

DEPARTMENT FOR TRANSPORT CYCLE CITY AMBITION PROGRAMME 2015-18

To: Economy and Environment Committee

Meeting Date: 10th March 2015

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Abbey, Bar Hill, Castle, Cherry Hinton, Coleridge, Duxford, East Chesterton, Fulbourn, Harston, Market, Melbourn, Papworth & Swavesey, Petersfield, Romsey, Queen Edith's, Trumpington, Whittlesford and Woodditton

Forward Plan ref: not applicable Key decision: No

Purpose: To report progress on the existing programme, and to seek approval for a further funding bid and its associated programme.

Recommendation: Committee is asked to:

a) note the progress on the current Cycle City Ambition programme;

b) support the bid for additional funding as detailed in section 3 of the report;

c) approve the 2015-18 programme as submitted to the Department for Transport (DfT) as set out in Appendix 1;

and:

d) approve the 'pipeline projects' bid scheme list as set out in section 5 of the report.

Officer contact:	
Name:	Mike Davies
Post:	Team Leader – Cycling Projects
E mail:	mike.davies@cambridgeshire.gov.uk
Tel:	01223 699913

1. BACKGROUND TO CYCLE CITY AMBITION PROGRAMME

- 1.1 In August 2013 Cambridgeshire County Council was successful in securing £4.1million from the Department for Transport (DfT) Cycle City Ambition Grant (CCAG), along with seven other local authorities. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.2 The bid was only open to authorities applying for City Deals, and hence the geographic area was confined to Cambridge and South Cambridgeshire.
- 1.3 A Stakeholder Group was established to help develop the scheme proposals. The group was made up of the County Council's Cycling Champion, and representatives of Cambridge Cycling Campaign, Cyclists Touring Club, Sustrans, Babraham Research Campus, Girton Parish Council and officers from Cambridge City Council, South Cambridgeshire District Council and the County Council's Road Safety and Cycling Projects teams.

2. PROGRESS ON THE CURRENT CYCLE CITY AMBITION PROGRAMME

- 2.1 Initially the DfT asked that schemes be completed by 1st May 2015 and this deadline was then extended to 30th September 2015.
- 2.2 The current Cycle City Ambition programme comprises seven schemes in total, three in the city (shown on **Plan 1**), and four schemes in South Cambridgeshire (shown on **Plan 2**).
- 2.3 In South Cambridgeshire the objective, in accordance with the Transport Strategy, was to provide safe, direct links to large employment sites, and to provide links to railway stations to promote multi-modality. These schemes are now all complete:
 - A10, Link to Foxton Station from Shepreth
 - A505 Granta Park to Whittlesford Station
 - A1307 Wandlebury Park to Babraham research Campus
 - Swavesey to Buckingway Business Park
- 2.4 Plans to construct a segregated cycle lane on the city-bound side of Huntingdon Road were approved by Committee on 8th July 2014. Detailed design was completed through the autumn, and works commenced on site on 5th January 2015. Programmed completion is in August, and the first of the floating bus stops at Girton can now be seen.
- 2.5 On 8th July 2014 Committee also approved plans for segregated cycle lanes on Hills Road. Construction commenced on 26th January and is programmed to be substantially complete by the end of September.
- 2.6 Detailed design is currently underway on the Trumpington Road scheme that was approved by Committee on 18th September 2014. Construction is planned to commence in early summer.

