

Cabinet
Council

9th October 2012
23rd October 2012

Name of Cabinet Member:

Cabinet Member (City Services) – Councillor Harvard

Director Approving Submission of the report:

Director of City Development and City Services

Ward(s) affected:

Wainbody, Woodlands, Westwood, Earlsdon, Whoberley, St Michaels, Radford, Foleshill, Holbook, Longford, Henley Wyken, Upper Stoke and St Michael's

Title:

Cycle Coventry – Local Sustainable Transport Fund

Is this a key decision?

Yes

The report is seeking approval to deliver a large package of cycling schemes totalling £6.926m. The schemes will be delivered in several wards in the southwest, north and northeast of Coventry.

Executive Summary:

The City Council submitted a bid in February 2012 to the Department for Transport's Local Sustainable Transport Fund. The objective of the fund is to deliver local transport schemes which help to support local economic growth and reduce carbon emissions. The bid was successful and secured £3.496m of funding for the period 2012/13 to 2014/15. The City Council was also a partner in a regional bid to the LSTF fund led by Centro. This bid was successful and secured £33.2m, of which £3.430m will be spent in Coventry. The overall scheme, titled Cycle Coventry, is made up of the two projects totalling £6.926m. The project will aim to improve facilities for pedestrians and cyclists in the southwest, north and northeast of the city by creating a network of cycle routes. The routes will link together major destinations such as employment and education sites, including the city centre, to residential areas such as Tile Hill, Canley, Henley and Foleshill. The network of routes will be supported by a large package of revenue grant funded initiatives which will offer practical sustainable transport information and training to local residents and workers. The project will also have a positive impact on improving public health by encouraging more people to cycle.

Recommendations:

Cabinet is asked to recommend that Council approve the following recommendations:

- (1) Approve the programme of capital schemes detailed in table 3 scheduled to take place in 2012/13; note the proposals for additional schemes in years two and three, and delegate these future approvals to the Cabinet Member (City Services).
- (2) Approve the package of revenue grant funded schemes detailed in table 4 and note the proposed revenue programme led by Centro detailed in table 5.
- (3) Approve the governance structure set out in appendix 2.
- (4) Delegate approval to sign legally binding funding agreements with Centro and the Department of Transport to support delivery of the regional LSTF project titled Smarter Network – Smarter Choices, and the local project titled Cycle Coventry to the Director of City Services and Development, in consultation with the Cabinet Member (City Services)

Council is asked to approve the above recommendations:

List of Appendices included:

Appendix 1 – Strategic plan of the proposed Cycle Coventry route network.

Appendix 2 – Project delivery structure

Other useful background papers:

Cycle Coventry Local Sustainable Transport Fund Bid: Cycle Coventry

http://www.coventry.gov.uk/info/200107/transport_policy/1000/local_sustainable_transport_fund_bids

Centro Local Sustainable Transport Fund Bid: Smart Network – Smarter Choices

<http://www.centro.org.uk/LTP/LSTF.aspx>

Has it been or will it be considered by Scrutiny?

No – They didn't receive this report or these proposals

Transport and Infrastructure Development Scrutiny Board (6) considered a Briefing Note and presentation on the scheme on 4th July 2012. It is proposed that the Scrutiny Board will receive a further report in due course.

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

Yes

A Members Advisory Panel for transport has been set up which will consider the proposals throughout the duration of the project.

Will this report go to Council?

Yes – 23rd October, 2012

1. Context (or background)

1.1 In 2011 the government announced the Local Sustainable Transport Fund (LSTF). Local authorities were invited to submit bids to secure funding for local sustainable transport projects which help to reduce carbon emissions and encourage economic growth. The City Council submitted a detailed local bid titled Cycle Coventry in February 2012. The bid was successful in securing £3.496m of funding for a large package of capital and revenue projects.

