



To: Transport and Infrastructure Development Scrutiny Board (6)

Date: 9th April 2013

Subject: Cycle Coventry Project

1 Purpose of the Note

1.1 This briefing note informs the Transport and Infrastructure Development Scrutiny Board about the Cycle Coventry project, which has been awarded funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). A report in June 2012 gave an overview of part of the project, this sets out the additional programme planned and progress to date.

2 Recommendations

2.1 The Transport and Infrastructure Development Scrutiny Board is recommended to:

- 1) Note the contents of the briefing note.
- 2) Identify any further areas to consider or forward to the relevant Cabinet Member

3 Introduction

3.1 In February 2012, the City Council submitted a bid to the Department for the Cycle Coventry project. The bid was one of 30 successful bids announced by the Department for Transport on 24 May. The Cycle Coventry project was awarded £3.5m and the budget is profiled as follows:

Table 1 - Budget Profile for Local Project

£,000's	2012/13	2013/14	2014/15	Total
Revenue funding	49.7	534.8	379.5	964
Capital funding	65	1,419	948	2432
Total	114.7	1953.8	1327.5	3396

3.2 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	0	824.9	705.1	1530
Capital funding	2	1,258	640	1900
Total	2	2082.9	1345.1	3430

4 Aims and Objectives

- 4.1 The Cycle Coventry project will create a coherent cycle network in the southwest and north of the city that will link together the main residential areas, employment areas, local centres and railway stations.
- 4.2 To supplement the new network, those who live, work or study in the area will be given information and practical support to achieve a significant increase in the levels of cycling, which will reduce congestion and carbon emissions and should have positive impacts on health. The project will also improve safety and security for cyclists and benefit peoples' health and the local environment. This element of the work is described as '**Smarter Choices**'.
- 4.3 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

5 Progress to April 2013.

- 5.1 Infrastructure Improvements
A number of physical measures will be implemented to address the main physical barriers to cycling in the area (see Appendix 1). These include addressing the existing fragmented and incoherent cycle route network, a lack of facilities at key locations such as busy roads and one-way streets, unattractive subways and bridges and inadequate signage and cycle parking.
- 5.2 Table 9

ITEMS OF WORK	PROGRESS
<u>Year 1 Programme</u>	
<u>Centro Route section</u>	
1.3 Swillington Rd to Daimler Rd (Radford recreation round)	Cost estimate received from DLO. Start date to be arranged.
1.6 Kingfield Rd (Cash's Park)	Cost estimate received from DLO. Start date to be arranged.
1.7 Lockhurst Lane crossing	Brief provided to Jacobs for detailed design, UTMC progressing signal design.
1.8 Station St West to Northey Rd	Brief provided to Jacobs for detailed design.
3.2 Burlington Rd to Mercer Ave (Stoke Heath Park)	Waiting cost estimate from DLO.
3.4 Sullivan Road to Henly Mill Lane	Brief provided to Jacobs for feasibility study.
3.11 Wyken Croft to Ansty Rd (Sowe Valley)	Cost estimate received from DLO. CDM Co-Ordinator appointed. Pre-Construction Information issued. Construction risk issues to be resolved, waiting Construction Phase Plan from DLO. Public notices to be installed. Expected start date w/c 1 st April 2013.
<u>Coventry Local South</u>	
4.11 Hearsall Common	Jacobs fee proposal approved. Detailed design commenced.
5.1 & 5.2 Charter Ave	Brief provided to Jacobs for route option study and preliminary design.

5.6 Mitchell Ave 6.1 Canley Rd 6.4 Lynchgate Rd	Brief provided to Jacobs for preliminary design. Combined with 4.11 above Street lighting works complete. No progress on design.
7.11 Railway Station entrance	Works no longer going ahead. Funding re-allocated to Spon Street. £30K transferred to Public Realm, remainder deferred to 2013/14
Coventry Rail Station	Virgin have confirmed that an additional 60 cycle parking spaces will be installed at Coventry station by the end of April in locations agreed with CCC and James Avery (Cycle Advisory Group) on a previous site visit.

6 Progress on revenue activity- 'Smarter Choices'.

Business and Community Engagement

- 6.1 The infrastructure improvements will be supported by a programme of activities that will engage businesses and local residents. A package of measures will be developed with **businesses and the University** to encourage more staff and students to cycle. This will include:
- cycle parking, cycling and maintenance training,
 - events and information.
- 6.2 The network will also be promoted to **residents** in the bid area, highlighting the access it provides to:
- employment,
 - railway stations,
 - shops and other local services, and
 - leisure routes.
 - offered subsidised cycling and maintenance training and
 - promotional materials such as maps.
 - Cycling Champions will be identified at each business and in each of the main residential areas to support the project. They will be given training and information to enable them to sustain the benefits of the project beyond the period of the funding.