3. 2015-18 PROGRAMME DEVELOPMENT

- 3.1 The Deputy Prime Minister announced additional funding for cycling in November 2014, to include an extension of the CCAG programme to April 2018. Throughout December there were discussions between the CCAG Cities and DfT as to the division of funding, and the bidding process.
- 3.2 The objectives for the next round of funding are to extend the impact and scope of some of the first phase schemes, to compliment and provide an element of match funding for the City Deal, and to use the funding to complete essential links in the cycle network.
- 3.3 In advance of confirming the budget potentially available, a draft programme was tabled to Economy and Environment Spokes persons meeting on 18th December 2014. This was considered favourably, with a suggestion to include an extension of the current Huntingdon Road scheme in the 2015-18 programme.
- 3.4 On January 5th 2015 DfT issued the bidding guidance and confirmed the maximum values that bidders could apply for. This is £6.029m in the case of Cambridgeshire. The funding is being provided on a per capita basis for each city region, on the basis of the DfT providing £7-£8 per head of population over 3 years. Local authorities are encouraged to add match funding to ensure that the funding per head is at least £10, in line with the sort of investment seen in the Netherlands or Denmark.
- 3.5 A very short bidding window was thus opened on 5th January, with bids having to be submitted by 30th January.
- 3.6 The programme was tabled to the City Council Cycling and Walking Member's Steering Group on 12th January. The programme received a positive response with continued support in extending the Huntingdon Road scheme.
- 3.7 Following the consultation of the two member meetings the programme was finalised. The bid was submitted to DfT on 30th January, and an announcement of whether it has been successful is expected before 30th March.
- 3.8 Given the tight timescale set by the DfT to submit bids, it was not possible to bring an item outlining the CCAG programme to the Committee for formal approval before a submission was provided, however, as noted above, spokes people from the Committee were consulted and supported the submission. The objectives do however include extending those approved and completed in the first phase.

4. PROGRAMME ELEMENTS

- 4.1 The proposed list of schemes and budget allocation are shown in **Appendix 1. Plans 1 and 2** shows the location of the schemes.

- 4.2 Improving facilities for cyclists on Queen Edith's Way, Cherry Hinton Road and the Robin Hood junction, in the south east of Cambridge, is a Section 106 scheme already approved by Committee which offers part of the necessary match funding across the programme.
- 4.3 There is potential to extend the scope of the Hills Road scheme that is under construction at the moment. Improvements to bus stops outside The Marque development, reviewing the Hills Road/Long Road junction, and extending the segregated cycle lanes would all be useful additions, and with extra funding these can be explored further.
- 4.4 With additional funding the scope of the Trumpington Road scheme could be extended to explore whether widened cycle facilities could be provided on the west side of the road, and whether improvements could be made to the junctions of Brooklands Avenue/Trumpington Road and to the double mini roundabouts in front of the Royal Cambridge Hotel.
- 4.5 Improved city-bound cycle lanes being built on Huntingdon Road could be extended beyond Oxford Road, where current funding will take them to the Histon Road/Victoria Road junction. To provide the lanes as high quality segregated lanes is rather dependant on whether existing on street parking arrangements can be removed. This would be subject to thorough consultation and Committee approval, and thus it may be that wider, resurfaced cycle lanes with some parking retained, rather than segregated lanes, is a more acceptable option. Further funding will allow this to be explored and a solution delivered.
- 4.6 Two way cycling in one way streets is an excellent way of adding additional links to the cycling network and proving a means for cyclists to avoid some of the city's most complex and intimidating junctions. Many streets are not wide enough to permit two cars to safely pass but will allow single direction motor traffic and bi-directional cycling. In other instances on street parking means that two way driving is not possible but two way cycling potentially is.
- 4.7 Following a successful DfT trial in Mawson Road off Mill Road in 2010, approval was given for five more sites in 2011. Restrictions on deploying such arrangements were lessened by DfT recently, and a further eight sites in the city have been introduced this year following approval by Cambridge Joint Area Committee in late 2014.
- 4.8 Sites to be considered for two way cycling in one way streets up to April 2018 will include streets in Trumpington (Brookside, Coronation Street, St Eligius Street and Panton Street), Romsey (Argyle Street, Thoday Street, Sedgwick Street, Catherine Street and Hemingford Road), Petersfield (Emery Street, Perowne Street, Willis Road and Guest Road), Market Ward (New Square, south and Green Street) and in Castle Ward (Shelley Row and Albion Row).
- 4.9 It is proposed to include Chesterton-Abbey Bridge in the funding bid to ensure that the funding package for the bridge is complete. The bridge would link major employment sites and the new railway station in north Cambridge. On 21st October 2014 Committee asked the project team to engage further with stakeholders, before developing the design further, and that work has been ongoing.