Table 1 - Budget Profile for Local Project

£,000's	2012/13	2013/14	2014/15	Total
Revenue funding	275	379.5	379.5	1,034
Capital funding	195	1,319	948	2,462
Total	470	1,698.5	1,327.5	3,496

1.2 In addition, the City Council was a partner in a regional major scheme bid to the LSTF which was led by Centro. The bid included a £35.1m package of sustainable transport schemes covering the West Midlands Metropolitan area. The final bid was successful and secured £33.2m. Of this allocation, it is proposed that at least £3,430m will be spent in Coventry.

Table 2 - Budget Profile for Coventry Element of Centro LSTF Project

£,000's	2012/13	2013/14	2014/15	Total
Revenue funding	274.1	550.8	705.1	1,530
Capital funding	500	760	640	1,900
Total	774.1	1310.8	1,345.1	3,430

2. Options considered and recommended proposal

2.1 To address the two main objectives of the fund, reducing carbon and promoting economic growth, both bids were focused on improving facilities to encourage cycling to major employment areas.

2.2 Cycling was chosen as the main focus of the bids for many reasons. Coventry is a very compact city with the majority of residents living within three miles of the city centre, a distance which can be easily cycled, yet over half of commuter journeys of less than 3 miles (a 20 minute cycle ride) are currently made by car. Secondly there are several areas of the city with very low levels of car ownership and many residents must rely on public transport or walking and cycling which can create barriers to access employment. With recent successes in British cycling at the Olympics, Paralympics and the Tour De France, there is also an increased level of enthusiasm for people wanting to start cycling, a feature which this project has the opportunity to build on to maintain this positive momentum.

- 2.3 The main objective of the project is therefore to increase levels of cycling, and this will be achieved in two ways. Firstly cycling will be made easier through the creation of a coherent and safe cycle network that will link together the main residential areas, employment areas, local centres, railway stations and the city centre. Secondly the capital improvements will be supported by a large package of revenue schemes which will provide support to those who live, work or study in the area. This will include the provision of sustainable transport information such as cycle maps, and practical support and education such as cycle training and road safety. These types of measures are essential to help support people who want to take up cycling, but do not possess the necessary skills and confidence.
- 2.4 The main outcomes of the project will be reductions in congestion, carbon emissions and improvements to public health, road safety, air quality and accessibility. The City Council now has new public health responsibilities and this project would clearly have mutual benefits in terms of addressing local public health objectives. Currently levels of child and adult obesity in Coventry are higher than the national average with corresponding lower life expectancy which is notably acute in deprived areas of the city, many of which fall within the boundaries of this project. Representatives from the public health sector have, and will continue to be involved in the development and implementation of the Cycle Coventry project.
- 2.5 The project focuses on the north and southwest of the city for several reasons. Firstly, the southwest area forms an important sector of the city from both a residential and employment point of view. Secondly, a large proportion of the area is identified as a strategic regeneration area in the city's emerging Core Strategy, such as Canley. Thirdly, an analysis of social, transport and economic issues shows that there are significant economic, social and health disparities between different parts of the bid area which are exacerbated by transport and accessibility issues. The north area suffers from high levels of deprivation, low levels of car ownership and there are generally higher levels of obesity linked to inactivity. Many of the major roads in both bid areas act as a deterrent for cyclists and it was also decided that concentrating on defined areas of the city would help boost the effectiveness of targeted measures by ensuring that they are not spread too thinly.
- 2.6 During the development of the bid, local businesses, cycle users and other City Council departments were consulted. This helped formulate the package of schemes including the network of cycle routes. This engagement will continue throughout the duration of the project. It is likely therefore that some variations to the proposed capital and revenue schemes detailed below will take place during this consultation process as schemes develop in more detail. This includes consultation with the general public on specific schemes and the newly formed Cycle Coventry Advisory Group. The main aim of the group will be to act as champions for cycling in the city and proactively add value to the project. The group is central to the development of scheme proposals and have led on shaping the contents of the year one programme contained in this report. Further work with this group will continue during the development process for schemes in years two and three.

