

**Report to** Norwich highways agency committee  
23 October 2014  
**Report of** Head of city development services  
**Subject** Push the Pedalways programme update

**Item**

**8**

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## **Purpose**

To update the committee on the progress of the Push the Pedalways programme of cycling infrastructure improvements.

## **Recommendation**

To note the content of this report.

## **Corporate and service priorities**

The report helps to meet the corporate priority a prosperous city, a safe and clean city and a city of character and culture and the service plan priority to implement the Norwich Area Transport Strategy.

## **Financial implications**

The budget for the Push the pedalways programme is £5.5M. £3.7M of this comes from the Department for Transport's cycle city ambition fund, with local contributions from the County council, the City council, Broadland district council, Norfolk public health, the clinical commissioning group and the UEA.

Ward/s: All wards

Cabinet member: Councillor Stonard – Environment and transport

## **Contact officers**

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## **Background documents**

None

# Report

## Background

1. In June 2012 a cycle network for greater Norwich was launched following consultation with local cycling groups. It covers the whole urban area and consists of seven strategic routes called pedalways. Five pedalways are radial, crossing the city and meeting in the city centre at St Andrew's Plain. The other two are orbital and encircle the city, one in the inner city and the other on the edge. Each pedalway has a colour on the map and signs to help cyclists follow the routes. Neighbourhood routes fill in the gaps in the pedalway network.
2. In January 2013 the City Council was invited by the Department for Transport to apply for a cycle city ambition grant. An application was submitted in April for a programme of 22 projects called Push the Pedalways that focus on the improvement of the pink pedalway. In the west of the city the pink pedalway connects the Norwich and Norfolk Hospital, UEA and the Norwich Research Park to the city centre via The Avenues, Avenue Road, Park Lane, Essex Street and Vauxhall Street. In the east it connects the city centre to growth areas on Salhouse Road in Broadland Council's area via Heathgate, Mousehold and Heartsease.
3. The cycling infrastructure is being designed to a very high standard so that people who do not currently feel able to cycle will find it an attractive and safe option for their journeys around the city. All the design proposals are being evaluated against the five criteria of cohesion, directness, safety, comfort and attractiveness. Along the whole route cyclist will either have separate space from vehicles or share with vehicles travelling less than 20mph. It will especially appeal to women, children and older people who are under-represented in the cycling population.
4. The application was supported financially by the Norwich Clinical Commissioning Group and Norfolk County Council's public health service as part of the Healthy Norwich Initiative. Norfolk county council are providing funding through the Local Transport Plan budget Broadland Council also provided funding. The application was endorsed by UEA, South Norfolk Council, Norfolk and Norwich Hospital, Norwich Research Park, Norwich BID and the Norwich Cycling Campaign.
5. In August 2013 the government confirmed that we were one of eight successful cities and would receive £3.7m. This is combined with £2m of local funding, including contributions from the Norwich Clinical Commissioning Group, Norfolk County Council, Broadland Council and the City Council.
6. The programme is scheduled to be completed by the end of September 2015 and more than half the time has elapsed. A lot has been accomplished but there is a huge amount left to do. It is therefore a good time to update members of the committee on the status of the programme and its component projects.

## Projects

### Project 1 – Norfolk and Norwich Hospital hub

7. This is an important destination at the west end of the pink pedalway. Two long shelters have been provided to cover the cycle parking near the outpatients entrance

and new cycle stands have been installed near the inpatient entrances. A public cycle pump and a notice board are due to be installed.

### **Project 2 – North Park Avenue zebra**

8. There is a popular access to the UEA campus and the pink pedalway at the junction of North Park Avenue and Bluebell Road. A zebra crossing on a raised table has been installed across Bluebell Road and the 20mph zone on Bluebell Road has been extended to the south of North Park Avenue.

### **Project 3 – UEA hub**

9. Cycle stands are due to be installed near the Faculty of Education.

### **Project 4 – The Avenues**

10. The proposals for this project include building two 2m wide cycle tracks between Bluebell Road and Colman Road that have priority over side roads and providing properly surfaced parking spaces with verge protection. A new pedestrian crossing is proposed at the junction with Colman Road and cyclists would have dedicated signals that released them several seconds earlier than vehicles. A 20mph area is proposed for neighbourhood adjacent to The Avenues with traffic calming on George Borrow Road, North Park Avenue and Bluebell Road. The statutory consultation ended on 10 October and the results are being analysed prior to bringing a report to this committee in November.

### **Project 5 – Earlham Road (Gypsy Lane – Christchurch Road)**

11. This project on the green pedalway was cancelled in order to ensure there was sufficient money to undertake the Tombland and Palace Street project to the necessary standard.

### **Project 6 – Earlham Road (Alexandra Road – Park Lane)**

12. The zebra crossing on Earlham Road has been put on a raised table to make it safer by slowing traffic on Earlham Road. This helps pedestrians and cyclists on the orange pedalway as they head towards the connection with the pink pedalway at the junction with Avenue Road.