- 4.10 Quy to Lode is a useful missing link in the walking and cycling network just outside Cambridge. The scheme has strong local support with some match funding in place raised by local Parish Councils.
- 4.11 A high quality foot and cycle link on the A10 between Cambridge and Foxton Station would connect to existing routes and give access to large employment sites, stations and create inter-village links, thus catering for short local journeys by active transport, or longer journeys perhaps combining cycling and trains. The A10 Cycling Campaign with a membership of 150 and local members have worked pragmatically to publicise the benefits and raise the profile of routes in this corridor, forging good links with rail operators, Parish Councils and businesses. For 2015-18 the focus would be providing better cycle provision in Harston and improving the shared use path south of Harston to Foxton, and further into Melbourn if funding permits.
- 4.12 The full bid package can be viewed at: <http://tinyurl.com/psmry4b>

5. RESERVE SCHEMES

- 5.1 DfT have invited Cambridgeshire County Council to submit further 'shovel ready' so called 'pipeline projects' for consideration, should additional funding become available, or in the instance that some submitted schemes nationally are not looked at favourably.
- 5.2 The following schemes all in South Cambridgeshire, meet this deliverability requirement, have an element of local support, and are relatively uncontroversial. These are all schemes that were not prioritised for years one to five of City Deal, but have been designed and are nearing a point where they are ready to build. It is therefore proposed that these schemes comprise the package of pipeline project bids to be submitted:
- Whittlesford village to railway station, £500,000
 - Papworth to Cambourne, £600,000
 - Link through Babraham Research Campus, £300,000
 - A10 Melbourn to Royston, £700,000
- 5.3 Members may wish to suggest other schemes that are known to be well supported locally, and could be taken forward to construction quickly.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic improvements.

6.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives.

6.3 Supporting and protecting vulnerable people

Good cycling infrastructure including segregated lanes and island bus stops potentially means less cycling on footways and less conflict with elderly and disabled people.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

The schemes are capital funded by the DfT from an overall programme budget of £6.028 million. The schemes are being designed to ensure minimal maintenance and ongoing revenue costs.

7.2 Statutory, Risk and Legal Implications

Traffic regulation orders may be needed for some of the schemes. Abbey-Chesterton bridge will be subject to obtaining planning consent. A risk register has been submitted as part of the bid.

7.3 Equality and Diversity Implications

There are no significant implications within this category.

7.4 Engagement and Consultation Implications

Thorough and extensive consultation and engagement will be undertaken for all schemes.

7.5 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. The Cycling Projects Team are exploring ways of working closer with Public Health so that initiatives are joined up.