- 2.7 An indicative network of cycle routes has been developed and is shown in Appendix 1. The network is made up of a series of individual corridors, each with clear strategic purpose. In most cases the objective of each route will be to improve cycle links between major trip attractors and surrounding residential areas. The Cycle Coventry Advisory Group will be an integral part of developing these routes.
- 2.8 The quality of existing cycle route provision in the city is mixed. Although good progress has been made in some areas, many existing routes are not continuous, are unsigned, and do not operate as a comprehensive clearly defined network. An important feature of the cycle route planning process adopted as part of this project is to join up and upgrade existing routes to complete sections of the network.
- 2.9 It is proposed that £100,000 of the funding from the local project in the second year of the programme will be used to improve conditions for cyclists in the city centre. This funding will support the proposed package of measures in phase two of the city centre public realm works. The project is also proposing to upgrade several existing routes which are currently well used, but are significantly substandard in terms of design standards. For example the Sowe valley footpath is a significant asset for the city in terms of access to green space and as a route linking major attractors such as the hospital to residential areas. However the path is very narrow and is generally in poor condition, muddy and inaccessible. It is proposed to significantly upgrade the path along several key sections to enable new and less experienced cyclists and people with disabilities to access the route more easily and safely. The upgraded route will link into the sections of the Sowe Valley between Henley Road and Hillmorton Road which have recently been upgraded to allow cycling. Building these routes to a higher specification will also reduce on-going maintenance issues which can be exacerbated by flooding.
- 2.10 A Coventry Cycle Strategy is currently being developed as part of the city council's transport strategy. This will include a plan for a strategic network of cycle routes across the city. The routes proposed in the Cycle Coventry project form part of this network, and in effect will be the first phase of the delivery of this plan.
- 2.11 The strategy will set out best practice to help address safety concerns on cycle routes such as potential conflicts between pedestrians and cyclists on shared routes. It is likely that the Cycle Coventry route network will consist of different types of route design including shared use. It will be important therefore that these routes are carefully designed and monitored to ensure that any safety concerns are addressed. A large part of addressing safety issues can also be achieved through education such as cycle training and campaigns that give clear messages about how cyclists should behave when using cycle routes.
- 2.12 The routes proposed through the Cycle Coventry project will be developed and constructed over the next two and half years up to 31 March 2015. Funding is provided as grant and cannot be carried over between financial years and must therefore be spent in accordance with the spend profile detailed in tables 1 and 2. The table below shows the proposed programme of schemes which will be delivered in year 1.

Table 3: Capital Schemes 2012/13

Regional Project	Smarter Network, Smarter Choices	(£000's)
Route	Scheme Description	Year 1 2012/13
Route 1 City centre to Holbrooks	This will create a largely on-carriageway cycle route between the city centre and Prologis Park via the Ricoh Arena. Year one schemes will concentrate on signing the route and addressing busy road crossing points.	75
Route 2 City centre to Hawkesbury	Schemes in year one will address the lack of cycle facilities between the southern end of Stoney Stanton Road and the city centre.	90
Route 3 City centre to Wyken, Longford and Hospital	Year one funding will be concentrated on building a large section of the Sowe Valley route.	335
Total		500
Local Project	Cycle Coventry	(£000's)
Route	Scheme Description	Year 1 2012/13
Route 4 Bannerbrook Park to City Centre	This will be used to carry out design work for schemes programmed in years two and three.	5
Route 5 Bannerbrook Park to University / Westwood Business Park	This will be used to carry out design work for schemes programmed in years two and three.	10
Route 6 Kenilworth to City Centre	This will be used to carry out design work for schemes programmed in years two and three and improving the route between Westwood/Canley and the city centre	50
Route 7 - University / to City Centre	Funding in year one will be concentrated on creating a new cycle link into Coventry Station on Eaton Road which is currently one-way for cyclists. This will complete the important and recently improved pedestrian and cycle route between Bull Yard and Coventry Station	130
Total		195

