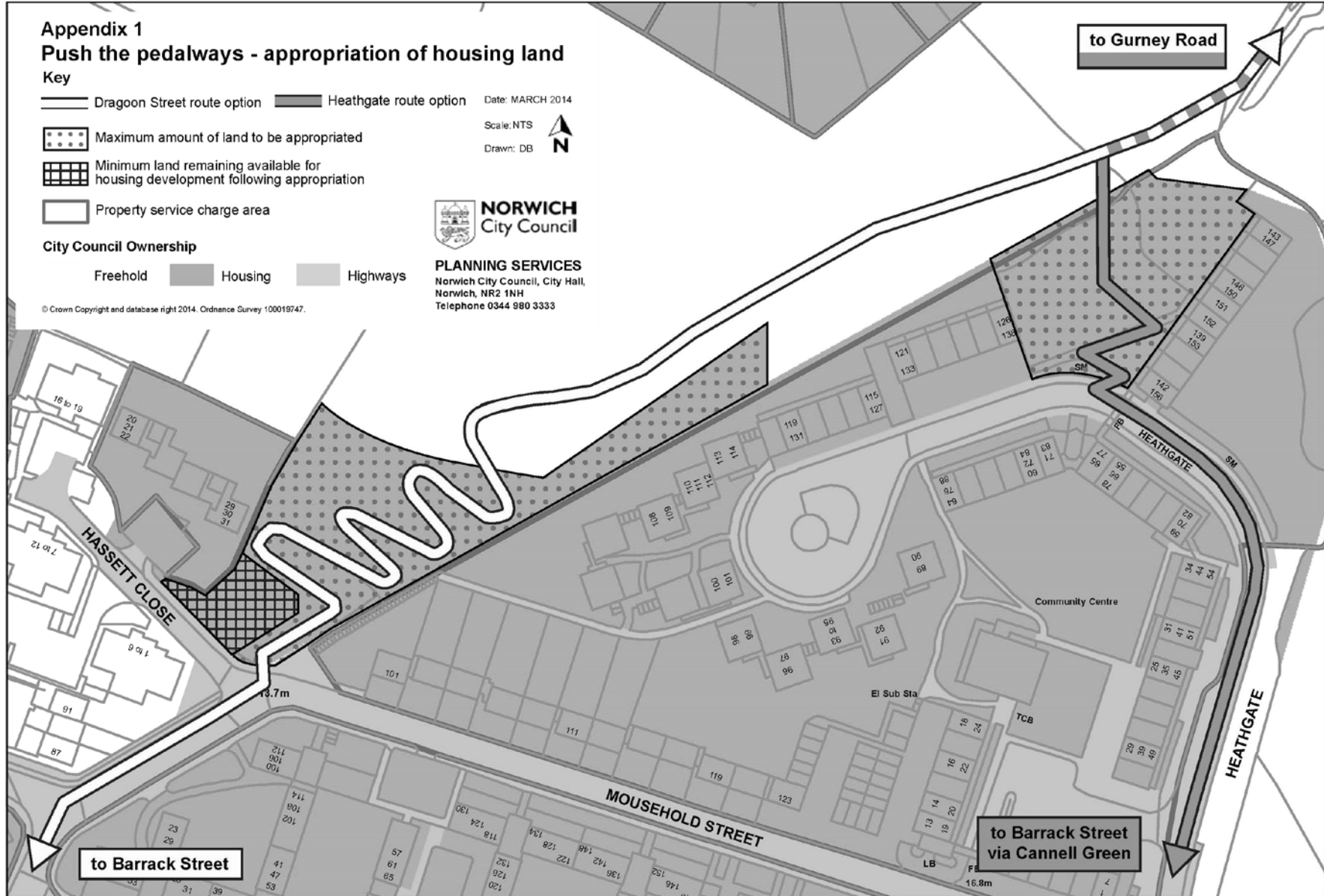
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City Council Ownership

-  Freehold
-  Housing
-  Highways

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Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with completing the assessment can be found [here](#). Delete this row after completion

Report author to complete

Committee:	Cabinet
Committee date:	26 March 2014
Head of service:	Andy Watt
Report subject:	Push the Pedalways - Use of housing land around Heathgate for a new cycling and walking route
Date assessed:	11 March 2014
Description:	To seek approval for the use of a small area of land around Heathgate that is owned by the council within the Housing Revenue Account for the construction of a cycling and walking route between Barrack Street and Gurney Road as part of the Push the Pedalways programme.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A small part of the housing land east of Hassett Close would be used to create a cycle route rather than sold or developed for the maximum number of dwellings.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Push the pedalways aims to create new transport infrastructure that will service areas of development in the city such as St James Place and the city centre.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A key objective of the project is to enable people living in less affluent parts of the city such as Heathgate and Heartsease to get to work.
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The new cycle route will encourage to get exercise and become happier and healthier.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safe cycle routes help to encourage more women and older people to ride bikes.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	New transport infrastructure.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The path will be an elegant addition to the landscape that celebrates the history of cavalry routes onto the Heath.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reductions in car use.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	More cycling and less driving equals reduced carbon emissions.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Push the Pedalways board regularly reviews the programme risk register and takes action to mitigate risks.

Recommendations from impact assessment
Positive
Negative
Neutral
Issues