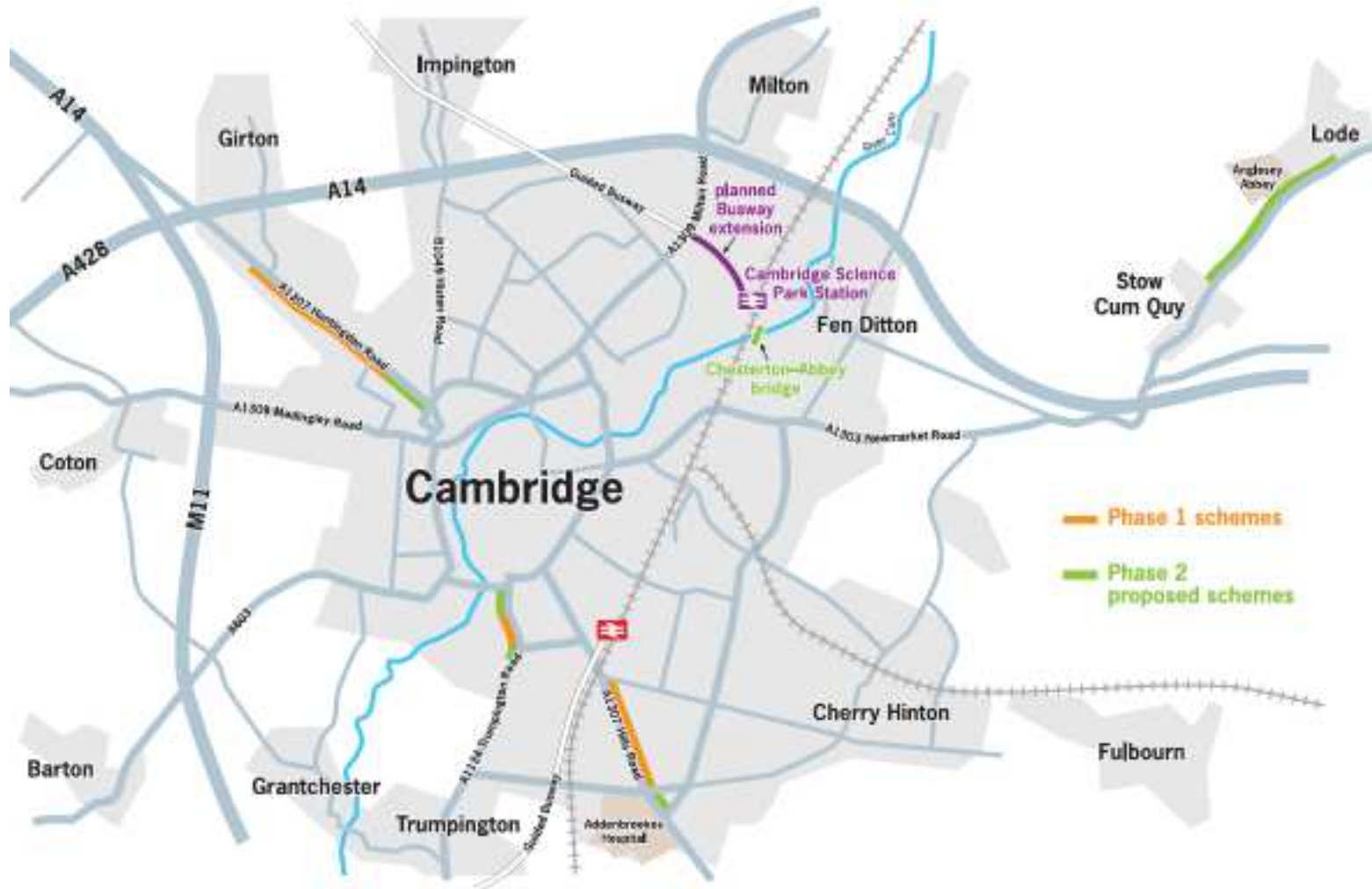
7.6 Localism and local member engagement

There will be extensive public and stakeholder consultation. The Project Team will engage with, and update local members throughout the scheme development and consultation process.

Source Documents	Location
Bid documents and supporting materials	Room 310

	Shire Hall, Cambridge
--	--------------------------

PLAN 1 - CURRENT AND PROPOSED CYCLE CITY AMBITION SCHEMES IN CAMBRIDGE CITY



PLAN 2 - CURRENT AND PROPOSED CYCLE CITY AMBITION SCHEMES IN SOUTH CAMBRIDGESHIRE



In addition Swavesey to Buckingham Business Park (not shown)

APPENDIX 1 – LIST OF SCHEMES AND BUDGET ALLOCATION

	estimated costs £000s		Dft			3rd Party funding			LA funding			
	Dft	match	match funding source	15-16	16-17	17-18	15-16	16-17	17-18	15-16	16-17	17-18
<u>2015-18 schemes</u>												
<u>Schemes in Cambridge City</u>												
Queen Edith's Way/C Hinton Rd/Robin Hood		3,000	S106							100	2,000	900
Hills Road Phase 2	300			300								
Trumpington Road Phase 2	350			50	300							
Huntingdon Road Phase 2	300			300								
Two way cycling in one way streets	61			10	51							
Chesterton-Abbey bridge	2,700	1,500	S106 & City Deal	70	250	2380					50	1,450
<u>Schemes in South Cambridgeshire</u>												
Quy to Lode	317	2	Parish Council	150	167			2				
A10 Cambridge to Foxton Station	2,000			600	1400							
Total by funding source	6,028	4,502		1,480	2,168	2380		2		100	2,050	2,350

Total and per capita 10,530 **£13** per head per year