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| Report to | Norwich Highways Agency committee 22 January 2015 | Item |
| Joint report of | Head of city development services and Interim Director of Community and Environmental Services | 5 |
| Subject | Norwich Area Transportation Strategy Implementation Plan Cycling ambition grant programme – ongoing funding | |

Purpose

This report is to inform the committee that the City and County Council has accepted the invitation from the Department for Transport to apply for additional funding for the Greater Norwich Area from its cycling ambition grant programme.

Recommendation

To note that City and County Council has accepted the invitation from the Department for Transport to apply for additional funding for the Greater Norwich Area from its cycling ambition grant programme.

Corporate and service priorities

The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, which was approved at County Council Cabinet in April 2010, and reported to the Norwich Highways Agency Committee on 25 March 2010. The Implementation Plan was updated at the end of 2013. The plan outlines the transport elements of the Joint Core Strategy (JCS) and aims to build on the significant success of NATS to date.

The project helps to achieve the corporate objective to make Norwich safe and secure, building strong and proud local communities and the service plan priority of improving safety on roads and providing realistic sustainable transport options.

Good infrastructure: We will make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business.

This project supports the following County Council Service Plan objectives

Service Objectives:

- Manage, maintain and improve Norfolk's transport infrastructure to support sustainable economic growth
- Improve journey reliability
- Continuously improve the coordination and provision of transport in Norfolk
- Adapt to and mitigate the impacts of climate change

Financial implications

An application will be submitted for a grant of around £8.4m to pay for improvements to the quality of cycling infrastructure on the Greater Norwich cycle network as published in July 2012.

If the application is successful, approval will be sought from City Council Cabinet and County Council Committee to incorporate the funds into the Capital Programme for 2015/16 and the Capital Plan for 2016/17 and 2017/18 alongside other funds that have already been approved for projects that benefit cyclists.

Ward/s: Various

Members

City council: Cabinet member for environment, development and transport: Cllr Mike Stonard

County council: Chairman of Environment, Development and Transport Committee: Cllr Toby Coke

Contact officers

County council: Jon Barnard NDR/NATS Manager 01603 224414

City council: Ben Webster, Design, conservation and landscape Manager 01603 212518

Background documents

None

Report

Background

1. The policies of the city and County Councils recognise the importance of promoting cycling as a useful, healthy, cheap and enjoyable way of carrying out day to day journeys around the city. In April 2010 the Norwich Area Transportation Strategy Implementation Plan (NATS IP) was approved and includes a commitment to improve conditions for cycling.
2. In June 2012 the Norwich cycle network was launched following consultation with cyclists. It covers the whole urban area and out to neighbouring parishes within commuter cycling distance of the city centre. It comprises seven colour coded pedalways, which are strategic routes for longer journeys. They are complemented by neighbourhood routes that connect to the pedalways and local facilities.
3. In 2013 government announced funding available to improve cycling in areas either with an agreed City Deal, or those cities that were in negotiations in the 2nd wave of City Deals. Greater Norwich, as part of the 2nd wave of City Deals was therefore eligible to bid for Cycle City Ambition Grant funds.
4. In August 2013 the Prime Minister announced that Greater Norwich's application to become a cycle ambition city had been successful and awarded £3.7m in capital funds to improve cycling across the wider built up area of the city. This money was supplemented by £2m of local funds, to enable the Push the Pedalways programme to begin. It forms part of the Healthy Norwich Initiative and money was provided by the County's public health service and the Norwich Clinical Commission Group because of the important contribution active travel makes to improving levels of physical and mental health. Securing cycle ambition funding enabled the team to bid for over £200k revenue funding to support walking.
5. The Push the Pedalways programme concentrates on improving the pink pedalway, which connects the Norfolk and Norwich Hospital / UEA / Norwich Research Park via the city centre to the "growth triangle" on the north east edge of Norwich, so that it can be ridden confidently by people of all ages and cycling ability. It now consists of 20 projects, some of which help people to reach the pink pedalway and move around their neighbourhoods. Examples are allowing contraflow cycling on the northern part of Magdalen Street, signposting the network and creating 20mph areas in the city centre, around The Avenues and Heartsease. The programme is planned to be completed before the end of September 2015.
6. Push the Pedalways is strengthening the approach to monitoring levels of cycling, the demographic characteristics of cyclists and their satisfaction with the infrastructure. A Bicycle Account will be published by the County and City Councils at the start of national bike week in June 2015 that presents this data and explains what it means for the health and prosperity of the city and its citizens. This is the first edition of a document that will be published periodically to track our progress towards achieving the targets that have been set. A new edition of the Norwich cycle map that shows the adjustments to routes as a result of Push the Pedalway schemes, other developments and the

