

Report to Cabinet
14 January 2015
Report of Head of city development services
Subject Cycling ambition grant programme – ongoing funding

Item

8

KEY DECISION

Purpose

To seek approval to accept the invitation from the Department for Transport to apply for funding that it has earmarked for Norwich from its cycling ambition grant programme.

Recommendation

To accept the invitation from the Department for Transport to apply for funding that it has earmarked to Norwich from its cycling ambition grant programme.

Corporate and service priorities

The report helps to meet the corporate priority of a prosperous city, safe and clean city a city of character and culture and the service plan priority to implement the *Norwich area transport strategy*.

Financial implications

An application will be submitted for a grant of around £8.4m to pay for improvements to the quality of cycling infrastructure on the Greater Norwich cycle network.

If the application is successful, approval will be sought from cabinet and council to incorporate the funds into the capital programme for 2015/16 and the capital plan for 2016/17 and 2017/18 alongside other funds that have already been approved for projects that benefit cyclists.

Ward/s: Various

Cabinet member: Cllr Mike Stonard

Contact officers

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Manager

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Background documents

None

Report

Background

1. The policies of the city and county councils recognise the importance of promoting cycling as a useful, healthy, cheap and enjoyable way of carrying out day to day journeys around the city. In April 2010 the *Norwich area transport strategy implementation plan* was approved containing a commitment to improve conditions for cycling.
2. In June 2012 the Norwich cycle network was launched following consultation with cyclists. It covers the whole urban area and out to neighbouring parishes within commuter cycling distance of the city centre. It comprises seven colour coded pedalways, which are strategic routes for longer journeys. They are complemented by neighbourhood routes that connect to the pedalways and local facilities.
3. In August 2013 the Prime Minister announced that Norwich's application to become a cycle ambition city had been successful and awarded the city £3.7m in capital funds. This money was supplemented by £2m of local funds, to enable the *Push the pedalways programme* to begin. It forms part of the *Healthy Norwich initiative* and money was provided by the county's public health service and the Norwich clinical commissioning group because of the important contribution active travel makes to improving levels of physical and mental health. Securing cycle ambition funding entitled the city council to bid for over £200k revenue funding to support walking, which it also received.
4. The *Push the pedalways programme* concentrates on improving the pink pedalway, which connects the Norfolk and Norwich Hospital / UEA / Norwich Research Park via the city centre to the 'growth triangle' on the north east edge of Norwich, so that it can be ridden confidently by people of all ages and cycling ability. It now consists of 20 projects, some of which help people to reach the pink pedalway and move around their neighbourhoods. Examples are allowing contraflow cycling on the northern part of Magdalen Street, signposting the network and creating 20mph areas in the city centre, around The Avenues and Heartsease. The programme is planned to be completed before the end of September 2015.
5. The *Push the pedalways programme* is strengthening the approach to monitoring levels of cycling, the demographic characteristics of cyclists and their satisfaction with the infrastructure. A bicycle account will be published by the county and city councils at the start of national bike week in June 2015 that presents this data and explains what it means for the health and prosperity of the city and its citizens. This is the first edition of a document that will be published every couple of years to track our progress towards achieving the ambitious goals we have set. We will also publish a new edition of the Norwich cycle map that shows the adjustments to routes that have become possible as a result of the *Push the pedalways programme*, other developments and the identification of better alignments for routes in certain areas.

Ongoing funding

6. On 27 November 2014, Norwich was represented at a cycling summit in Bristol at which the Deputy Prime Minister announced a £114m extension to the existing cycling ambition grant programme. He explained that the extra funds would only be available to the eight cycling ambition cities because continuity of funding is needed

to create the kind of transformative changes that other places can learn from and emulate. The other cities that received funding were Birmingham, Bristol, Cambridge, Leeds, Manchester, Newcastle and Oxford.

