Cycle City Ambition Grants

Department for Transport

Applicant Information

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When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
www.mynottingham.gov.uk/cycling

SECTION A - Project description and funding profile

A1. Project name: Nottingham Cycle City Ambition Programme (NCCAP)

A2. Headline description:

The Nottingham programme aims to achieve a step change in the number of people who cycle cycling as part of an overall plan for transforming levels of cycling in the city. It targets a number of key market segments, from novices through to experienced cyclists, and includes:

- Two high quality cross-city cycle commuter routes;
- Major cycling improvements around the city centre to create a cycle-friendly "permeable core";
- Neighbourhood-level cycle improvements in initially three deprived community areas; and
- A "Greenway" element – an off-road cycle path by the River Leen, and cycle paths to encourage cycling and new cyclists in five major parks.

A3. Geographical area:

The bid covers Nottingham City Council's administrative area - please see Figure 6.1 in the Strategic Case.

The proposed high quality routes into and across the city centre follow established North-South and East-West corridors of travel demand serving major employment and development areas. These have significant traffic congestion problems which can be alleviated by increased cycling. The neighbourhood-level cycle improvements are targeted on three deprived communities (Bulwell, Lenton and St Ann's) adjacent to the more strategic level infrastructure improvements. The "Greenway" element focuses on an arc from the Northwest to the Southeast of the city, connecting a new River Leen route to existing off-road cycle paths, and encompassing improvements in cycling infrastructure in four of the city's major green spaces within that arc. The full package links together people and job opportunities including improved access to the Enterprise Zone.

A4. Total DfT funding contribution sought (£m): £6.10m

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? ☒ Yes ☐ No

The Equality Impact Assessment is included in the Appendices to this bid document.

A6. Partnership bodies

Please provide details of the partnership bodies (if any) you plan to work with in the design and

delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

The Nottingham Cycle City Ambition Programme will be delivered in collaboration with a number of partner organisations. This builds on successful partnership working in a number of other sustainable transport programmes. Our partner organisations and their roles are outlined below.

Partnership body	**Role**	**Commitment**
Nottingham Health and Wellbeing Board	• Advise and provide input to ensure that health benefits are maximised • Programme Board member • Steering Group member	A letter of commitment is included in the bid appendices which highlights funding support and aligned working between transport and health sectors
Nottinghamshire County Council	• Liaison on issues where infrastructure proposals approach administrative boundaries • Project delivery for supporting work within County boundary • Programme Board member • Steering Group member	Commitment through existing and if the bid is successful new working groups
D2N2 Local Enterprise Partnership	• Provide strategic level guidance taking account of the regional context • Programme Board member	A letter of commitment is included in the bid appendices
Local Transport Body	• Provide strategic level guidance taking account of the regional context • Programme Board member	In the process of being established
Greater Nottingham Transport Partnership (GNTP)	• Provide business community input into programme development via GNTP members • Programme Board member • Steering Group member • Coordinator of Programme Communications and Marketing sub group • Senior User on Programme Board	A letter of commitment is included in the bid appendices
Sustrans	• Critical Friend to all infrastructure design activities • Programme Board member • Steering Group member • Member of Communications and Marketing sub group	A letter of commitment is included in the bid appendices
British Cycling	• Advise on links to recreational and sport orientated cycling • Programme Board member	A letter of commitment is included in the bid appendices

	• Steering Group member • Promotion of community rides and cycle events	

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? ☒ Yes ☐ No

SECTION B – The Business Case

B1. The Scheme – Summary

The Nottingham City Cycling Ambition Programme (NCCAP) represents a step change in cycling provision across the city through the provision of:

- Two high quality, direct, safe cycle routes crossing the city in a north – south and east – west axis.
- City centre improvements to connect these routes through the heart of the City
- A new north-south off road cycle way adjacent to the River Leen combined with improvements within, and connections to, the City parks for cyclists
- Neighbourhood based cycling improvements in three deprived wards developed from a Bikeability Level 2 audit of all the roads in the urban area

The scheme has been developed directly to meet evidenced local challenges, and builds on the established and successful work of the City Cycling Action Plan (which has been in place since 2008), the LSTF programme, the Local Transport Plan and Health and Well Being, Communities and Economic Development programmes. It is supported by all relevant stakeholders and will make a significant contribution to the economic vitality of Nottingham and to the health and well being of local citizens.

B2. The Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing problems and barriers, explain how the preferred scheme was selected and explain what the predicted impacts will be (please make reference to the guidance document).

A full Strategic Case is provided. The following provides a brief synopsis.

Rationale behind the proposals

As one of the UK's core cities, Nottingham has the largest economy in the East Midlands and, as such, is a key driver of national prosperity. Nottingham is also a modern European city with a well-recognised international brand which has been built from our historical and industrial heritage. Today, Nottingham has a reputation for being at the cutting edge of scientific innovation, thanks to the presence of two world-class universities and our emerging expertise in areas such as bio-science. The city is also known for its vibrant cultural scene and world class sporting venues.

Nottingham is also a city that has been embracing cycling for many years. As the home of Raleigh bikes we have a heritage of cycling which is exemplified in the Greater Notts Bike Ride which is now in its 32nd year. We were an original cycle challenge city, and more recently hosted a start of the Tour of Britain in 2012, and this year will be hosting the Milk Race in May.

We have a well-established Cycling Action Plan (first published in 2008) that has cross party support (and the active endorsement through a signed declaration of 22 key businesses and stakeholders). The Cycling Action Plan sets out a clear long term vision, and associated actions, that will ensure we continue to grow cycling numbers and embed a culture of cycling across Nottingham, from the youngest school children through to elderly citizens. The knowledge and understanding which is reflected in the Cycling Action Plan and associated LSTF (Local Sustainable Transport Fund) and LTP (Local Transport Plan) delivery programmes have enabled us to approach the NCCAP with a clear and cohesive picture of what we need to deliver to accelerate progress and create a transformational change in the cycling culture across the City.

We fully recognise that the benefits of cycling extend beyond just being a form of transport, and with new responsibilities for Public Health, the Council wants to continue to strengthen the link between active travel and Citizens living healthy and happy lives. We recognise there are barriers to people cycling on a day to day basis but we are determined that we will breakdown these barriers and the implementation of this bid will go a long way to achieving this.

