

Report to Council
23 July 2013
Report of Head of city development services
Subject Allocation of funding for riverside walk

Item

7

Purpose

To request council to approve allocation of up to £260,000 from funding already claimed to deliver a section of riverside walk for a cycling / pedestrian route between the city centre and Whitlingham Country park.

Recommendations

To approve the inclusion of up to £260,000 funding in the 2013-14 capital programme allocation for construction of a section of riverside walk, as recommended by cabinet in its meeting on 10 July 2013.

Corporate and service priorities

The report helps to meet the corporate priority "A safe and clean city" and the service plan priority to deliver Norwich Area Transportation Strategy improvement schemes.

Financial implications

The recommendation to council is to fund up to £260,000 works from an existing, ring-fenced budget.

Ward/s: Thorpe Hamlet

Cabinet member: Cllr Stonard

Contact officers

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Background documents

None

Report

1. In 2007 Norwich was allocated £900,000 funding from the National Lottery / Sustrans Connect 2 programme in order to help deliver a cycle and pedestrian route between the city centre and Whitlingham Country Park (see Appendix 1). The route also forms parts of the Norwich Area Transportation Strategy (NATS) cycle network plan.
2. This route needed to be completed by March 2013. The 2008 financial crisis led to delays in required riverside developments coming forward and meant that the route as originally conceived was undeliverable in this timeframe. In 2011, however the council drew down and banked £260,000 in respect of works already completed on the route (specifically the Lady Julian Bridge). Since then a further £311,000 has been spent on cycle improvements in north-east Norwich.
3. Sustrans requires the banked funding to be used on works which contribute to delivering the route as it was originally conceived. The steering group (the 'Norwich River Gateway' group) established to oversee the project agreed that route section 5a should be the priority for use of this funding. This section lies between Broadland Housing Association's development adjacent to Norwich City Football Club and the Trowse rail swingbridge (refer to Appendix 1).
4. The rationale for delivering section 5a is that this section was considered the least likely to be delivered in the short term through development of riverside sites, and that sites currently 'in the pipeline' would connect to it at either end within a few years. There is therefore an opportunity to use the funding to complete a missing link.
5. Section 5a is within the ownership of Norwich City Football Club. A legal agreement will therefore need to be reached with them to permit:
 - 1) access to the land to construct the route; and,
 - 2) public access for cyclists and pedestrians in perpetuity and adoption of the route by the highway authority.

The principle of entering into an agreement was agreed by cabinet on 10 July.

6. The route is a requirement of planning policy for all development sites with a river frontage as set out in the Riverside Walk Supplementary Planning Document. Accordingly, the specification used for sections of riverside walk elsewhere will be used.
7. It is preferable to implement the project earlier rather than later in order to use the £260,000 before its value is eroded by inflation. Council approval is therefore required to commit funding to the project, allowing detailed design work to commence, and detailed costs for the scheme to be calculated. Any funds remaining from the total £260,000 would be available to undertake further works to improve the cycle links along the river in east Norwich, to be identified by the Norwich River Gateway group.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Council
Committee date:	23 July 2013
Head of service:	Andy Watt
Report subject:	Allocation of funding for riverside walk construction
Date assessed:	24 June 2013
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Value for money will be sought in procuring works
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Contributes strongly to NATS objective of encouraging modal shift towards cycle / pedestrian journeys and provides an element of the NATS cycle network
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Construction of route will support NATS policies and implementation plans ensuring a high-quality route is in place as soon as possible.
Negative
No negative impacts identified
Neutral
No impacts on council service delivery are identified
Issues