- 2.13 The capital projects will be supported by a package of revenue measures which will help support the training and educational needs of new cyclists. This project is fairly unique in having this level of resource available and creates a real opportunity to showcase what can be achieved if sufficient high quality levels of support are offered to people wanting to take up cycling.
- 2.14 The revenue scheme will enable training and information to be offered to local businesses and residents through a small team of trained officers. The concept will be based on the successful Bike It project, and will include cycle training for residents and local employees of all ages. The officers will also be responsible for identifying local champions to help maintain enthusiasm and support cycling beyond the life of this project.
- 2.15 Local events funded by the project will be important to both engage with local people and raise the profile of cycling in the city. It is planned that the first event will take place in October 2012 to act as launch event for the project.
- 2.16 The indicative package of revenue schemes in table 4 will be managed and delivered by the City Council using DfT grant funding. The indicative package of revenue schemes in table 5 will be managed by Centro and funded by revenue grant secured through the regional project. Members are not therefore being asked to approve table 5 and this is for information purposes.

Table 4: Proposed Revenue Programme (Local project)

Scheme	2012/13 (£000's)	Description
Project Delivery Support	20	This allocation will be used to support the overall management of programme of works
Marketing, Communications and Events	45	This budget will fund the production of materials such as maps and leaflets, and support the development of branding. These materials will be distributed to local residents and businesses through the Cycle Coventry team. The budget will also be used to organise events to publicise the project and cycling in general.
Education and Skills	35	This budget will be used to provide support to work with and offer assistance to local colleges and universities to help promote cycling to staff and students. This will include an offer of cycling training.
Employment	60	This budget will be used to fund work with local businesses to promote cycling to their staff. This will be supported by training and practical assistance to staff wanting to take up cycling. The budget also includes an allocation for grants to part fund cycle parking at local businesses
Community and Residential	16	This budget will be used to fund work with local residents to offer travel training and advice and promote the cycle routes. This work will also be able to pick up and act on issues raised by local residents.
Supporting Measures	20	This budget will be used to fund cycle training schemes which will be offered to local residents and workers at local businesses. It will also be used to carry out cycle maintenance which is often a significant barrier to cycling.
Monitoring and Evaluation	8	The budget will be used to support monitoring so that the effectiveness of the scheme can be assessed, such as manual cycle counts and surveys with local staff and residents.
Maintenance	70	This budget will be used to carry out minor maintenance works which will directly benefit cyclists, for example, remarking and resurfacing of cycle routes.
Total	275	

Table 5: Indicative Revenue Programme (Regional project led by Centro)

Scheme	2012/13 (£000's)	Description
Project Delivery	37	This allocation will support the co-ordination of the smarter choice measures.
Marketing and Communications	72	This budget will fund the production of materials such as maps, leaflets, and support the development of branding. The budget will also be used to organise events to publicise the project and cycling in general.
Education and Skills	22	This budget will be used to fund an officer who will work with local schools to help promote cycling to staff and students. This will include an offer of cycling training.
Employment	63	The budget will be used to engage with local businesses with an offer of support, grants and training initiatives such as Workwise and cycle parking.
Community and Residential	0 (in year one)	This project is programmed for year three and will involve engagement with local residents to promote sustainable travel.
Supporting Measures	58	This budget will be used to fund cycle training schemes which will be offered to local residents and workers at local businesses. It will also be used to carry out cycle maintenance which is often a significant barrier to cycling.
Monitoring and Evaluation	22	The budget will be used to monitor and evaluate the project through surveys, focus groups and websites
Total	274.1	

2.17 A clear structure has been set up to undertake the delivery of both the capital and revenue schemes which make up the Cycle Coventry project. The proposed structure is shown in

appendix 2. Clearly with both the local and Centro projects being delivered within a similar timescales with very similar objectives, it is logical to share resources between the two projects. There is mutual agreement with Centro that this joint working arrangement should be achieved. This arrangement will also address the issue of local decision making being integral to the regionally funded scheme which is being delivered on the local highway. It will also help to ensure consistency of the approach to marketing, branding and events between the two projects which is essential to provide residents with a clear consistent message.

