

Norwich City Council
SCRUTINY COMMITTEE

REPORT for meeting to be held on 24 June 2010

FINAL REPORT AND RECOMMENDATIONS OF THE CYCLING TASK & FINISH GROUP

Summary: The Task & Finish group was scoped to consider ways that the following aims may be achieved;

- More people cycling in Norwich as a green transport option;
- Any positive implications for tourism;
- Safe coexistence between pedestrians, motorised road users and cyclists; and
- Benefits to health.

The scrutiny committee are now invited to consider the report's recommendations before Executive's consideration.

Conclusions: Any of the recommendations could be implemented singularly or as part of a package. It may be most effective to implement the measures included in the recommendations together as a 'complimentary package'.

Risks & Financial Considerations The main anticipated obstacle is that of funding. However, it may be possible to justify proposals on the basis of potential savings in the use of pool cars and other transport.

Recommendation: That the scrutiny committee;

1. Supports and recommends that the Executive considers implementation of the measures as set out in the report at 4.1 (a to d) to encourage in-house cycling;
2. The scrutiny committee requests that the council contacts the Norwich Cycle Campaign requesting that a member representative sits on that body towards building a relationship and the future development of cycling; and

that councillor to report back after each meeting via e-councillor;

3. Notes that a Cycling Action Plan is being developed by Officers of the City and County Councils, with an initial draft in circulation, and that the intention is to incorporate this Plan into the Norwich Area Transportation Strategy (NATS) Implementation Plan and LTP3 (once ratified by the Councils concerned); and
4. Notes that a cycle hire scheme will be considered as part of the Cycling Action Plan.

Contact Officer: Steve Goddard stevegoddard@norwich.gov.uk

Exec Member:

1. The members of the Cycling Task & Finish Group

- 1.1 Samir Jarej (Chair), Keith Driver, Judith Lubbock and Claire Stephenson.

2. Officers assisting

- 2.1 Andy Watt – Head of Transportation & Landscape, Tim Mellors – Senior Landscape Architect and Steve Goddard – Scrutiny Officer.

3. Expert Invitee(s)

- 3.1 Jeremy Wiggin – Norfolk County Council, Norwich Area Transportation Strategy (NATS), key responsibility in managing the formulation of an Implementation Plan for NATS and Emma Kinsey – Norfolk County Council Transport Planner.

4. Suggestions to Encourage In-House Cycling

- 4.1 The Task & Finish Group considers that in supporting the implementation of the measures as set below, the Council would be taking up its role as an active leader in the City by encouraging in-house cycling as well as offering potential savings from use of pool cars and other transport.

- a) **Cycle to Work Scheme** – following the success of the scheme held in 2008/09 this could be run again in 2011 and that a similar scheme that uses local independent cycle shops as well as national stores be provided in future as a constant year round facility.

- b) **Pool Bikes** – this was being considered by Norwich Improvement Programme but has not been prioritised or progressed. The scrutiny committee are asked to request that the Executive makes implementation of a pool bike scheme a priority.
- c) **Training** – that Human Resources offers adult cycle training to encourage less confident staff to cycle to and from home and work.
- d) **Cycle Shed Improvements** – replace the existing sub-standard stands with approved 'Sheffield-type'.

5. Considerations of the Cycling Task & Finish Group

- 5.1 The group looked at issues around the possible development of a policy position on cycling which would address priorities for delivering and developing a cycle network and the measures required. In encouraging more people to get out of their cars and to use cycling as a means of travelling around the City members looked at the negative reasons for why some people were reluctant to peddle instead of drive. These included the climate, lack of changing/shower facilities provided by employers and the perception that it was quicker by motorised transport. While recognising the limitations of local authority in terms of changing the weather the other two issues could be dealt with through encouragement.
- 5.2 Regarding the above, the group considered that the development of a Cycling Action Plan would help to achieve the overall aim of encouraging cycling. Over the past year, members have discussed the planning of a systematic improvement plan for the City's cycling network as part of a holistic approach to transport solutions and traffic management. In doing this, a meeting was held with Jeremy Wiggin – Norfolk County Council, who was the project manager for the Norwich Area Transportation Strategy. The group was also used as a consultative body in the writing of the draft Cycling Action Plan. City and County Council officers are working together to develop the Action Plan. An initial meeting with key stakeholders, including members is due to take place in later in the year and it is hoped that the Action Plan can be adopted by the Joint Highways Committee in the autumn of 2010.
- 5.3 Other considerations were improvements to bike parking facilities, the introduction of 20 MPH zones in residential areas, cycle security and working with relevant bodies regarding the promotion of safe and sensible cycling including proficiency and maintenance. Members also considered the feasibility issues associated with any provision of a cycle hire centre.

6. Norwich Area Transportation Strategy Implementation Plan

- 6.1 The Norwich Area Transportation Strategy (NATS) implementation plan is concerned with the overall transport picture for the Norwich area. A meeting was held with Jeremy Wiggin from the County Council, who is leading on delivery of the Implementation Plan.
- 6.2 Any future provision for public cycle parking provision was seen as a positive measure towards enabling more people to cycle, especially in core places such as on any of the proposed Bus Rapid Transport routes which form part of NATS.
- 6.3 Members used the meeting as an opportunity to make suggestions to the County Council officer and cited the provision of advance stop lines in as many places as possible as being a key to cyclist's safety in the city. They noted that advance stop lines were becoming standard in many locations. However, the group felt that there were some junctions in the city, without advance stop lines, that would be appropriate locations for the implementation of advanced stop lines.
- 6.4 Another major issue for members was the problems caused by cyclists mixing with pedestrians in some pedestrian areas of the city centre. Members supported any work that may be done in rationalising cycling on pedestrian streets and welcomed the work that was going to take place to investigate this by for example tying times for cycling in these zones with lorry loading times as these usually fell at key rush hour times of the day. In addition, some cyclists go through red lights and this may cause other road users and pedestrians to become anti cyclist.
- 6.5 There was support from the Group for any training that could be offered for bus drivers relating to the sharing of bus and cycle lanes. This would form an important part of safety training once the BRT routes were in operation, as these would double up as cycle routes. Members were keen to highlight that it was important when designing any scheme to begin with the most vulnerable users such as pedestrians and cyclists.
- 6.6 Members suggested that greater provision of information should be considered to raise awareness of cycling and the benefits it can bring, including the possible use of existing electronic screens in bus shelters as well as information kiosks within the city centre. As an element of this, consideration of the links between participation in cycling and healthy living/health benefits was highlighted as something that the Cycling Action Plan should highlight.