By implementing the plans and accelerating our delivery of the Cycling Action Plan we will make huge in-roads into making Nottingham a City where more of our Citizens want to cycle as part of their day. Through the delivery of this bid we will enable more people to cycle to work and the and to access training and retail provision and we will ensure they feel safe whilst doing so. We will also improve our off road network, capitalising on the green spaces and corridors which we have within our City. This network will allow families and children to easily enjoy cycling for leisure, with facilities on their doorstep, in their communities.

By delivering all the elements of the bid it will allow a transformational change in the way our Citizens get about. This will instil a culture of cycling which we will continue to invest and improve, for the benefit of our Citizens. This will build on the major investment of over £750 million in our transport infrastructure which includes the bus, tram, road and rail network and City Deal. Please see Figure 2.1 in the Strategic Case for further details.

Strategic fit with local policy

Nottingham has a well-established policy framework and associated delivery programmes which are relevant and complimentary to the NCCAP bid, cutting across the broad sectors of: Transport; Planning; Economy; Environment; and Health in particular Local Transport Plan, Economic Growth Plan and Health and Well Being Strategy. These are summarised in Strategic Case documentation which accompanies this application form, and hence for brevity is not repeated in full here.

The NCCAP fits seamlessly with existing policy commitments, and is fully supported by stakeholders, senior officers, politicians, the private and voluntary sectors. The signed Foreword by the Portfolio Holders for both Transport and Health shows a clear commitment to the bid, and a direct fit with local policy across both these sectors.

Problems and barriers it is seeking to address

The problems and barriers have been clearly identified based on the work to establish the Cycling Action Plan, LTP and LSTF programmes. We have involved local communities, stakeholders, cyclists and non-cyclists in defining these problems and barriers, which can be summarised as follows.

Strategic Issues

Maintaining economic competitiveness and creating capacity for growth: (supporting the business community)

- Largest employment and economic centre in the East Midlands with a local economy worth £12 billion
- Projected increases in people and jobs by 2028
- Congestion costs the local economy in the region of £160 million each year in traffic delays
- Traffic levels could increase by up to 27% by 2028
- Strong support from business community to encourage greater uptake in cycling

Supporting people into employment by reducing barriers to accessing services and opportunities, particularly in terms of affordability and low travel horizons: (supporting people into work)

- Higher than national unemployment, particularly amongst young people.
- Cost of transport and low travel horizons are barriers preventing the most disadvantaged communities from accessing opportunities.
- Higher than average levels of deprivation characterised by lower than average household income levels and low car ownership levels.

Adapting to climate change and continuing a downward trend in carbon emissions by making cycling and walking a realistic and attractive choice (increasing cycle use through significant shifts from the private car - without compromising walking)

- Transport contribution to carbon emissions reducing year on year.
- Potential to create 9,000 – 12,000 jobs in the Low Carbon & Environmental Goods and Services sector.
- Impact of rising fuel costs on low income families.
- One of the UK's least car dependent cities, although cycle use mode share for trips to work is relatively low compared to the highest performing UK and European successful cycling cities.

Increasing levels of physical activity to achieve a healthy weight for the local population and reduce health inequalities by creating the social, cultural and physical environment to support active travel options and supporting more people back to work: (increasing cycling levels amongst the least active people)

- Health inequalities across the bid area characterised by a significant difference in life expectancy between the wealthiest and the most disadvantaged wards.
- Increasing prevalence of overweight and obesity across the population and low levels of physical activity.
- Poor health plays a significant factor in people's ability to take an active part in society including becoming economically independent.
- Air quality and noise also impact on people's health.

Wider political and local stakeholder ambition and challenges for the bid (including local user and non user feedback).

- The need to demonstrate a step change in the provision for cyclists resulting in significant increases in cycle use
- Be supported by local stakeholders and appropriate levels of match funding
- Enhance and improve the on-going LSTF, Cycling Action Plan and LTP investment in cycling and walking without compromising public transport accessibility
- The need to make cycling safer through reduced vehicle speeds, increased capacity /visibility for cyclists, increased segregation
- Be sufficiently ambitious and challenging to gain support from the DfT to fund the bid (and meeting all DfT technical and funding criteria)
- Be deliverable by March 2015 (with match funding support to promote the infrastructure funded through the NCCAP beyond that time frame).

Cycling specific issues / barriers

In addition to these strategic challenges, there are a number of more local 'cycle specific' issues that need to be considered when developing the options. These local challenges were developed when formulating the Cycling Action Plan and the Local Transport Plan, and are based on local experience and feedback from cyclists / stakeholders (more generally defined as barriers to cycling across Nottingham), and are summarised as follows:

Local challenge	**Identified solutions**
Lack of continuous, high quality, direct routes linking housing with employment (existing and future)	Provide a core network of high quality, direct and attractive routes for cyclists linking housing areas with employment opportunities
Challenging inner core prevents cross city cycle route options	Redesign of City Centre to enable joint walk, cycle and permeability improvements in core central area (through the displacement of vehicles to outer ring road and new cycle facilities on the inner ring road)
Speed of traffic in community areas creates hostile environment for novice cyclists	20 mph zones being delivered across neighbourhoods as part of LSTF programme, will provide platform for localised cycle improvements built around community needs
Lack of confidence, apprehension or feeling the journey by bike is too far/long	A programme of marketing, training and local signing
Difficulty in providing for both experienced and novice cyclists, in particular the least active members of society	Need to invest in both high quality on road and off road networks (attractive, safe, direct routes)

Lack of family focused cycle facilities within our Parks and Open spaces	Provide cycle routes and tracks for various bike types, users and ages. Provide cycle hire and good quality (where possible) off road routes which link to communities and the Parks. This will also provide opportunities to increase cycling events.

Summary of requirements

The above problems have been used to define the package of measures which are included within the NCCAP bid. For simplicity we have converted the problems into challenges (or objectives) that the NCCAP must address. These are described as follows.

- Supports local businesses and helps people into work
- Results in significant increases in cycle use (from private car)
- Increases cycling amongst least active people (we undertook a segmentation exercise to explore the distributional impacts of the propose measures on key target groups as reported in Chapter 8 of the *strategic case* document)
- Is supported by stakeholders
- Enhances existing programmes working to increase the sustainable transport offer alongside other major transport investment across the City
- Makes cycling safer
- Is affordable
- Is deliverable

How the scheme was selected

A number of options were initially developed through dialogue with local stakeholders and partners such as the GNTP, Health and Well Being Board, Sustrans and British Cycling using the following process:

Initial Options

- Technical working group established a long list of potential solutions to identified problem statements
- Technical working group screened the 'long list of potential solutions' against DfT criteria and policy fit

Option screening

- Short list of measures considered against the evaluation criteria defined above. Those not meeting minimum standard or thresholds were discounted

Option refinement

- Short list compiled into suitable packages of schemes for wider input by stakeholders
- Two separate stakeholder workshops to discuss detail of the evolving package:
  - Firstly a meeting of the Nottingham Recreational Cycling Forum
  - Secondly a meeting of the Nottingham Cycling Development Group
- The preferred strategy resulting from this process was then tested at a senior officer and political level (with the formal support of the Leader, Portfolio Holder and Chief Executive). The preparation of the bid was the subject of a formal Portfolio Holder Decision which is a recorded decision as well as full support from the Council Leader, Chief Executive and Chair of the Health and Well Being Board.