- 2.18 The northern regional project will be led and funded by Centro, however much of the capital funding will be spent at the local level through a partnership between Centro and City Council officers. The regionally funded package of revenue scheme will be managed and led by Centro, however local officers will remain as a partner in the delivery process. Centro have their own separate governance arrangements and financial and management process in place. In order to access funding in accordance with Centro's governance arrangements, we are required to sign up to a Heads of Terms which sets out how this will be achieved. This report is seeking approval to delegate the power to sign up to these Heads of Terms to the Director of City Services and Development.

3. Results of consultation undertaken

- 3.1 During the development of the bid local businesses such as Barclays, Eon and the University of Warwick were involved to help capture local issues and needs. Information was also gathered from existing consultations such as the Canley and NDC regeneration schemes which helped to inform the bid.
- 3.2 Further consultation will be carried out during the implementation stage of the project to involve local residents and other local businesses and cyclists in the detail of the various schemes.
- 3.3 A new group called the Cycle Coventry Advisory Group has been set up specifically to involve local cyclists in the development and delivery of the projects. The group is identified in the structure chart in appendix 2. This is an important part of both the delivery process, but will also help to support the wider engagement and legacy process through existing external networks and groups.
- 3.4 A large part of the project funding, approximately a third, will be used to employ staff to deliver a series of Smarter Choices projects. These projects will involve offers of assistance and advice to new cyclists as well also picking up local issues which create barriers to allowing people to cycle.

4. Timetable for implementing this decision

- 4.1 Delivery of the project will commence immediately and will be completed by March 2015. The funding profiles are shown in tables 1 and 2 above.

5. Comments from Director of Finance and Legal Services

5.1 Financial implications

The three year resources of up to £6.926m to fund the schemes within this project are all grant funding from the DfT. Of this, £3.496m is direct funding to Coventry for which the Council will be the lead accountable body. In addition, further capital grant funding of up to £1.9m is available via the regional Major Scheme for which Centro are the lead Accountable body. Any resources successfully drawn down from Centro will effectively become Coventry City Council grant for delivery of outputs and risk purposes.

5.2 Legal implications

The Department of Transport invited bids for funding under the Local Sustainable Transport Fund. The Council has secured funding for its bid and is also a part of a bid by Centro. Grant conditions will be imposed by the Department of Transport and Centro as to the use of the funding and outputs derived from it.

6. Other implications

6.1 The project will help to deliver a range of corporate objectives, including:

- Promoting local economic growth and reducing carbon emissions and congestion
- Improving access to employment and local services, particularly for those who do not have a car
- Improving health, personal security and safety
- Improving air quality and the local environment

6.2 How is risk being managed?

A project board consisting of senior responsible officers is being set up to guide the delivery of the project. This will include the management of risks during delivery and will include the use of a risk register to help mitigate and manage risks. The programme will be delivered alongside the existing transportation capital programme in terms of financial management. The overall programme consists of a large package of smaller projects which are relatively small scale therefore minimising risks.

6.3 What is the impact on the organisation?

Where possible projects will be delivered using existing in-house resources. Much of the physical delivery will be carried out by the DLO. Support from external organisations may however be required to deliver a large programme within a tight timescale, however any such assistance will be funded within the LSTF budget and will not require any additional corporate resources.

6.4 Equalities / EIA

No equality impact assessment has been carried out as the recommendations do not constitute a change in services or policy

6.5 Implications for (or impact on) the environment

One of the principal objectives of the project is to reduce carbon emissions from transport. The encouragement of more walking and cycling will only have a direct positive impact on helping to achieve both climate change and air quality targets. Many of the schemes will also have a positive impact on the built environment such as the completion of the route between Coventry station and the city centre.

6.6 Implications for partner organisations?

Although the City Council will be leading on the implementation of the bid, there will be a number of partner organisations involved in the project. Centro will clearly be a main partner, as outlined above. Local businesses have also been involved in the formulation of the bid and will benefit from the outputs of the project such as new cycle routes and cycle training. The local community will also be involved in aspects of delivery through consultation, and will also benefit from the outputs and outcomes of the schemes proposed.

