



Cycleways Joint Capital Programme Review

Key Decision: No

To: Cllr Kevin Blencowe, Executive Councillor
for Planning, Policy & Transport
Report by: Simon Payne – Director of Environment
Scrutiny Committee Environment 17th October 2014
Wards affected All Cambridge Wards

1. Executive Summary

This report is intended to advise Environment Scrutiny Committee of the principal achievements of the Joint Cycleways Capital Programme since its inception in 2002, its extension to 2014-15 in 2011, and consideration of further extending the programme beyond 2014-15.

2. Recommendations

The Executive Councillor is recommended to:

1. Note the progress and achievements to date of the Cycleways Capital Programme (PR007).
2. Consider an annual funding allocation to match that currently provided by the County Council each year, to be considered in the Budget Setting Report to extend the programme.
3. Subject to the outcome of the capital bid recommendation (2 above), to bring a report back to this Committee setting how the extended Cycleways Joint Capital Programme is proposed to be managed.

3. Background

- 3.1 The City Council works jointly with Cambridgeshire County Council on developing and promoting cycling. The work includes both the introduction of new facilities and the improvement of existing facilities used by cyclists. The jointly funded programme commenced in 2002 to which the County and City Councils contributed an annual budget of £50,000 per annum over the period 2002-05. A further £50,000 per annum was approved as part of the budget setting process in 2005, giving an annual budget of £100,000. This was supplemented by a further one-off allocation from savings of £250,000 in 2009.
- 3.2 The initial programme focus was on radial routes into the city, although the completion of improvements to the Madingley Road corridor was deferred due to complexities around bus priority and implications of the (then) Transport Innovation Fund bid. A prioritisation method for schemes was agreed at the (then) Cambridge Traffic Management Area Joint Committee (AJC) on 24th April 2006. Amendments or additions to the list have been considered and approved by AJC on a rolling basis since, including The Tins, Downham's Lane and Radegund Road/Perne Road roundabout improvements, and further supported by Environment Scrutiny Committee.
- 3.3 On 11 January 2011, Environment (Climate Change & Growth) Scrutiny Committee approved an extension to the programme to 2014-15 in order to enable these projects to be completed. This included the carry forward of then unspent cycleway programme budget (£138,000), plus a further allocation of £50,000 per annum for four years to match funding available from the County Council, giving a total programme budget of £538,000.

4. Review of Principal Achievements

- 4.1 The table below identifies the principal programme achievements over the period 2002-12; via an investment totalling just over £1.4 million. A compilation of images

illustrating a range of schemes delivered by the programme over the past four years is included in Appendix A.

4.2 In addition to the major schemes completed, smaller schemes such as the installation of kerbs flush with carriageway surfacing, provision of contra-flow cycling in one-way streets and the installation of reflective panels on Stourbridge Common have also contributed to the improvement and extension of the City cycle network.

Individual projects within the programme:	Spend (£000)
Newmarket Road corridor cycle improvements	394
Coe Fen National Cycle Network route; £106k of this was funded through a Growth Area Delivery Grant	213
Coton Footpath	151
Madingley Road (part)	150
Riverside improvement	140
New Bit path	125
Re-signage of Cycle network & accompanying publicity map	73
Victoria Avenue Toucan crossings (£50k project undertaken by Cambridgeshire County Council as their matched funding for 2005-06)	50
Chesterton Hall Crescent cycle route	34
The Tins Path – contribution to Cycle Cambridge scheme	30
One-way streets: Not as many schemes as were hoped could be progressed due to opposition from local members and residents and issues of space	23
Small schemes	22
Total Spend (2002-12)	1,405