Preferred Option

It is important to note that due to the short timescales to prepare the NCCAP it was not possible to undertake a full economic appraisal on all the potential options, but the refinement process means that we engaged stakeholders in defining the preferred option throughout, and used a transparent process to rank options against the defined challenges and the bid requirements. To further strengthen the bid we have undertaken sensitivity testing on the outcomes of the preferred option.

Initial options

The initial 'long list' of options is summarized as follows:

- New cycle and pedestrian crossing over River Trent
- River Leen Cycleway linking together Nottingham Parks
- Cross City Cycle Routes and combined with City Centre improvements to act as focus for priority commuting corridors
- Expansion of Cycle Hire Scheme
- Community led improvements
- City Centre Cycle Hub (to complement the existing train station provision)
- Cycle 'super highway' on one major arterial route
- Interactive journey planner

Option screening

The following summarises the outcome of the option testing process.

Assessment Criteria	**Option ...**							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Supports local businesses and helps people into work	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓
Results in significant shifts in cycle use (from private car)	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓✓	✓
Increases cycling amongst least active people	✓	✓✓✓	✓✓	✓✓	✓✓✓	✓	✓✓	✓
Is supported by stakeholders	✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓	✓
Enhances existing programmes, resulting in a step change - ambitious	✓	✓✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓	✓
Makes cycling safer	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓	✓	✓✓✓	✓
Is affordable	×	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	✓	✓
Is deliverable	×	✓✓✓	✓✓✓	✓✓✓	✓✓✓	×	×	✓
Meets all DfT funding criteria	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	×	×	✓

Note: The blue highlighted cells in the above table represent the preferred option.

Option refinement

The last three of these categories were essentially 'pass or fail' with a cross representing the view that there was a clear reason why the option couldn't be progressed to preferred option stage. The blue highlighted cells in the above table represent the preferred option.
Following this initial refinement, a preferred package was prepared which was tested with

stakeholders (Nottingham Recreational Cycling Forum, Nottingham Cycling Development Group and political leaders), alongside the appraisal of discounted options. These workshops enabled wider discussions and ideas to take place, and enabled a comfortable consensus to be established on the preferred package of measures to be progressed through the bid process.

How the scheme addresses the problems and challenges

The following table summarises how the proposed scheme addresses the defined challenges.

Challenges to be addressed	How the preferred option addresses the challenge
Supports local businesses and helps people into work	**Cross City Cycle Routes and City Centre Improvements** – provide essential high quality, attractive direct and commuting corridors linking key housing with employment sites. High impact investment with significant potential for modal shift when combined with supporting smarter choices measures **River Leen Greenway** – Offers new direct off road link between north west communities and new employment sites, including the Boots Enterprise Zone, to connect people with jobs in addition to access to training providers **Neighbourhood Improvements** – Provides the opportunity for safe access to the Cross City Cycle Routes and Greenway, offering out-reach links into housing, developed and delivered by local people. Cycle hire and cycle parking offer support to businesses as well as facilitating access to training. **Combined Impact** – strong overall impact in terms tackling key issue of transport affordability amongst lower paid workforce to support local people into jobs and training
Results in significant growth to cycle use (from private car)	**Cross City Cycle Routes and City Centre Improvements** – Strong impact on mode shift as a result of new safe, convenient and attractive alternatives associated with new prioritised cycle corridors **River Leen Greenway** – Strong impact on mode shift as it offers an excellent alternative off road high quality commuting route to alleviate congestion on the heavily trafficked ring road, and links housing and employment centres **Neighbourhood Improvements** – offers the potential for existing car users to access cross city cycle routes, serving as a facilitator of mode shift across the wider network. By focusing on the start of journeys it will result in a significant impact on modal choice towards the bike **Combined Impact** – overall package expected to achieve a mode shift of around 3.5% points by 2016, and a further 7% points by 2023 (trips shifting from car to cycle)

Increases cycling amongst least active people	**Cross City Cycle Routes and City Centre Improvements** – offers less experienced cyclists the opportunity to try on road cycling for the commute to work with confidence. Works alongside the LSTF programme and other elements to nurture confidence amongst the least active groups as part of a long term strategy **River Leen Greenway** – offers excellent off road leisure and commuter route perfectly suited to encourage least active people to start cycling for the first time. Supports the existing cycle training and health rides. Provides completely off road access to many key employment sites **Neighbourhood Improvements** – Provides the platform for novice cyclists to gain confidence on road before widening their experience and travelling further afield by bike. Cycle hire provides access to those who may not own a bike. **Combined Impact** – overall the package will have a strong impact on the least active groups, as they have been designed to complement the health and well-being, Decade of Better Health, LTP and LSTF programmes which have been designed to specifically target the least active people through referrals, health rides / walks, training and mentoring
Is supported by stakeholders	**Cross City Cycle Routes and City Centre Improvements** – Full stakeholder endorsement **River Leen Greenway** – A full strategy is in place for the Leen which has stakeholder endorsement – included with this bid document. **Neighbourhood Improvements** – Full stakeholder endorsement **Combined Impact** – The package has been developed with full participation of stakeholders across the public, private and third sector. Letters of support are provided within the business case documentation – in the appendices. Note: all elements are included in the Cycling Action Plan which has wide ranging stakeholder endorsement
Enhances existing programmes, working to increase the sustainable transport offer alongside other major transport investment across the City	**Cross City Cycle Routes and City Centre Improvements** – works alongside the LTP, LSTF and Cycling Action Plan programmes to offer viable and appealing alternative for existing car users to switch to cycling. Matches key commuter demands and switch to cycling influenced by clear parking strategy which manages City Centre car demand including the Workplace parking Levy **River Leen Greenway** – works alongside long term behavioural change and training programme to nurture novice cyclists on off road routes, and help them make transition to on-road cycling in the longer term **Neighbourhood Improvements** – works with the LSTF 20mph zone roll-out to provide clear message associated with cycling in neighbourhoods and continues to support and provide safer routes to schools **Combined Impact** – developed to sit alongside all existing transport, health, planning and economic development programmes to maximise the combined impact by creating the ideal environment for a cycling culture to flourish

