
To: Communities and Neighbourhoods Scrutiny Board (4)

Date: 26th November 2014

Subject: Cycle Coventry – Post March 2015

1 Purpose of the Note

- 1.1 As Scrutiny Board were aware that the funding runs up to March 2015, the board asked for a report setting out any plans for a cycling programme after this time. This report gives a brief overview of work completed to date and outlines funding agreements and further opportunities for funding cycle and pedestrian provision across the city from April 2015 onwards.

2 Recommendations

- 2.1 To support the continuation of the Cycle Coventry programme, seeking additional funding where possible; and to support the improvements and route provision on the network as set out in the proposed Cycling Strategy. In addition to support the provision of cycling training and bike maintenance courses to the population of Coventry, in particular focussing on those areas of the city in greatest need.

3 Information/Background

- 3.1 Cycle Coventry has funding from the Department for Transport Local Sustainable Transport Fund, part directly and part via Centro through a West Midlands Regional bid. As shown in the table below this is for a period of 3 years which is coming to an end in March 2015.
- 3.2 All of the infrastructure planned for in the bid will be completed by March 2015. A map of completions to date will be displayed at the meeting. Just under half of the funding has been to work with local people on education and promotion activity. Evidently it would be advantageous to continue promoting the routes and working with people across the city to encourage further cycling, particularly as some routes will only be completed towards the end of the 3yr programme.
- 3.3 Whilst this programme has been successful so far, it is a relatively short period to achieve long term changes, therefore we are looking to continue. There are some funding commitments just agreed which carry us forward into the next 12 months, and we are working to gain more funding where available. As a Marmot City the ongoing public health aims are to get more people active, and the need to reduce motorised travel and improve air quality is still an issue for Coventry, therefore increasing the number travelling on foot or

by bike through a continued Cycle Coventry programme can help to meet both of these objectives of the Council.

- 3.4 A full year 1 monitoring report was presented to Scrutiny Board in February. A further 12 months of data will be reported at the end of the programme, showing levels of participation and monitoring of numbers cycling around the city.

Table 1. Funding Commitment for Cycle Coventry

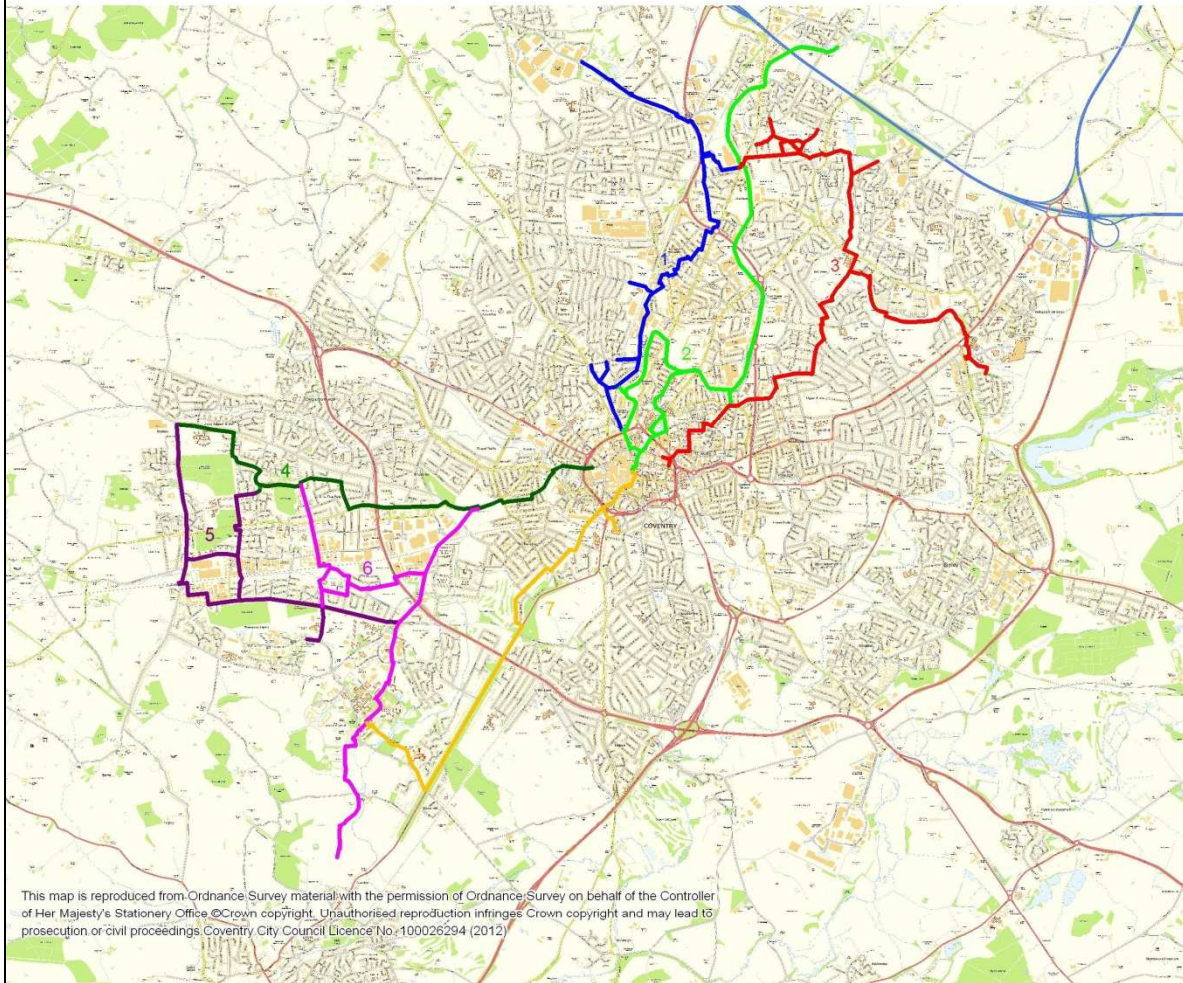
£,000's	2012/13	2013/14	2014/15	Total
North Coventry				
Revenue funding	274.1	550.8	705.1	1,530
Capital funding	500	760	640	1,900
	774.1	1310.8	1,345.10	3,430
South Coventry				
Revenue funding	275	379.5	379.5	1,034
Capital funding	195	1,319	948	2,462
Total	470	1,698.50	1,327.50	3,496

