

Item

Cycleways Capital Programme



To:

Environment Scrutiny Committee

3 October 2017

Report by:

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Wards affected:

All

Clr Kevin Blencowe, Executive Councillor for Planning Policy & Transport

Key Decision: No

1. Executive Summary

1.1 This report outlines the principle achievements of the Cycleways Capital Programme since it was last considered by Environment Scrutiny Committee in October 2014; along with forward investment proposals for the 2017-18 and 2018-19 years.

2. Recommendations

The Executive Councillor is recommended to:

1. Note progress and achievements of the Cycleways Capital Programme (PV007).
2. Support forward expenditure of capital funds up to 2019 as outlined in this report.

3. Background

- 3.1. The City Council works jointly with Cambridgeshire County Council on developing and promoting cycling. The work includes the introduction of new facilities and the improvement of existing facilities used by cyclists. A jointly funded programme commenced in 2002 to which the County and City Councils contributed 50:50 to an annual budget of £50,000 per annum over the period 2002-05. This was subsequently increased to a combined annual budget of £100,000 from 2005, and further supplemented by the City Council with a one-off allocation from savings of £250,000 in 2009.
- 3.2 The initial programme focus was on radial routes in and out of the city, although the completion of improvements to the Madingley Road corridor was deferred due to complexities around future bus priority work. A prioritisation method for schemes was agreed by the (then) Cambridge Traffic Management Area Joint Committee (AJC) in April 2006. Scheme suggestions were considered and approved by AJC on a rolling basis up to its disbanding in 2012 (priorities have since been determined by the Members Cycling & Pedestrian Steering Group) and further supported by Environment Scrutiny Committee. Approved schemes included The Tins, Downham's Lane and Radegund Road/ Perne Road roundabout improvements.
- 3.3 On 11 January 2011, Environment 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.
- 3.4 Environment Scrutiny Committee considered a programme update on 17 October 2014 that set out proposals for further forward spending by the Council of up to £50,000 per year; subject to annual budget setting. This included the completion of schemes already committed; including Radegund Road/ Perne Road roundabout, Jesus Green path widening, a contribution towards Fen Road and Water Street (Chesterton) traffic calming, and the improvement of Green Dragon bridge; alongside a programme of more minor improvements.

4. Review of Principal Achievements

- 4.1 Whilst the County Council has continued to fund improvements to cycling facilities in Cambridge in recent years (via programmes including the Cycling Ambition Grant, and Greater Cambridge Partnership/ City Deal), there have been no direct contributions to the jointly funded cycleways programme in Cambridge since 2014-15. The City Council has, however, continued to make capital provision of £50,000 per annum available to the programme (PV007 – 39023), with a provisional allocation up to 2018-19 year (subject to annual budget setting).
- 4.2 The table below identifies the principal programme achievements over the period 2002-17; via a cumulative programme of investment totalling over £1.8 million. The schemes detailed in 3.4 have all now been delivered; however the spend at Green Dragon bridge has been much lower than anticipated in 2014 (it proved premature to invest significantly in improvements when the County Council anticipates replacing the bridge within 10 years). In addition to the major schemes completed, smaller schemes such as the installation of kerbs flush with carriageway surfacing, signage improvements and provision of contra-flow cycling in one-way streets have also contributed to the improvement and extension of the City cycle route network.

Individual projects within the programme delivered 2002-17:	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

Individual projects within the programme delivered 2002-17:	Spend (£000)
Downham's Lane	78
Perne Road/ Radegund Road roundabout (additional to department for Transport funding)	110
Jesus Green paths	215
Fen Road and Water Street, Chesterton	30
Green Dragon bridge	14
One-way streets	25
Small schemes	27
Total Spend (2002-17)	1,848

5. Further Programme Plans

5.1 It is now appropriate to consider priorities for new schemes, with some £362,000 (including committed, and re-phased, monies) available in year 2017-18, and a further £50,000 expected in 2018-19 (subject to annual budget setting). A proportion of monies re-phased are County Council credits received in previous years. The city-wide scheme priority list has been updated and is included at **Appendix A**. Future programme priorities were considered, and supported, by the Members Cycling & Pedestrian Steering Group at meetings in February and June 2017.

a) **Maids Causeway and Four Lamps Roundabout**

5.2 Cambridgeshire County Council has approximately £100,000 available during 2017-18 to improve the crossing point of Maids Causeway adjacent to Midsummer Common and Four Lamps roundabout. The proposal is to narrow the road, remove the central splitter island and introduce a formal controlled crossing arrangement. Outline plans are under development and officers have discussed with the Steering Group, and Executive Councillor, the potential of a City Council contribution towards this work; since the location also forms a high priority in this Council's own forward priority programme.

5.3 The County Council plans are, however, likely to fall short of City Council aspirations to review, and improve, the layout at Four Lamps roundabout; which remains more suited to a principal traffic route rather

than its current usage by predominantly public service vehicles, cyclists and pedestrians (the Cambridge Core traffic scheme phase 2 closure of Emmanuel Road removed the majority of through traffic). There is significant scope to narrow the roundabout circulatory area and traffic entry points to assist crossing and further reduce traffic speeds. This would improve the environment, and safety, significantly for these other users.

