

## Report for Resolution

**Report to** Cabinet  
16 March 2011  
**Report of** Head of City Development Services  
**Subject** Scrutiny Committee's recommendations arising out of work  
by Scrutiny Cycling Task and Finish Group

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14

### Purpose

The purpose of this report is to consider actions in response to recommendations made by the cycling task and finish group as endorsed by Scrutiny Committee

### Recommendations

Members are asked:

1. As part of a review of the council's travel plan within the 'Workstyles Review', for suggestions made by the cycling scrutiny task and finish group to introduce a cycle to work scheme, pool cycles and provide cycle training to be considered; and
2. To note that improvements to the city hall cycle shed are planned for 2011/12.

### Financial Consequences

The financial consequences of the introduction of a cycle to work scheme, pool cycles and cycle training will be explored as part of the 'Workstyles Review'. The cost of improving cycle parking has been estimated to be £10,000. This has not been specifically budgeted for but would be met from the corporate repairs and maintenance budget.

### Risk Assessment

There are health and environmental benefits in more staff cycling to and during work. The council needs to ensure that where it allows staff to cycle in the course of their work that health and safety issues are properly considered.

### Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority "Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future" and the service plan priority...

**Executive Member:** Councillor MacDonald - Environment

**Ward:** All

### Contact Officers

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## **Background Documents**

Final report and recommendations of the cycling task and finish group – report to Scrutiny Committee, 22 July 2010

# Report

## Background

1. The cycling task and finish group was scoped to consider ways that the following aims may be achieved;
  - More people cycling in Norwich as a green transport option;
  - Any positive implications for tourism;
  - Safe coexistence between pedestrians, motorised road users and cyclists; and
  - Benefits to health
2. The group reported back to Scrutiny Committee on their recommendations at the July 2010 meeting following work over a number of months including discussion with officers from both the city and county councils. Their recommendations were endorsed by Scrutiny Committee.

## Recommendations to Cabinet

3. The group considered how the council could encourage cycling through its support for staff considering “that in supporting the implementation of the measures as set [in paragraph 4a) – d) of this report], the Council would be taking up its role as an active leader in the City by encouraging in-house cycling as well as offering potential savings from use of pool cars and other transport.”
4. The specific recommendations made by the task and finish group to encourage in-house cycling – endorsed by Scrutiny Committee and for Cabinet to consider were as follows:
  - a) “Cycle to Work Scheme – following the success of the scheme held in 2008/09 this could be run again in 2011 and that a similar scheme that uses local independent cycle shops as well as national stores be provided in future as a constant year round facility;
  - b) Pool Bikes – this was being considered by Norwich Improvement Programme but has not been prioritised or progressed. The scrutiny committee are asked to request that the Executive makes implementation of a pool bike scheme a priority.
  - c) Training – Human Resources offers adult cycle training to encourage less confident staff to cycle to and from home and work.
  - d) Cycle Shed Improvements – replace the existing sub-standard stands with approved ‘Sheffield-type’ [stands]”.
5. The task and finish group also asked if a council member could attend Norwich Cycling Campaign meetings to help build the future development of cycling and to report back to Members more widely via e-councillor. They secondly noted the then on-going work to review the Norwich area cycling strategy by the County Council including a proposal for a public cycle hire scheme.

6. Involvement in Norwich Cycling Campaign is presently being investigated. Such representation would need to be considered when appointments to outside bodies are next reviewed. Implementation of a cycle hire scheme forms a possible element of the Norwich Area Transportation Strategy Implementation Plan, although it is unlikely to come forward for some time due to reduced availability of local transport plan funding.

### **Discussion of Recommendations to Cabinet**

7. The suggestions made by the task and finish group would help encourage cycling within the council as well as help demonstrate the value and importance of cycling as a realistic mode of transport more generally. The cycle to work scheme has been previously provided by the council and proved to be popular thus helping to increase the number of regular cycle commuters. The council has also operated a pool bike scheme although this was some time ago. There is value in better training both to meet health and safety needs as well as to promote cycling more widely.

8. However all of these potential initiatives come with cost and other implications. Even though they may overall generate savings there is a need, for example, to ensure that any particular initiative can be sustained and is adequately managed.

9. The council has a travel plan which has been in place now for some years. There is pressure to review this because, for example, the lease for the pool car fleet will finish relatively soon. A review of the travel plan is being developed as part of the 'Workstyles Review': it is proposed that the suggestions of the cycle to work scheme, pool bike and cycle training are developed as part of this.

10. The cycle shed is in relatively poor condition as it leaks which in turn can lead to problems with lighting, rusting of the cycle stands, etc. The stands are also of an old design that is less secure than more modern U shaped 'Sheffield' stands. The latter is mitigated if the access door is kept shut and a further way to improve security would be to provide pedestrian access between the cycle shed and city hall itself. This may be feasible and could be more cost effective than providing new stands. Also provision of 'Sheffield' stands is likely to reduce capacity.

11. It had been hoped to undertake some improvement works in this financial year. However, finding the most appropriate waterproofing solution is taking time to resolve and the works will need to roll over into 2011/12. It is not considered sensible to invest in other aspects (such as renewal of the cycle stands) until the roof problem is resolved in some way.