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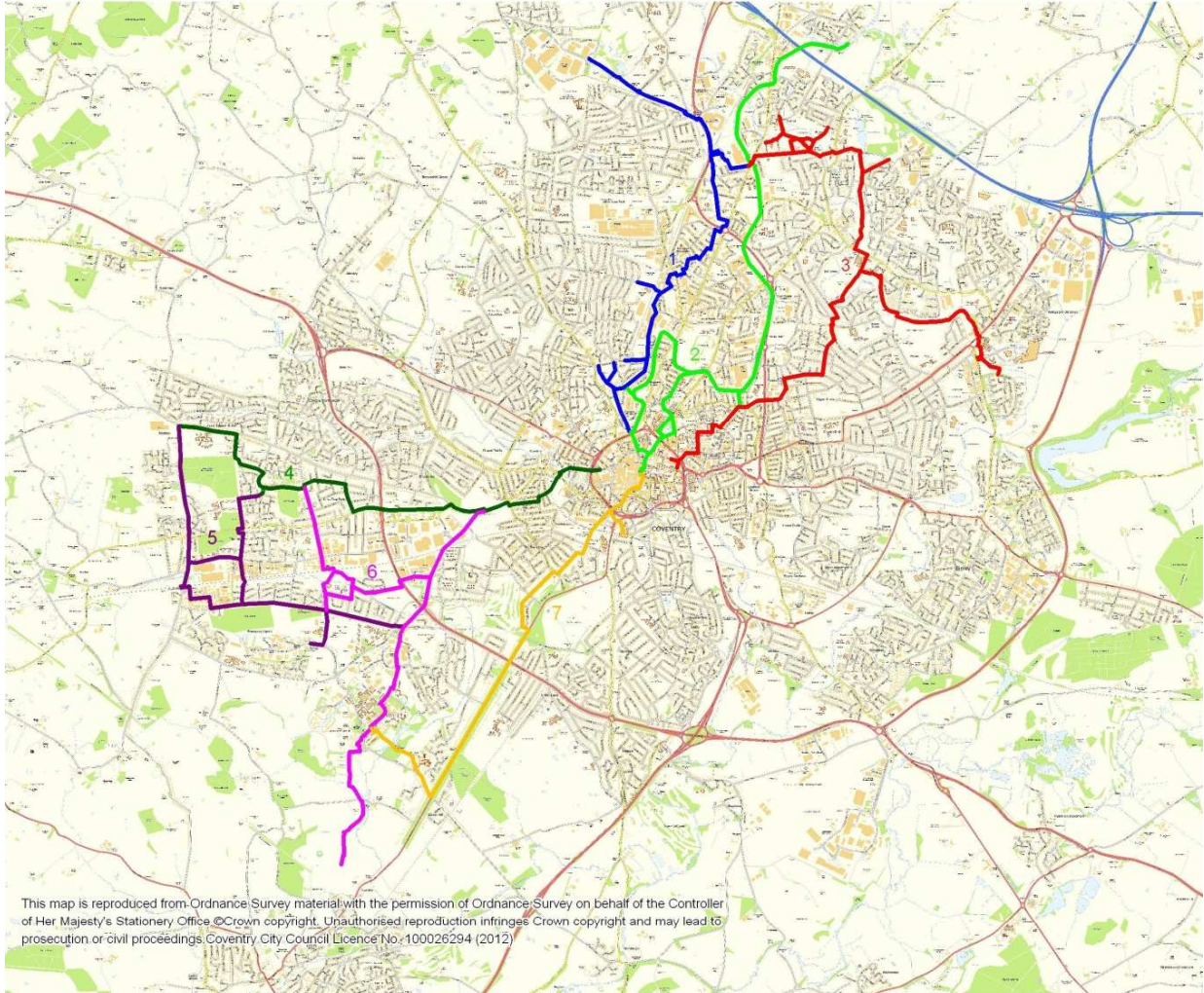
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Members: Name				
Councillor Harvard	Cabinet Member City Services	-	04/09/12	06/09/2012

This report is published on the council's website:

www.coventry.gov.uk/moderngov

Appendix 1

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

Appendix 2