Makes cycling safer	**Cross City Cycle Routes and City Centre Improvements** – offers high quality and defined priority corridors on key arterial routes into the City Centre. Additional segregation and priority will have direct safety benefit for cyclists. Quality surface improves ride quality and reduces risk of road surface related incidents **River Leen Greenway** – replaces existing on road section of National Cycle Network and removes all conflict with vehicles. Strong positive impact on safety. Brings significant additional safety benefits to pedestrians due to sensitive lighting and opening out the corridor to improve natural surveillance **Neighbourhood Improvements** – reduces traffic speeds on local neighbourhood roads, with corresponding safety improvements for cyclists and pedestrians as well as identifying the best routes for novice cyclists to take **Combined Impact** – strong positive impact as a result of collective improvement on both cyclists and pedestrians
Is affordable	**Cross City Cycle Routes and City Centre Improvements** – High level of confidence in cost estimates based on locally determined experience and comparator costs. Third party funding fully secured **River Leen Greenway** – High level of confidence in cost estimates based on locally determined experience and comparator costs. Third party funding fully secured **Neighbourhood Improvements** – High level of confidence in cost estimates based on locally determined experience and comparator costs. Third party funding fully secured **Combined Impact** – The package has been prepared with a key emphasis on affordability from the outset (early screening exercise on unaffordable options removed those that didn't meet this criteria)
Is deliverable	**Cross City Cycle Routes** – Fully deliverable – all land and consents within the control of local authority or partners **River Leen Greenway** – Fully deliverable – all land and consents within the control of local authority or partners **Neighbourhood Improvements** – Fully deliverable – all land and consents within the control of local authority or partners **Combined Impact** - The package has been prepared with a key emphasis on deliverability from the outset (early screening exercise on undeliverable options removed those that didn't meet this criteria).

Predicted impacts

A summary of the predicted impacts are shown in the following table.

Inputs	Outputs	Outcomes	Wider Impacts
Investment in cross city cycle corridors and City Centre improvements	5.5 kilometres of additional off road cycle paths and 10.9 kilometres of non-segregated on-road cycle lane forming north south east west axis of priority routes across the city	• Journey to work mode share by bike of at least 10% by 2023 (from 2011 baseline of 3.5%) • Journey to work mode share by car reduced to 39% by 2023 (from 2011 baseline of 46%)	Health improvements, local air quality improvements, economic prosperity, congestion reduction

Investment in River Leen cycleway and parks programme	7.5 kilometres of additional off road cycle paths and 1.8 kilometres of non-segregated on-road cycle lane alongside River Leen and within parks	• Journey to work mode share by bike of at least 10% by 2023 (from 2011 baseline of 3.5%) • Journey to work mode share by car reduced to 39% by 2023 (from 2011 baseline of 46%) • Increase in recreational cycling of at least 100% on River Leen corridor by 2016 (compared to current competing on-road route)	Health improvements, local air quality improvements, economic prosperity, congestion reduction
Investment in Neighbourhood level improvements	6 kilometres of additional off road cycle paths and 6 kilometres of non-segregated on-road cycle lane (locally defined cycle network enhancements across 3 community areas)	100% increase in local cycle usage by 2016, reported as cycles parked at community hubs A reduction in cycle accident rate	Health improvements, local air quality improvements, economic prosperity
All elements of the NCCAP package combined		Reduction in car use (7% reduction in mode share by 2023, travel to work) Improved health (reduced inequalities) Increase in numbers attending cycle related events Improved streetscape and perceptions of well being Reducing cycle accident rate	Reduced congestion, improved safety, local health improvements, local air quality improvements, economic prosperity

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing maintenance and operating costs), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. Figures should be entered in £000s (i.e. £10,000 = 10).

The full Financial Case in the Bid documentation. The summary figures shown in this table are extracted from the Financial Case.

Table A: Funding profile (Nominal terms)

Programme Totals				
£000s	**2013/14**	**2014/15**	**2015/16**	**Total**
DfT funding sought	2100	4000		6100
Local authority contribution	962	1528	570	3060
Third party contribution	195	25	0	220
Total	3257	5553	570	9380

Notes:
1) Department for Transport funding must not go beyond 2014-15 financial year.
2) Bids that clearly identify a local contribution (local authority and/or third party) towards the project costs will be favoured. Ideally the local contribution should be at least 30% of the project costs.

B4. Package description

Please provide a detailed description of each of the package elements being bid for.

A full description is provided in the Strategic Case. The following provides a summary.

- Two high quality cross city cycle routes (North-South and East-West). This element will be the pioneering steps towards realising the full network of commuter cycle routes set out in the City's Cycling Action Plan. These are essentially continuous, primarily on-road, cycle lanes with a high quality surface, appropriate junction treatments and clear priority over side roads. They will be similar in concept to the current London cycle superhighways, and will be aimed at experienced cyclists (Bikeability Level 3). Currently there are already significant stretches of cycle lane and shared bus/cycle lane and/or cycle facilities and stretches of off-road cycle path on the Eastern arm (alongside Daleside Road) and the Southern arm to Clifton. The aim will be to join these up, addressing the "difficult bits" that haven't been already tackled, making them a continuous facility, which will also provide access to the countryside beyond the urban fringe.

- City Centre improvements - In the City Centre, cycle lanes will be created around the inner ring road, with clearly marked entry points to the City Centre creating a "permeable core". This road space allocation is consistent with wider City Centre through traffic redistribution being pursued through our City Centre Strategy. Improved signing will be key in helping cyclists to navigate their way around the inner ring to either the most appropriate City Centre entry point or to continue their cross-city journey. The City Centre measures are key to the whole package, as at present cyclists get "stuck" at the inner ring road, with few attractive options for getting into or across the centre, which discourages cycling. The City Centre measures will link into the City's Connecting Eastside strategy, in which Bellar Gate and Huntingdon Street will be made two-way, with through traffic pushed out on to Huntingdon Street and Bellar Gate becoming quieter and enabling cycle lanes to be added. Funding for this was secured through the City Deal process with delivery programmed for completion by 2015. Additional capacity for the city cycle hire scheme will be provided through more bikes and docking stations.

The orbital route surrounding the core City Centre will provide direct access to all of the radial corridors ensuring coherent links across the City from all directions, communities and areas of employment.