7. On 31 December 2014 guidance on the arrangements for allocating the funds were published. Government funds of between £7 and £8 per capita per year will be allocated over the three years amounting to around £8.4m for Norwich.
8. The cities must submit applications by 30 January 2015 that demonstrate their programmes of investment over the next three years offer sufficient value for money and draw on the ten year strategies that featured in the original bids made in 2013. Norwich's original bid contained a target to double cycling between 2013 and 2023 by systematically upgrading a pedalway every two years.
9. The content of the application will be developed with officers from Norfolk County Council, Broadland District Council and South Norfolk Council. Views will also be sought from colleagues in public health, the clinical commissioning group, the Local Enterprise Partnership and the Norwich Cycling Campaign. It will be submitted by the city council's executive head of regeneration and development following discussion at the Norwich Area Transport Strategy Board and consultation with the cabinet member for environment, development and transport.
10. There is less than one month to produce the application and therefore it will be neither possible nor democratically appropriate for the detail of the projects on which the money will be spent to be fixed. The maximum amount of flexibility will be sought from the Department for Transport whilst also ensuring that a convincing application is submitted.
11. It is however possible to identify at this stage some principles on which the application would be based. These are derived from the principles of the *Push the pedalways programme*.
 - a) The pedalways are the most important parts of the cycle network and should be prioritised for investment.
 - b) Improvements to pedalways should be implemented comprehensively so that a coherent section of pedalway is upgraded from the city centre moving outwards to residential neighbourhoods within easy commuting distance of the city centre.
 - c) The choice of pedalways to be upgraded next will be determined by the extent to which it fulfils council objectives for transport, planning and public health; complements other planned improvements in the vicinity of pedalways that already have local match funding allocated to them; and do not face insurmountable obstacles to implementation.
 - d) The alignment of the pedalways can be altered if necessary to achieve a more direct route using the funding to overcome existing obstacles such as difficult junctions or gradients or to take advantage of development projects.
 - e) The budget allocated to projects should allow a high standard of cycling infrastructure to be achieved, which in essence means that the whole route should be capable of being ridden confidently by people of all ages and abilities

because generous space for cycling is provided that is protected from vehicles moving faster than 20mph.

- f) Achieving a high standard of cycling infrastructure requires more than meeting the functional requirements of safety, coherence, directness and comfort. The attractiveness of the surrounding landscape and public realm affects peoples' willingness to cycle and the enjoyment they derive from it and enhancing it is a legitimate use of the money, especially in our fine city.
 - g) It must be easy to reach the comprehensively upgraded pedalways from adjacent residential neighbourhoods because traffic speeds have been reduced to a maximum of 20mph throughout those neighbourhoods and the connecting neighbourhood routes.
 - h) Overcoming obstacles to access for cyclists in the city centre is an important objective because this is the focus of many journeys.
 - i) Opportunities to provide better conditions for pedestrians, for example by discouraging cycling on pavements, would recommend projects.
 - j) Secure cycle parking and good information should be provided at key destinations on the pedalways.
12. The Department for Transport will inform the cities whether their applications have been successful in March 2015. If our application is successful design work is likely to start in April 2015 with construction from January 2016, with completion in March 2018.

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

Committee:	Cabinet
Committee date:	14 January 2015
Head of service:	Andy Watt, Head of City Development
Report subject:	Norwich Cycling Ambition
Date assessed:	5 January 2015
Description:	To seek approval to submit an application to the Department for Transport to its cycle city ambition programme.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If the application is successful money that is already committed to projects that will benefit cyclists would be used to help secure around £9.1m from central government.
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 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.
Financial inclusion	<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.
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"/>	

	Impact			
<u>S17 crime and disorder act 1998</u>	<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.
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"/>	The projects would boost cycling levels making people healthier and improving the quality of the local environment by reducing car use.
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycling is an affordable way of undertaking utility and recreational journeys.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It fulfils policies in the Norwich Area Transport Strategy.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project aims to improve the aesthetic and landscape quality of the areas through which it passes, for example by planting trees.

	Impact			
Waste minimisation & resource use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycling uses less energy than motoring.
Pollution	<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.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Promoting cycling over car use reduces carbon emissions.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The application will be subjected to a 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.	
Negative	
There are no negative attributes that need to be mitigated.	

Neutral

Issues