Education Travel Plan engagement

- 6.3 Mott MacDonald have been appointed by Centro to carry out Travel Plan engagement work with secondary schools, colleges and universities across the whole of the regional project area. A common approach is being taken across the local and regional bid.
- 6.4 Of the 6 secondary schools and 2 colleges in the Coventry north east area, they have signed up Lyng Hall and Barr's Hill Schools so far.
- 6.5 Approaches to engage with the University of Warwick and Coventry University, are due to happen in April.

Employer Travel Plan engagement

- 6.6 JMP have been appointed by Centro to carry out Travel Plan engagement work with major employers, business parks, industrial estates and other large trip generators across the whole of the regional project area.
- 6.7 In the Coventry north east area, they have so far signed up Arena Retail Park and University Hospital Coventry and Warwickshire to the project. JMP's remit has now been extended to include the Coventry south west area. (Funding to do so was agreed by DfT in the budget allocation).

6.8 CCC's Procurement Board has approved a direct call-off from Centro's Framework Agreement to enable JMP's This will be funded from CCC's LSTF grant.

7 Monitoring Programme

7.1 The programme manager will report back on the monitoring programme to Scrutiny Committee. Targets and planned monitoring is being developed.

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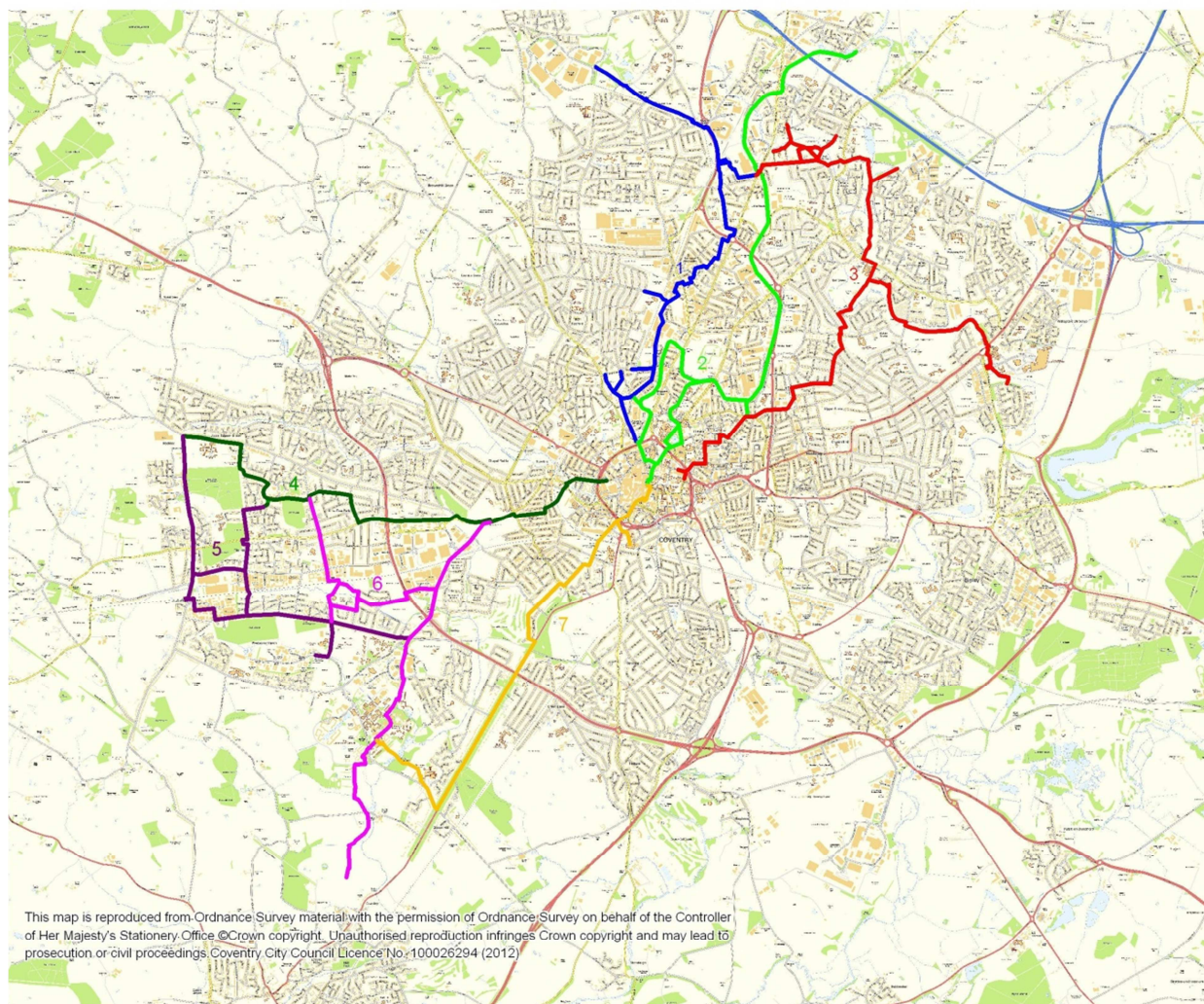
Planning, Transport and Highways

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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: Governance and Delivery Structure