- Neighbourhood level cycle improvements will initially target three localities – Bulwell, Lenton and St. Anns. The aim here is to make local cycle journeys easier and more attractive, in

particular for less experienced cyclists (Bikeability Level 2). They can then build up confidence and as they become more experienced will start making longer distance cycling trips (for example, the cross-city routes and in due course, other commuter routes). The neighbourhood level cycle improvements will be designed and implemented as part of the package, with extensive input from local people, and will bring benefit to pedestrians as well as cyclists. This will utilise information and taken from the public via the LSTF supported Community Smarter Travel Hubs.

A network of locally signed routes will provide access to local shops and community facilities. These routes will also provide access to the cycle corridors. This network will be based on the Bikeability Level 2 audit which has already been conducted on all of our roads.
We will also deliver more Citycard (Nottingham's integrated smart card) cycle parking and hire locations. This parking and cycle hire will be activated by the Citycard and will build on the start up scheme which came about as part of our on-going LSTF programme.

- A "Greenway" package, which will include completion of the River Leen off-road cycle path and improvement of cycle paths within and around major parks, some of which are important economically in Nottingham as they host events that attract significant numbers of visitors. These are The Embankment, Wollaton Park, Colwick Park, Highfields Park, Harvey Hadden and Broxtowe Park. The River Leen cycle path is partly existing but has significant gaps and at present therefore does not constitute a complete route. Closing these gaps will create an off-road route (suitable for less confident cyclists and pedestrians) that links the deprived areas of north-west Nottingham with major employment centres in the City Centre and the south-west of the city (thus giving wider economic benefits); it will also serve as a leisure cycling route that helps build up the general cycling culture in Nottingham. A full appraisal and scheme design has been undertaken with the scheme 'ready to go', including innovative use of floating bridge structures. The work on the Leen will in coordination with Sustrans become a new revised section of the National Cycle Network through Nottingham.

The park improvements will encourage the broader cycling culture by providing somewhere for less confident cyclists to learn/practise, which will ultimately feed through to more people cycling for work trips. They will also help to continue to attract cycling-related events to Nottingham such as flagship cycling events Cycle Live, the Milk Race and the Tour of Britain etc, which are economically important.

The River Leen will link in with the successful Big Track river and canal route as well as the Erewash Valley Trail to the west of the City. This provides a high quality off road east-west route, with the River Leen link connecting to this and providing a north-south off road route right through the heart of our city providing a significant asset to our communities.

The above measures are shown on the following diagram 6.1 (from the Strategic Case)

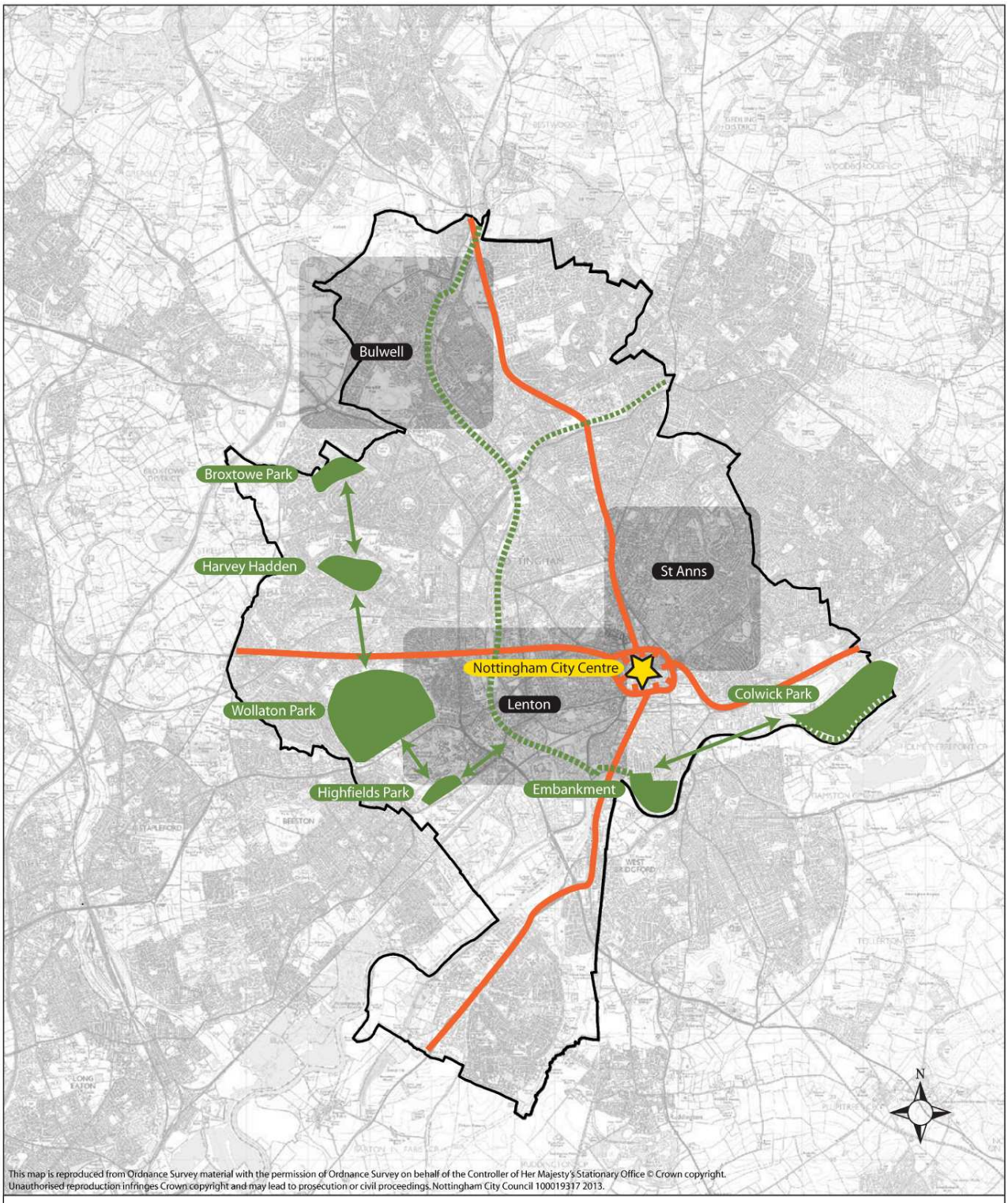


Figure 6.1: Nottingham Cycle City Ambition Programme - Scheme Overview

Key:

- 1 - Cross City Cycle Routes
- 2 - City Centre Improvements
- 3 - Neighbourhood level cycle improvements
- 4 - Greenway package: River Leen and Parks
- Parks and River corridor connected through quiet signed routes
- City Centre
- City boundary

B5. Package costs

*A breakdown of the proposed package of measures with the **DfT funding** required. This should align with the funding profile in Section A.*

Further detail is provided in the Financial Case appendix.