4 Cycle Coventry current programme 2011/12-2014/15.

Infrastructure completions

- 4.1 All infrastructure work in the current programme is due to be completed by March 2015. Map 1 shows the 7 routes we are working on at present. We have completed some of the major sections, Charter Avenue and Hearsall Common in the south, and a route through Sowe Valley which extends from Eburne Road through to Wyken Croft and Anstey Road to connect with the hospital.
- 4.2 When complete all the routes will be properly signed, and the key has been on providing a much safer environment particularly for cyclists who are less confident. Therefore we have been focussing on safer crossings on many routes, with Toucan controlled crossings, central refuges and new zebra/tiger crossings (all of which benefit pedestrians as well).
- 4.3 We formally opened Route 11, via Hearsall Common and Charter Avenue in September. This links the city centre to Hearsall Common and Canley, and connects the local rail stations of Tile Hill and Canley on to a safe network, linking to the Westwood Business Park, Xcel Leisure, and local secondary schools, and University of Warwick. We are already seeing an average of 300 people a day cycling on the Hearsall Common sections, with some peak days in the summer of 400 (figures from continuous cycle counters on the route).

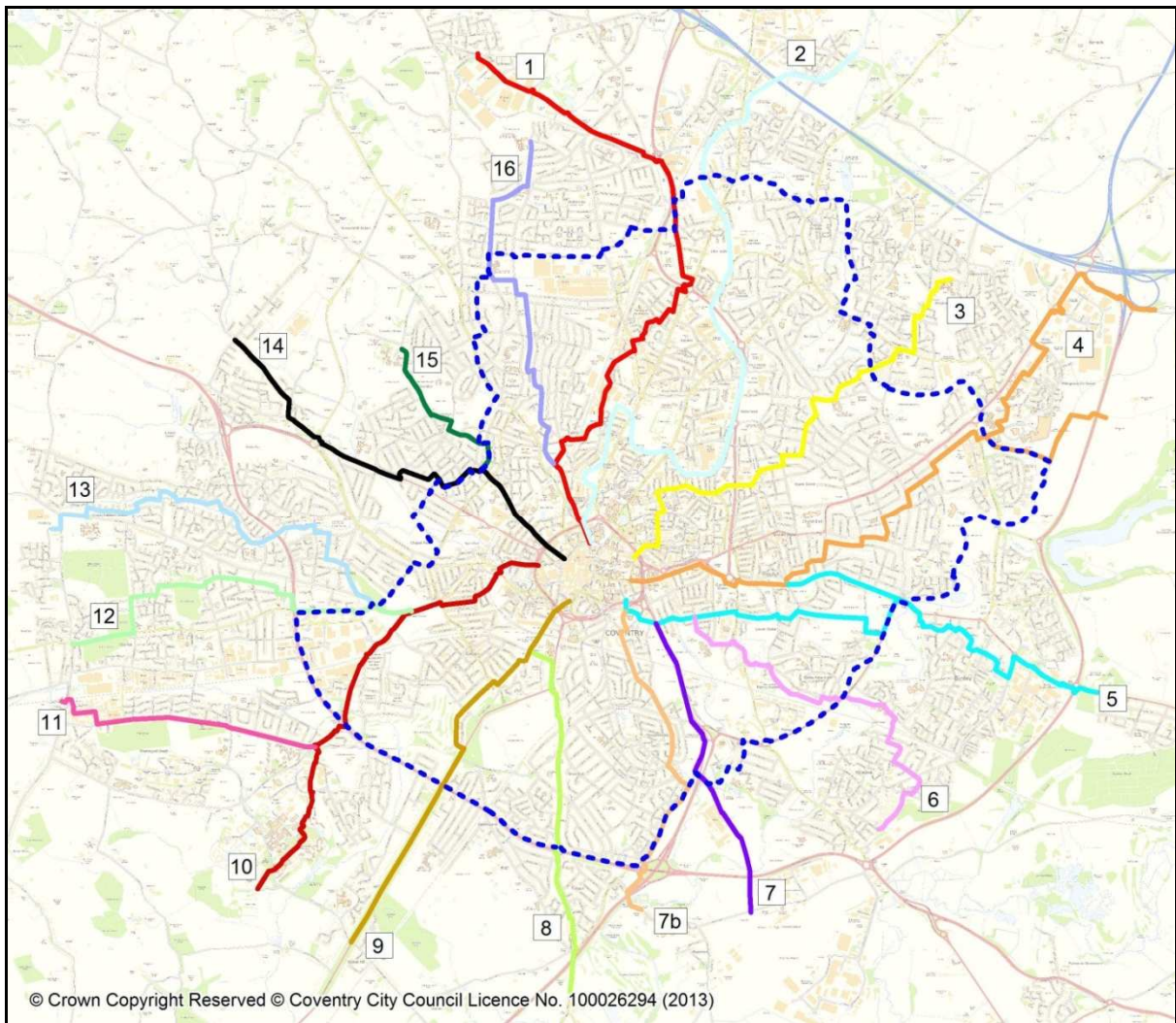
Cycle Coventry - Indicative Cycle Route Network



- Route 1 - City centre to Ricoh Arena, including links to Radford
- Route 2 - City Centre to Hawkesbury via Hillfields and Coventry Canal
- Route 3 - City centre to Longford via Henley, with spur to hospital
- Route 4 - City centre to Tile Hill
- Route 5 - Tile Hill to Canley
- Route 6 - Links to Kenilworth
- Route 7 - City centre to Kenilworth via University of Warwick

Map 1 Cycle Coventry Programme 2011/15 (nb. route numbers for bid purposes – final numbers shown in map below)

- 4.4 These 7 routes form part of an overall plan to develop a network for cyclists right across the city. These are shown on map 2 below. This proposed network is part of the draft Cycling Strategy which we aim to incorporate in a Transport Strategy as part of the Local Plan for Coventry. (Formal consultation will commence on the wider proposals and the Local Plan next year).
- 4.5 Developing the cycle network as part of the Local Plan gives the opportunity to seek some of these improvements through the development plan process including any new urban extensions. This allows some of the network to be built well from the start with good design standards.
- 4.6 As well as these routes across the city we will continue to look at how the links with Warwickshire can be developed further in the future.



Map 2 Cycle Coventry Route Network.

Cycling support programme – ‘Smarter Choices’.