identification of better alignments for routes in certain areas will also be published.

Ongoing funding

7. On 27 November 2014 The Greater Norwich Area was represented at a cycling summit in Bristol at which the Deputy Prime Minister announced a £114m extension to the existing cycling ambition grant programme. It was explained that the extra funds would only be available to the eight cycling ambition cities because continuity of funding is needed to create the kind of transformative changes that other places can learn from and emulate. The other cities that received funding were Birmingham, Bristol, Cambridge, Leeds, Manchester, Newcastle and Oxford.
8. On 31 December 2014 guidance on the arrangements for allocating the funds were published. Government funds of £7.37 per capita per year will be allocated over the three years amounting to approximately £8.4m for the Greater Norwich Area.
9. Applications need to be submitted by 30 January 2015. The application needs to demonstrate programmes of investment over the next three years, offer sufficient value for money and draw on the ten year strategies that featured in the original bids made in 2013. The original bid contained a target to double cycling between 2013 and 2023.
10. The application will be developed by Norwich City Council with officers from Norfolk County Council, Broadland District Council and South Norfolk Council and form a joint application. Views will also be sought from colleagues in public health, the Clinical Commissioning Group, the Local Enterprise Partnership and the Norwich Cycling Campaign. It will be submitted by the City Council's Executive Head of Regeneration and Development and the County Councils Interim Director of Community and Environmental Services.
11. Existing governance arrangements are currently in place with a NATS Board with representatives from each member of the Greater Norwich Growth Board being supported by the NATS co-ordination group. In addition, the programme will need to link with the Greater Norwich Growth Board and relevant governance and decision-making processes there.
12. Due to the timescales the submission will focus on a delivery strategy and area rather than a long list of specific schemes. The maximum amount of flexibility will be sought from the Department for Transport whilst also ensuring that a convincing application is submitted.
13. At this stage some principles on which the application would be based have been agreed
 - a) The pedalways will be prioritised for investment on the cycle network.
 - b) Improvements to pedalways should be implemented comprehensively so that a coherent section of pedalway is upgraded within easy commuting distance of the city centre.

- c) The choice of pedalways to be upgraded next will be determined by the extent to which it fulfils Council objectives for transport, planning and public health; complements other planned improvements in the vicinity of pedalways that already have local match funding allocated to them; and do not face insurmountable obstacles to implementation.
- d) The alignment of the pedalways can be altered if necessary to achieve a more direct route using the funding to overcome existing obstacles such as difficult junctions or gradients or to take advantage of development projects.
- e) The route should be capable of being ridden confidently by people of all ages and abilities where possible.
- f) It must be easy to reach the comprehensively upgraded pedalways from adjacent residential neighbourhoods because traffic speeds have been reduced to a maximum of 20mph throughout those neighbourhoods and the connecting neighbourhood routes.
- g) Overcoming obstacles to access for cyclists in the city centre is an important objective because this is the focus of many journeys.
- h) Opportunities to provide better conditions for pedestrians, for example by discouraging cycling on pavements, would recommend projects.
- i) Secure cycle parking and good information should be provided at key destinations on the pedalways.

14. The Department for Transport will inform the applicants if they have been successful in March 2015. If successful design work is likely to start in April 2015 with construction from January 2016, with completion in March 2018.