£000s	2013/14		2014/15		2015/16		Total	
Programme element	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**
Workstrand 1: High quality cross-city cycle routes								
DfT funding sought		300		1,700			**0**	**2,000**
Local contribution	0	265	0	385	50	220	**50**	**870**
Total package cost	0	565	0	2,085	50	220	**50**	**2,870**
Workstrand 2: Cycle-permeable city centre								
DfT funding sought		500		500			**0**	**1,000**
Local contribution	0	170	30	360	30	20	**60**	**550**
Total package cost	0	670	30	860	30	20	**60**	**1,550**
Workstrand 3: Neighbourhood cycle infrastructure improvements								
DfT funding sought		250		750			**0**	**1,000**
Local contribution	0	250	50	320	50	120	**100**	**690**
Total package cost	0	500	50	1,070	50	120	**100**	**1,690**
Workstrand 4: Greenway - Off-road River Leen cycle route and park cycling infrastructure								
DfT funding sought		1,000		1,000			**0**	**2,000**
Local contribution	0	422	0	358	30	0	**30**	**780**
Total package cost	0	1,422	0	1,358	30	0	**30**	**2,780**
Workstrand 5: Management, monitoring and evaluation								
DfT funding sought		50		50			**0**	**100**
Local contribution	0	50	0	50	0	50	**0**	**150**
Total package cost	0	100	0	100	0	50	**0**	**250**

B6. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

a) *The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.*

The local contribution includes £220k of third party funding.

b) *Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.*

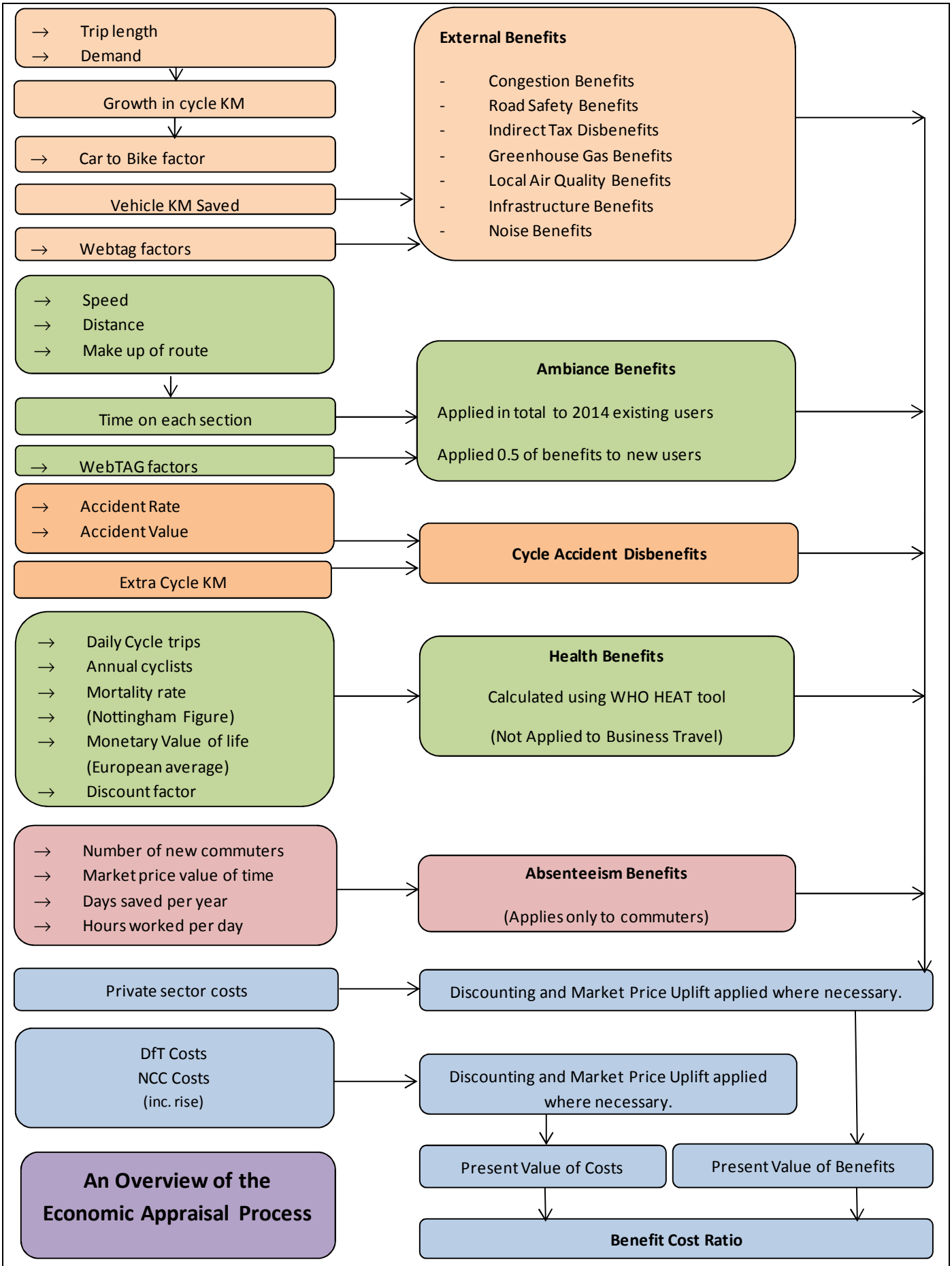
Letters of commitment are included in the Appendices.

Further detail is provided in the Financial Case appendix.

B7. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

The appraisal has been carried out in accordance with the relevant WebTag guidance, and is fully reported in the economic case which is included within the NCCAP bid documentation. The overall approach is summarised in the following diagram.



a) Please provide a short description of your assessment of the value for money of the scheme including your estimate of the BCR. This should include:

- *Significant monetised and non-monetised costs and benefits;*

The following table summarises the costs and benefits of the NCCAP (prices in £ at 2010 prices over the 10 year appraisal period).