- 5.4 Officers have been discussing with the County Council how to best align these aspirations and it seems a phased approach may be needed, extending in to 2018-19, when a more comprehensive improvement at the roundabout is likely to be deliverable. Detailed costs at this stage have yet to be established, but it is provisionally estimated that a City Council contribution of between £100,000 and £150,000 is likely to be needed to achieve both aspects. This has been provisionally discussed with the Executive Councillor, who was supportive (in principle) of Cycleways funding of this provisional level being committed to this work.

b) **Davy Road**

- 5.5 Davy Road is a route to school for primary and secondary aged children and is also well used by people travelling between the centre of the city, Cherry Hinton area and villages beyond. Given its proximity to the city centre and railway station it is, however, heavily used by commuters seeking somewhere to park. Whilst it is not intended to deter use of the popular adjacent Coleridge Recreation Ground, unrestricted parking on both sides narrows the width of the road which can feel unpleasant and unsafe for cyclists. A scheme to better manage parking in the area has had some early consideration with the County Council as part of their ongoing review of residents parking in Cambridge.

c) **'Snakey Path'**

- 5.6 'Snakey path' (running between Burnside and Daws Lane) is regularly used by both cyclists and pedestrians and forms an important route to local schools, Cherry Hinton High Street and Cherry Hinton Hall. However, it is very narrow and difficult for users to pass each other. Although constrained by land uses on either side (including a watercourse to the north) there appears scope for limited widening

through negotiation with landowners and other interests, and suitable investment to provide an improved path, lighting, fencing and other improvements.

- 5.7 It is suggested that a provisional level of funding (£10,000 per annum) continues to be made available for further minor improvement work; including to access barriers, route signage, dropped kerbs, one-way streets access and minor path surfacing. This area of the programme has been particularly effective in recent years at tackling blockages and other restrictions in the city cycle route network (particularly with increased usage of trailer and cargo bikes) and presents excellent value for money.
- 5.8 The following table provides a breakdown of the recommended forecast spend by project of the remaining programme budget (including staffing costs and other professional fees). Actual costs will inevitably vary (since these are provisional estimates), so a £35,000 (10%) allowance is suggested as a contingency. Due to staff resource constraints and other difficulties, the completion of this work is expected to extend in to 2018-19 year:

Project	Likely costs 2017-18 (£000)	Re-phased to 2018-19 (£000)	Total (£000)
Maids Causeway and Four Lamps Roundabout	50	100	150
Snakey Path	25	125	150
Davy Road	-	10	10
Minor schemes	10	10	20
Cycle parking	10	10	20
(Contingency)		35	35
Anticipated Total Spend	95	290	385

6. Cycle Parking

- 6.1 There is significant demand for improvements to cycle parking across Cambridge, both in the city centre and other shopping areas, transport interchanges, recreational facilities, community buildings and residential areas. Following a representation to East Area Committee, the Members Cycling & Pedestrian Steering Group supported an audit of

facilities at community and other public buildings – which should help inform future investment priorities.

- 6.2 Within the city centre a separate capital budget (PV549 – 38180) was made available in 2013 to achieve an additional 1,000 secure cycle parking spaces. Nearing 700 of these have, or are in the process of, being achieved on-street and on Council owned land. The remainder were intended via an expansion of the Grand Arcade Cycle park, but this project has proven problematic and is not yet ready to be delivered. Nevertheless, plans are in place to improve facilities in Free School Lane, on Jesus Green adjacent to the pool, at Queen Anne Terrace car park and Kelsey Kerridge Sports Centre, and on East Road adjacent to the Espresso Library café, during 2017.
- 6.3 Further enhancements to cycle parking facilities will be considered as opportunities arise in conjunction with partner organisations. The refurbishment of Holy Trinity Church when complete will enable on-street racks to be re-established in Sidney Street. Although significantly under-utilised, the 230 or so spaces within the ground floor of Park Street car park will need to be re-located when the site is redeveloped in 2019. Officers will investigate any opportunities that become available.

7. Proposed Way Forward

- 7.1 It is recommended that the projects identified in para 5.8 form the programme of City Council investment in cycling facilities in Cambridge up to the current commitment to 2019. Schemes will be developed and delivered (subject to funding availability via annual budget setting, positive consultation support (including Traffic Orders), staff and other professional service availability, and Project Appraisal) by the Council's in-house Streets and Open Spaces service. Update reports on progress will be brought before Area Committees, Scrutiny Committee and the appropriate Executive Councillor, as the need arises.

8. Implications

(a) Financial Implications

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 Implications

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

(c) Equality and Poverty Implications

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. An Equalities Impact Assessment is included as **Appendix B**.

(d) Environmental Implications

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 Implications

Improvement to cycle facilities within Cambridge are, dependent 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 with Skanska for highways related services). Other schemes may best be procured and constructed via individual competitive tender processes.

(f) Community Safety Implications

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.

5. Consultation and communication considerations

Professional and public stakeholder engagement and consultation will take place, as appropriate, to help shape the recommended projects.

9. Background papers

Background papers used in the preparation of this report:

(a) Environment Scrutiny Committee meeting 17th October 2014 – Cycleways Joint Capital Programme Review

10. Appendices

Appendix A - Prioritised List of Schemes

Appendix B – Equalities Impact Assessment

11. Inspection of papers

To inspect the background papers or if you have a query on the report please contact John Richards, Senior Engineer, tel: 01223 458525, email: john.richards@cambridge.gov.uk.