### **Project 7 – Adelaide Street**

13. The orange pedalway runs along Adelaide Street but cyclists must dismount at the doctor's surgery. A connection across the surgery car park is planned.

### **Project 8 – Park Lane – Vauxhall Street**

14. The proposals for this project include removing most of the traffic from Park Lane, Mill Hill Road and Avenue Road that are on the pink and orange pedalways by stopping traffic driving through the junction of Park Lane and Avenue Road; removing parking from the north side of Avenue Road, replacing the crossing on Unthank Road and allowing cycling in both directions on Essex Street and Rupert Street. The statutory consultation ended on 26 September and the results are being analysed prior to bringing a report to this committee in November.

### **Project 9 – Vauxhall Street – Bethel Street**

15. This project is connected to the St Stephens and Chapel Field North project. It involves reconstructing the toucan crossing over Chapel Field Road at the end of Vauxhall Street to provide more room for cyclists to ride separately from pedestrians, more space on the shared use path around the edge of the Grapes Hill roundabout, new entrances and path in Chapelfield Gardens and the transformation of Little Bethel Street into a traffic free cycle street. This project is due to be substantially complete by 7 November. The reconstruction of the toucan crossing is planned for early 2015.

### **Project 10 – Market hub**

16. New cycle stands have been installed next to the Guildhall near the taxi rank and the cycle store under City Hall has been refurbished. New cycle stands, including stands for cargo bikes and special bikes for disabled people, are planned for Malthouse Road near Marks and Spencer. A public pump and notice board may also be installed.

### **Project 11 – Magdalen Street and Cowgate contraflow**

17. This project was approved at your committee meeting in July and construction is due to begin in January.

### **Project 12 – St Andrews Plain hub**

18. Extra cycle stands have been installed in St Andrews Plain. More stands and a notice board may be installed.

### **Project 13 – Tombland and Palace Street**

19. A report seeking approval for this project is on the agenda for this meeting.

### **Project 14 – Gilders Way – Cannell Green**

20. The pedestrian refuge on Barrack Street between the junctions with Gilders Way and St James Close is being enlarged so that it can be used by cyclists on the pink pedalway travelling between Gilders Way and St James Close. It is intended that when the St James Place development is completed a better signal controlled crossing for cyclists and pedestrians will be provided on Barrack Street to the west of the junction with St James Place.

### **Project 15 – Cannell Green – Valley Drive**

21. Planning permission and Mousehold Conservators' approval has been obtained for a new ramp and path to be constructed from St James Close to the open space above the Heathgate flats on the alignment of the historic Dragoon Street. The path will connect to Gurney Road near the Rangers House. A raised table will be constructed on Gurney Road near the junction with Britannia Road to support an extension of the 20mph limit on Gurney Road. The 20mph zone will also include Britannia Road and Vincent Road. The path alongside Gurney Road between Britannia Road and Mousehold Avenue will be widened so that it can be shared by cyclists and pedestrians. Lighting will be installed along the whole route including Valley Drive. The use of motion sensitive lighting is being explored.

### **Project 16 – St Williams Way**

22. Improvements for cyclists are planned at the Thunder Lane / St Williams Way signalled junction along with measures to improve and extend the on carriageway cycle lanes. This project is in Broadland Council's area and therefore not within the jurisdiction of this committee.

### **Project 17 – Munnings Road – Greenborough Road**

23. New tree-lined and lit cycle and pedestrian paths are currently being constructed across the Heartsease Towers recreation ground to link Munnings Road to Lishman Road by the most direct route. A raised table is being constructed at the junction of Sale Road and Lishman Road. The proposals for a cycle crossing point on Woodside Road and a 20mph speed limit in the Greenborough Road area are within Broadland Council's area and therefore not within the jurisdiction of this committee.

### **Project 18 – Salhouse Road**

24. As part of the planned new development a off carriageway cycle track will be provided alongside Salhouse Road. This project is in Broadland Council's area and therefore not within the jurisdiction of this committee.

### **Project 19 – 20mph areas**

25. 20mph zones are being introduced along the length of the pink pedalway and in the residential areas 400m either side of it., Traffic calming will be installed where necessary. The west section is under consultation along with project 4 The Avenues and responses will be reported to November NHAC. The extension to the 20mph zone in the Gurney Road area was advertised recently and the responses are part of a separate report to this committee. The city centre and Heartsease areas will be consulted on separately.

### **Project 20 – Cycling in pedestrianized areas**

26. This project has been cancelled.

### **Project 21 – Directional signage and clutter removal**

27. Wayfinding signs are being installed across the pedalway network to help cyclists find their way to all the destinations on the network. Redundant signs and other street furniture are being removed in the vicinity of the new signs. Some clutter has been removed on Bluebell Road and The Avenues. Signs will be installed on the blue pedalway in November. The other pedalways will follow.

### **Project 22 – Automatic cycle counters**

28. This is the monitoring and evaluation element of the programme. Additional automatic and manual monitoring points are being established to provide good cycle count data to measure changes in cycling activity on the pink pedalway resulting from Push the Pedalways.