Consumers	Journey Ambiance	2,792,693
	Health Benefits	43,286,911
	Accidents	-525,256
	Decongestion	3,167,101
	Infrastructure	18,855
	Traffic Accidents	603,354
	LAQ	18,854.8
	Noise	37,710
	Greenhouse Gasses	160,356
Net Consumer Benefits		**49,560,579**
Business	Journey Ambiance	342,662
	Health Benefits	0
	Accidents	-212,098
	Decongestion	365,114
	Infrastructure	2,174
	Traffic Accidents	69,557
	LAQ	2,173.6
	Noise	4,347
	Greenhouse Gasses	18,486
	Absenteeism Benefits	8,658,657
	Private Sector Contributions	-283,906
Net Business Impacts		**8,967,166**
Central Government Funding	Indirect tax Revenues	-1,122,503
	Investment Cost	7,871,950
Local Government Funding	Investment Cost	**3,948,880**
Net Impact on Govt.		11,820,830

Present Value of TEE Benefits	PVB	**57,405,242**
Present Value of TEE Costs	PVC	11,820,830
Net Present Value	NPV = PVB - PVC	45,584,412
Benefit Cost Ratio	BCR = PVB / PVC	**4.86**

- *A description of the key risks and uncertainties and the impact these have on the BCR;*

The key risks and uncertainties shave been considered and range of sensitivity tests carried out to gain an understanding of how these uncertainties might influence the overall impact of the scheme (BCR). The results of the sensitivity tests are shown in the table below.

	Package				
	1 & 2	**3**	**4a**	**4b**	**All**
Base Appraisal	5.32	1.70	4.77	8.82	**4.86**
75% of Health Benefits are attributed in scheme	4.19	1.49	4.17	7.02	5.18
Costs are 20% higher	4.43	1.42	3.96	7.35	5.16
Costs are 20% lower	6.66	2.12	5.99	11.03	7.77
Demand is 20% higher	7.23	2.33	6.58	11.78	8.42
Demand is 20% lower	3.48	1.06	4.63	5.86	5.06
Journey Length is 20% longer	6.27	1.93	5.42	10.42	7.19

- *Key assumptions including (but not limited to): appraisal period, forecast years, level of optimism bias applied*

The key assumptions within the appraisal process are as follows:

- Appraisal period – 10 years

- Forecast year - 2023

- Level of optimism bias applied – 3% uplift has been applied to all costs which accords with TAG Unit 3.5.9 for a cycling infrastructure scheme at Stage 3 (which is effectively where the NCCAP bid sits). For the purpose of ensuring a conservative economic appraisal we have applied an optimism bias of 20% to costs when calculating the BCR (although the risk to central Government is mitigated, as reported in the financial case, as Nottingham City Council are taking responsibility for any cost over-runs, the schemes are well developed, and are delivered on land within the authorities control)

- Baseline cycle demand – extracted matrices from validated Nottingham model used to produce the business case for the successful LSTF bid (validated with comparison to city-wide count data and 2011 Census)

- Target demand (which drives overall cycle demand) – doubling cycle use by 2016 and trebling cycle use by 2023 (compared to 2010 baseline)

- Cycle speed – 14km/hr (conservative estimate has been adopted by maintaining the same average cycling speed in the with and without NCCAP scenarios)

- Journey distance – overall 3.65 kilometres (average journey trip lengths within zone parings influenced by the scheme - extracted from the Nottingham strategic model / local surveys). Different journey distances have been applied to each of the components that make up the overall package. We have been conservative in our estimates and assumed no change in average trip length with and without NCCAP scenarios

- *A description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.*

The modelling approach is summarised in the diagram above, and reported in full in the economic case.

Independent checks have been carried out throughout the appraisal process, including the appointment of a suitably qualified and independent 'critical friend' to review draft documentation and the supporting spreadsheet model that has been used to calculate costs and benefits.

b) Detailed evidence supporting your assessment – including a completed Appraisal Summary Table – should be attached as annexes to this bid.

A detailed appraisal has been completed and is fully reported in the economic case appended to this NCCAP bid.

Has an Appraisal Summary Table been appended? ☒ *Yes* ☐ *No* ☐ *N/A*

For each element of your scheme as well as for the aggregated package, please attach:

- *A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. The Pro Forma can be accessed from the Departments website and is published alongside this application form. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme.).*

- *A detailed description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. This would most typically take the form of an Economic Appraisal Report. Please include references to this material against each metric in the Pro Forma.*

A completed Scheme Impacts Pro Forma has been included in the bid documentation for each element of the scheme, along with a description of the data sources and links to the relevant section within the Economic Case (Economic Appraisal Report).

Has a Scheme Impacts Pro Forma been appended? ☒ *Yes* ☐ *No* ☐ *N/A*

Has an Economic Appraisal Report been appended? ☒ *Yes* ☐ *No* ☐ *N/A*

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B7. The Commercial Case

Please refer to the guidance when completing this section:

As part of the development of the procurement strategy, a number of options were considered to best maximise delivery of the variety of outputs contained within the bid. Options including delivering services in-house/direct, through a partnership organisation, building on existing contractural arrangements and Framework Agreements (established through previous competition and through quotations/competitive tendering as appropriate. I support of programme delivery and to achieve best value for money outcomes, a number of key principles will drive the procurement process. These include:
- Ensuring cost effectiveness and value for money
- Supporting local employment and creation of jobs
- Provide training opportunities particularly for young people and increase skills
- Increase capacity of the third sector
- Minimise carbon impacts.

A full Commercial Case is included.

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

a) *A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.*

Has a project plan been appended to your bid? ☒ *Yes* ☐ *No*

A project Gantt chart is included in section 7 of the full Management Case. Section 7 also includes identification of the critical path, key dependencies and float on non-critical path activities.

b) *If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.*

Has a letter relating to land acquisition been appended? ☐ *Yes* ☐ *No* ☒ *N/A*

c) *Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:*

Full details of key milestones are given in section of the Management Case submitted as an Appendix. The table below picks out selected major construction milestones.

Table C: Construction milestones

	Estimated Date
Start of works	**June 13**
Workstrands 1 & 4 - Start of construction	**December 2013**
Workstrand 2 - start of construction	**January 2014**
Workstrand 3 - start of construction	**April 2014**
Workstrand 4 - completion of construction	**August 2014**
Workstrand 3 - completion of construction	**October 2014**
Workstrand 1 - completion of construction	**November 2014**

Workstrand 2 - completion of construction	**March 2015**
Opening date (for all elements)	**Immediately after completion of construction (see above)**
Completion of works (if different)	**March 2015**

d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

None completed in the last five years. NET Phase 2, Nottingham Station and Nottingham LSTF Programme are all currently in the delivery phase. All schemes are on track to be delivered on time and in budget.