- 4.7 The current programme of work has included cycle ride training, maintenance classes and led rides in groups. We have also worked closely with some businesses and schools to develop action plans to help encourage more people to walk and cycle to work. Our promotion at events such as the Godiva festival has also generated a lot of interest in people taking up the cycle classes. Numbers attending shown below for:
- Adult / over 16s Training
 - Children’s Training
 - Organised Leisure Rides – Adults and Children.
- 4.8 We have had extremely good feedback from people taking part that they have really valued the events they have attended. We are also starting to see an increase on some of the routes now completed, with more cyclists travelling.
- 4.9 As Coventry is a Marmot City the opportunity to target some of the more deprived wards, with poorer health indices, has been a critically important part of the Cycle Coventry Programme. A major focus of this has been the additional training for children, in areas which the Public Health Department have been keen to work on. We have targeted community groups as well as schools in Foleshill, Tile Hill, Willenhall, Longford and Courthouse Green, training over 1,000 additional children in 6 months. Providing training at an early stage has been proven to encourage people to cycle more and be safer when they do.
- 4.10 The graph in figure 1 shows flows on some of the routes, showing routes in the south where we have completed some sections. There is a bit of a dip in the summer, partly due to holiday period.

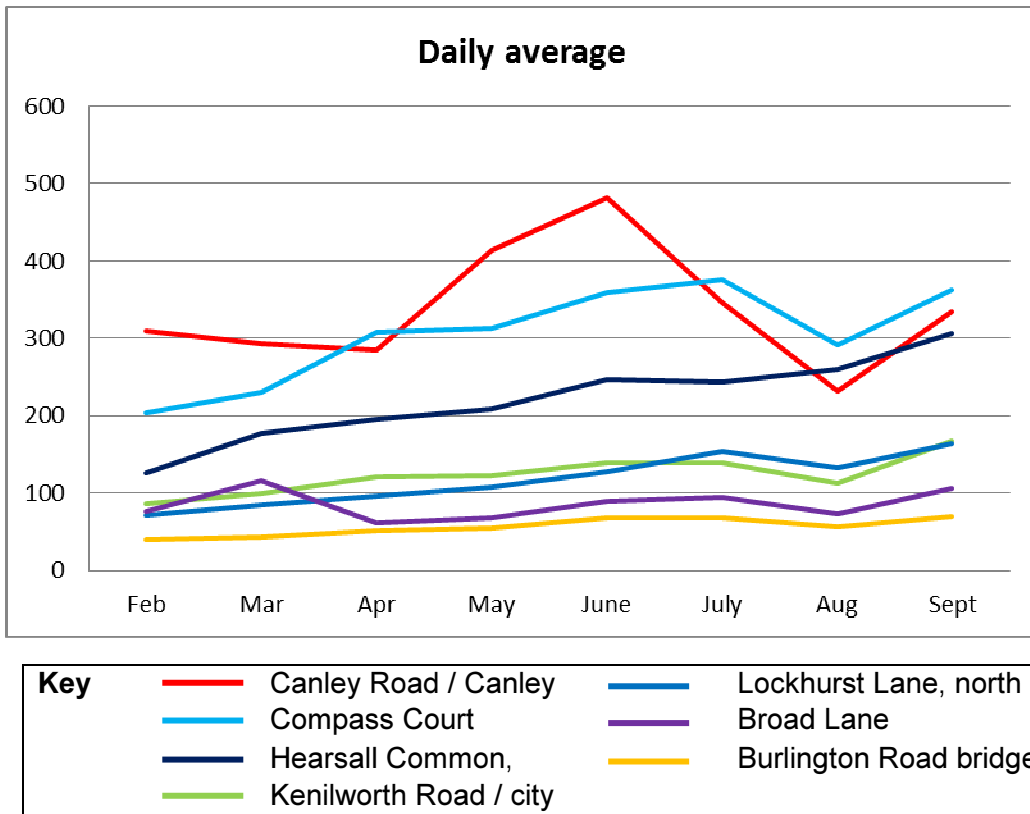
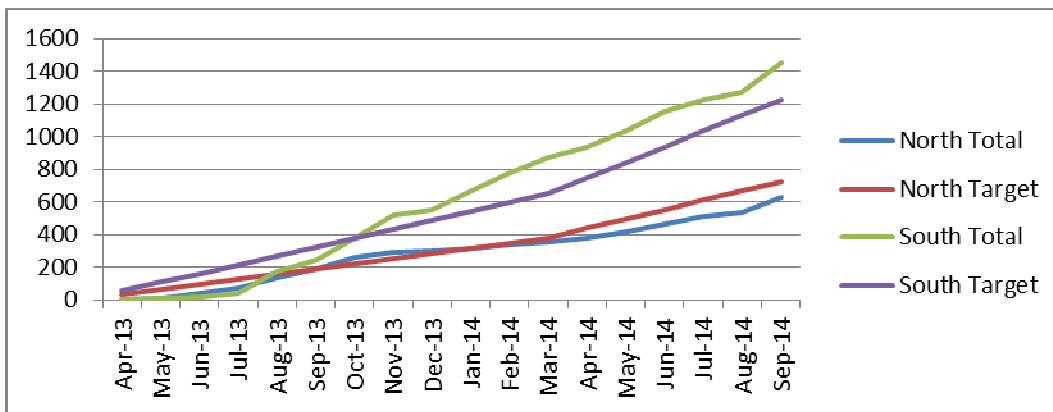


Figure 1 Daily average cyclists on Cycle Coventry routes.