5. Current Programme Plans

- 5.1 Since 2012, further projects have and are continuing to be developed and delivered to complement the programme already completed. The Downham's Lane cycleway, which improves an important and well-used link between Milton Road and Kings Hedges, has been substantially completed – with planting work to follow over the autumn/winter 2014-15 period. The final cost of the project is expected to be within the budget allocation of £80,000.
- 5.2 Work to improve the safety of cyclists using the roundabout between Perne Road/Radegund Road and Birdwood Road is nearing completion. This project involves a significant narrowing of the roundabout circulatory carriageway to reduce traffic speeds and improve visibility, along with improved off-road links. The joint cycleways programme is contributing around £103,000 towards the cost of this work, with the balance (in excess of £350,000) coming from the Department for Transport.
- 5.3 Work to improve the diagonal path across Jesus Green between Victoria Avenue and Jesus Lock is also progressing well and is due for completion this autumn. The project will lift and widen the existing path and improve the lighting, along with accommodating Wi-Fi antenna funded through the Connecting Cambridgeshire superfast broadband project, at a cost of some £165,000.
- 5.4 The programme is also providing £30,000 towards improvements in Fen Road, Chesterton, alongside S106 monies allocated by the County Council through the Area Transport Corridor approach. This project is currently at the design stage with a local public consultation exercise having taken place over the summer, and is expected to progress in early 2015-16.
- 5.5 The programme is also contributing towards improvements to Green Dragon Bridge, which crosses the River Cam between Stourbridge Common and Chesterton. This relatively narrow bridge is used by thousands of pedestrians and cyclists every day, and the work is intended to both

improve accessibility and reduce conflict between users. Some local consultation on potential options has been undertaken and more detailed design work, along with further consultation will follow over the autumn/winter period. Project costs will depend on the nature of the work undertaken and at this stage are unclear, but up to £120,000 is expected to be available within the existing joint allocation to fund improvements here.

- 5.6 In recent years up to £10,000 has been allocated annually to minor cycling improvements across Cambridge and work has recently been completed to improve paths in Brooklands Avenue, with improvements to cycle parking in Cherry Hinton Hall due shortly. Further minor projects are under consideration in Petersfield, at Queens Green, Lammas Land and in Wadloes Road.
- 5.7 The following table provides a breakdown of the forecast spend by project of the remaining programme budget. Due to staff resource constraints and other difficulties, the delivery of three of these projects has needed to be re-phased to year 2015-16:

Project	Likely costs to 2014-15 (£000)	Re-phased to 2015-16 (£000)	Total (£000)
Downham's Lane	80	-	80
Perne Road/Radegund Road roundabout	103	-	103
Jesus Green path	165	-	165
Fen Road, Chesterton	10	20	30
Green Dragon Bridge	10	110	120
Further minor improvements	30	10	40
Anticipated Total Spend	398	140	538

6. Implications

(a) Financial

This is a jointly funded capital programme between the City and County Councils for investment in cycling related improvements in Cambridge City. The majority of the programme's projects are on the public highway or hard-surfaced definitive footpaths, which are both the maintenance responsibility of the County Council. As a result, the programme has no significant revenue implications for the City Council.

(b) Staffing

Both the City and County Council have strengthened their staffing capacity to develop and deliver cycle related improvements in recent years. Any extension of the existing programme budget can be managed and delivered without the requirement for additional staffing resource.

(c) Equal Opportunities

Walking and cycling are particularly easy and affordable modes of transport for shorter trips around the city and do not discriminate between any particular user groups. All schemes are designed to accommodate those less able and/or mobile. The overall impact of investment in such facilities is therefore considered to be positive.

(d) Environmental

Despite the development of cleaner engines, motorised traffic is believed to be a significant contributor towards global greenhouse gases that are affecting a change in climate. Higher levels of walking and cycling have the potential to reduce motorised traffic levels. Cambridge already experiences much higher levels of cycling than the UK generally, and the investment in cycling facilities in Cambridge is aimed at maintaining and increasing those levels further. The overall impact of the programme on the environment for Cambridge is therefore rated as +M (positive; Medium).

(e) Procurement

Improvement to cycle facilities within Cambridge are, dependant on their nature, scope, scale and complexity either delivered in-house utilising existing resources within the Streets & Open Spaces service, or via existing framework contract arrangements (such as Perne Road roundabout and Jesus lane path). Other schemes have been awarded and constructed via individual competitive tender processes.

(f) Consultation and communication

The population of Cambridge has grown to expect to be able to make a significant contribution towards the development of public realm improvements across the city. All significant proposals, therefore, include comprehensive arrangements for local consultation. Opportunities to use information technology to inform and consult residents and visitors are used extensively; with further channels explored as opportunities become available.

(g) Community Safety

More sustainable modes of transport such as walking and cycling promote face to face contact and reduce social exclusion and are thus considered to have a positive impact on community safety.

7. Background Papers

- 7.1 These background papers were used in the preparation of this report:

Environment (Climate Change & Growth) Scrutiny Committee meeting 11/01/2011 – Cycleways Joint Capital Programme Review

8. Appendices

Appendix A – Images identifying range of projects implemented

9. Inspection of papers

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