

**Report to** Cabinet  
17 April 2013  
**Report of** Head of city development  
**Subject** Cycle City Ambition Grant

**Item**

**7**

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### **Purpose**

To seek delegated authority for the deputy chief executive in consultation with the portfolio holder for environment and development to submit an application to the Department for Transport for a Cycle City Ambition Grant.

### **Recommendations**

- (1) To support a bid being made to the Department for Transport to bid for a Cycle City Ambition Grant, subject to securing the required match funding.
- (2) To delegate authority to the deputy chief executive in consultation with the portfolio holder for environment and development to submit an application to the Department for Transport for a Cycle City Ambition Grant.

### **Corporate and service priorities**

The report helps to meet the corporate priority to make "a prosperous city" and "a city of character and culture" and the service plan priority to develop cycling infrastructure to enable more people to travel by bicycle.

### **Financial implications**

To provide up to £474,000 to come from budgets that have already been allocated to cycling projects.

**Ward/s:** University, Nelson, Town Close, Mancroft, Thorpe Hamlet, Crome

**Cabinet member:** Councillor Bremner – Environment and development

### **Contact officers**

Ben Webster

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### **Background documents**

None

# Report

## Background

1. Norwich has been invited by the Department for Transport to bid for a Cycle City Ambition Grant. Only the 28 cities that are part of the 'City Deals' process are eligible to bid.
2. Working with the Greater Norwich Development Partnership and other partners, the council will shape a bid that could result in up to £5 million being invested in enhancing a major cycle route in the city
3. The council can bid for around £3.4m capital funding. This would be supplemented by approximately £1.6m local match funding. This will come from:
  - (1) existing city council budgets which have already been allocated for cycling improvements;
  - (2) local transport plan funding, allocated to us by the county council;
  - (3) growth point funding; and
  - (4) funding from other partners.
4. If successful it is intended to use the money to improve the pink pedal-way that connects the Norwich Research Park (NRP) to Heartsease via the city centre. This would create an enhanced eight mile cycle route spanning the whole city that is direct, enjoyable and safe.
5. This route has been chosen because it connects local communities to both the city centre and the NRP thus supporting the ambition of the City Deal to improve infrastructure links.
6. The application needs to be submitted by 30 April and a decision will be announced about a month later. If successful the city council will be the accountable body for the delivery of the schemes contained in the bid.

## Integrated impact assessment



**NORWICH**  
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with completing the assessment can be found [here](#). Delete this row after completion

### Report author to complete

<b>Committee:</b>	Cabinet
<b>Committee date:</b>	17 April 2013
<b>Head of service:</b>	Andy Watt
<b>Report subject:</b>	Cycle City Ambition Grant
<b>Date assessed:</b>	08 April 2013
<b>Description:</b>	Seeking delegated authority to submit an application for a Cycle City Ambition Grant

	Impact			
<b>Economic (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If the application is successful money that is already committed to cycling projects would be used to secure around £3.4m from central government.
<b>Other departments and services e.g. office facilities, customer contact</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Economic development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycling infrastructure will be created that enables development to occur in a way that minimises the effect on the environment; connects people to job opportunities and boosts patronage of businesses along the cycle route.
<b>Financial inclusion</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in relatively deprived parts of the city will be given an affordable route to get conveniently to work.
<b>Social (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
<b><u>S17 crime and disorder act 1998</u></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cyclists provide natural surveillance of areas through which they pass. Cycle routes would be lit to minimise that threat of crime to cyclists.
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The projects would boost cycling levels making people healthier and improving the quality of the local environment by reducing car use.
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advancing equality of opportunity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycling is an affordable way of undertaking utility and recreational journeys.
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It fulfils policies in the Norwich Area Transport Strategy.
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project aims to restore verges that have car parking on them and to plant trees.

	Impact			
<b>Waste minimisation &amp; resource use</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycling uses less energy than motoring.
<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Promoting cycling over car use is beneficial for the built and natural environment because it reduces pollution.
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Energy and climate change</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Promoting cycling over car use reduces carbon emissions.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The application will be accompanied by a thorough risk analysis.

## Recommendations from impact assessment

### Positive

There are numerous positive attributes. The scale of the benefit will depend on the detailed design and implementation of the projects that would be funded through the Cycle City Ambition Grant if it is secured.

### Negative

There are no negative attributes that need to be mitigated.

<b>Neutral</b>
<b>Issues</b>