Adult Training.

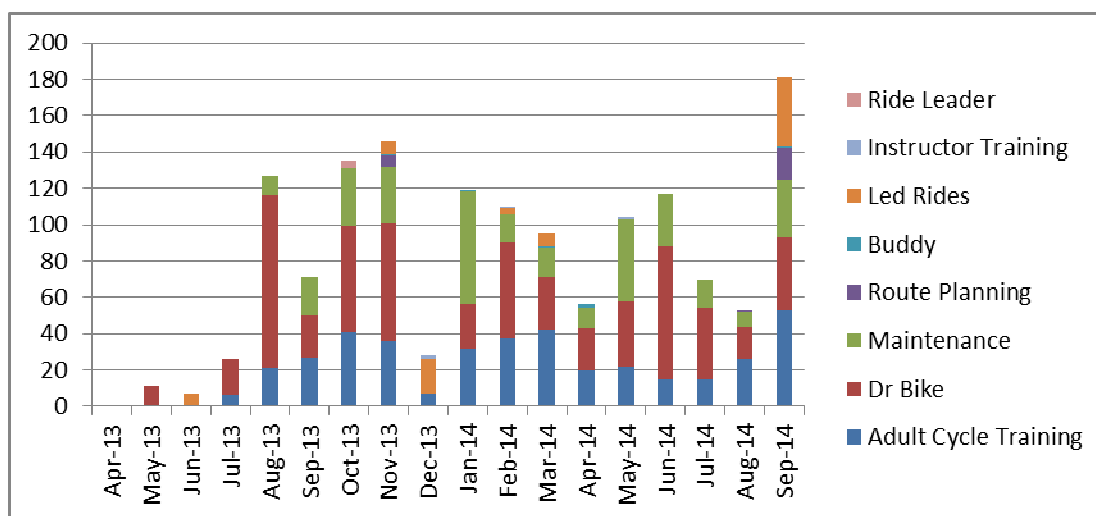
The graphs below show the numbers participating in over 16s/adult training.



Graph 1 - Participation rates against target.

4.11 Graph 1 shows the numbers taking part in cycle support activities in Coventry. It gives the split by north and south as the two areas were part of separate bids to the Dept for Transport therefore we need to monitor and report separately. As it shows the take up in the north is below target. It has improved in the last 6 months owing to additional attention and promotion, therefore we will be focussing our attention in this area in the next 12 months to improve the participation levels.

4.12 Graph 2, below shows the type of activity that people have taken part in. The most popular is the cycling skills/learn to ride sessions, and maintenance training, including ‘Dr Bike’.



Graph 2 Participation by type of class/event.

Children’s Training.

4.13 Free Bikeability cycle training at primary schools in priority neighbourhoods where previously training was not available due to parental contribution required and/or poor condition of children’s bikes.

- 330 children – 8 primary schools in priority neighbourhoods: John Gulson and St Laurence’s (Foleshill); Leigh and Limbrick Wood (Tile Hill); St Anne’s (Willenhall); Longford Park (Longford); Courthouse Green (Courthouse Green) and Stoke

4.14 Public learn to ride / basic skills courses alongside adult training

- 306 children on 54 Saturday courses at Woodlands, Ricoh Arena, Coventry Sports Centre, Xcel and Moat House Leisure Centres and Foleshill Fire Station.

4.15 After-school and holiday activities including bike skills, bike maintenance and road awareness

- 527 children: Bell Green Scout Group; 5 primary schools: Charter (Canley), John Gulson and St Laurence’s (Foleshill), St Anne’s (Willenhall), and Courthouse Green

(Courthouse Green); Barr's Hill Secondary School (Radford); Stoke Heath Community Centre; Godiva Festival and Tile Hill Community Day.

British Cycling – 'Sky' Rides.

- 4.16 We have also commissioned British Cycling to run a programme of led rides - 34 Sky Ride Local guided rides have proved to be very popular this year with 420 participants; in 2013 we had just over 250.
- 4.17 Additionally this year we hosted a 'Sky Ride – City' which 8,000 people took part in on 21st September. These have been very popular with both adults and children.

5 The future for Cycle Coventry - 2015/16 funding agreements and opportunities.

- 5.1 Cycle Coventry has been a successful programme of new routes and training thanks to the Government's Local Sustainable Transport Fund. Figures in this report show that new routes are being well used, and the participation in cycling activity is good as we are able to target people through work, school and community groups.
- 5.2 The need to continue this work is evident, as pressures on the city remain with air quality issues and the ongoing public health aims to get more people active. More people travelling on foot or by bike benefits the wider environment and helps individuals improve their own health.
- 5.3 Whilst this programme has been successful, it is a relatively short period to achieve long term changes, therefore we are looking to continue. There are some funding commitments just agreed which carry us forward into the next 12 months, and we are working to gain more funding where available , and use the development process where possible.

Capital/infrastructure - Developer funding.

- 5.4 Further network improvements under existing Section 106 commitments (eg. Bannerbrook Development). An allocation of £300k for 2015/16 and £250k for 2016/17 has been agreed for work on Banner Lane and Broad Lane. This includes pedestrian improvements.
- 5.5 Improvements have been agreed to provide for pedestrians and cyclists at Lynchgate Road in association with University of Warwick developments on their campus, this is expected to take place within the next 12 months.
- 5.6 Any further opportunity to secure funds and cycle improvements through development will be sought through the normal Planning Approval process. As noted before establishing

the Cycle Coventry network as part of the Local Plan for Coventry strengthens the opportunity to gain improvements through new developments including any new urban extensions.

Capital/infrastructure - Department for Transport Funding.

- 5.7 The Department for Transport has recently asked Local Authorities for Expressions of Interest in developing a Cycling Action Plan to work in partnership with DfT on cycling and walking provision over the next 10 years. It does not at present indicate how much money might be available. We will be submitting an expression of interest and will develop a draft Cycling Action Plan for consideration by members. It is proposed that this action plan draws on proposals set out in the recent (but unsuccessful) bid for LSTF 15/16 funding, and a city wide Cycle Coventry network, as illustrated in map 2 earlier in the report.

Capital/infrastructure - Regional/European funding.

- 5.8 At present there are cycling improvements within some of the agreed schemes across the city, although no separate budget for cycling improvements as standalone.

Promotion and training – ‘Smarter Choices’ programme.

- 5.9 With the concern over air quality in Coventry and many other urban areas, it continues to be important to encourage the shift away from motorised modes and get more people cycling and walking where possible. Figures so far show we have seen an increase on some of the routes, indicating that there are more people who would like to cycle if we can provide safer, and more comfortable routes for them.
- 5.10 As we will have completed 7 routes, it is important that we take the opportunity to promote their use particularly over the Spring and Summer next year. As noted earlier in this report we have been working closely with Public Health Department in the Council. The 3 routes in the north - through Sowe Valley up to Longford Park; the canal towpath and the route via Radford Recreation ground up to Ricoh Arena, provide for safer cycling in some of the most deprived wards of Coventry.
- 5.11 We have been working closely with the Public Health Department to target areas with the highest differences in mortality rates/low rates of healthy activity and higher deprivation indices. As Coventry is a Marmot City, Public Health are keen to continue this work and have committed additional funding for March 2015. This will allow us to continue the engagement with the community groups and schools in these wards and reach more people through training and events. As figures earlier in the report show, the take up through targeted work with community groups and children has been most effective.
- 5.12 To continue to promote the routes which will be completed by March 2015, we have put together a package of work that includes training, education and promotion. This part of Cycle Coventry has been successful so far and therefore we are pleased to have funding agreed to continue work for at least a further 12 month period 2015/16.
- 5.13 The funding for this 12 months, comes jointly from Centro (as partners in regional bid) and from the Public Health Department.

5.14 The invitation to establish a Cycling Action Plan partnership with DfT as described above in the capital funding is also likely to allow for further revenue funding. Therefore we will include a package within a draft proposal to continue this part of the work beyond the 2015/16 period.

6 Conclusion

6.1 As the Cycle Coventry project has been very well supported by the public and council members, there is benefit in securing new funding to continue providing the infrastructure and training programmes that have been popular with people in Coventry so far and which contribute towards the Council's corporate priorities.

Samantha Tharme

Cycle Coventry Programme Manager
Planning, Transport and Highways
Samantha.Tharme@coventry.gov.uk