B9. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc <u>obtained</u>, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

All works associated with the programme will take place on highway or Council land. This will allow the smooth delivery of schemes within the timeframe of the bid without delays of obtaining external consents.

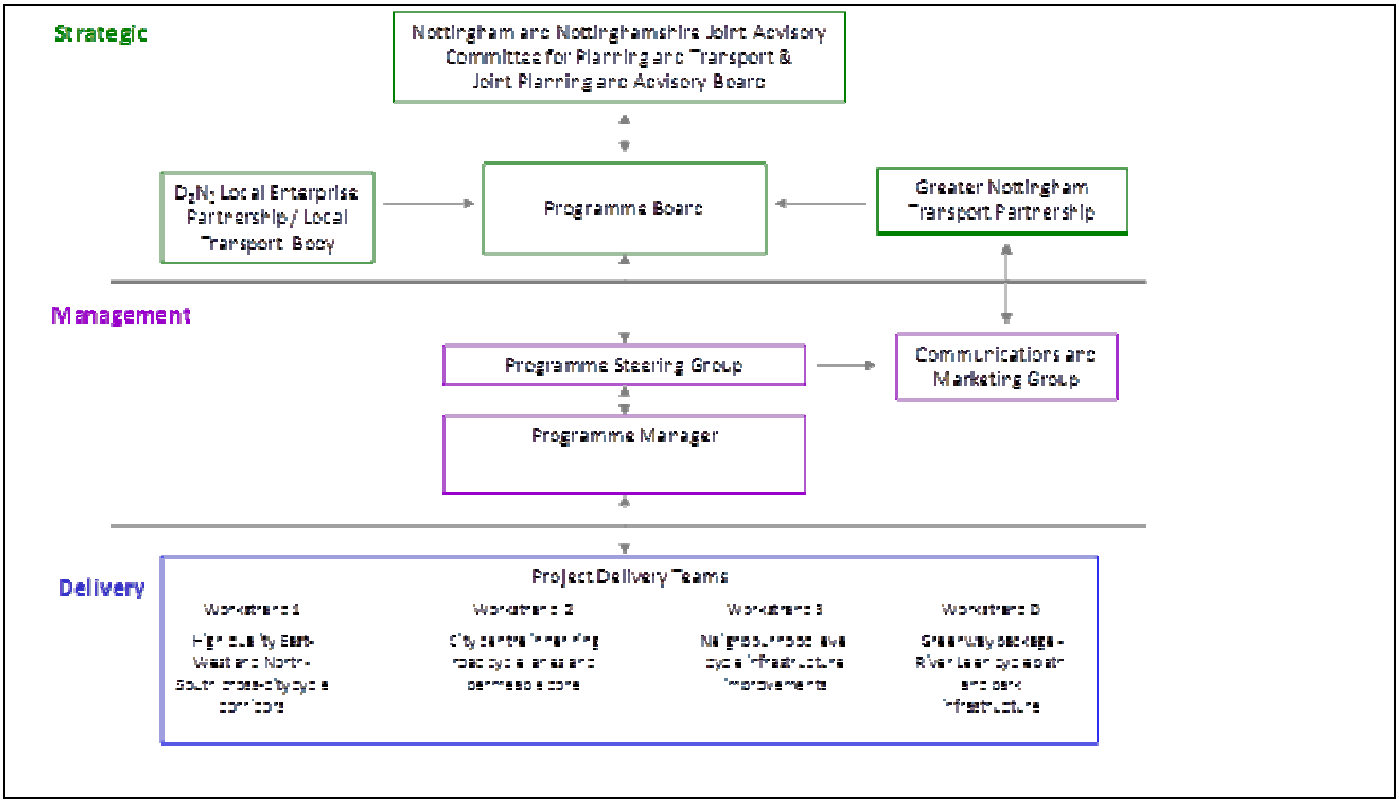
b) Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.

All works associated with the programme will take place on highway or Council land. This will allow the smooth delivery of schemes within the timeframe of the bid without delays of obtaining external consents.

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Programme Governance Arrangements



1.1 The governance structure and organisation has been established to clearly define the role, responsibilities and membership of the different groups and individuals involved. Figure 3.1 illustrates this governance framework which is arranged according to a three-level hierarchy:

- Strategic overview and direction: this comprises the key senior groups that will endorse programme delivery and provide input and overview in the wider planning and transport context, particularly in achieving economic growth priorities in ways that deliver carbon reduction savings in accordance with the Nottingham Economic Growth Plan;
- Management: this level covers the day to day management, coordination and liaison which will be led by the Transport Strategy Team, Nottingham City Council, and will provide an interface between the delivery teams and strategic bodies;
- Delivery: this includes the key delivery teams responsible for executing the activities in line with the mandate set by the Transport Strategy Team, reporting of progress, escalating any issues and monitoring outcomes.

Full details of the agreed governance structure, accountabilities, SRO, Programme Manager etc are described in the Management Case.

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the

nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? ☒ *Yes* ☐ *No*

Has a Risk Management Strategy been appended to your bid? ☒ *Yes* ☐ *No*

The initial Risk Assessment and the Risk Management Strategy is included in Section 8 of the full Management Case, which is submitted as an Appendix.

B12. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) *Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.*

Our Stakeholder Management Strategy is included in Section 6 of the Management Case.

b) *Can the scheme be considered as controversial in any way?* ☐ *Yes* ☒ *No*
If yes, please provide a brief summary (in no more than 100 words)

c) *Have there been any external campaigns either supporting or opposing the scheme?*

☒ *Yes* ☐ *No*

If yes, please provide a brief summary (in no more than 100 words)

NCCAP has the full backing of local cycling groups such as Pedals, Ridewise and Sustrans Consultation and discussion took place at a strategic level at the Greater Nottingham Cycle development Group and the Recreational Cycle Forum.

d) *For large schemes please also provide a Stakeholder Analysis and append this to your application.*

Has a Stakeholder Analysis been appended? ☒ *Yes* ☐ *No* ☐ *N/A*

The Stakeholder Analysis is included in Section 10 of the Strategic Case.

e) *For large schemes please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.*

Has a Communications Plan been appended? ☒ *Yes* ☐ *No* ☐ *N/A*

The Communications Plan is included within the Stakeholder Management Strategy in Section 6 of the Management Case.

B13. Management Case - Assurance

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

Regular quality checks will be carried out to deliver the outcomes that meet the NCCAP objectives, our stakeholders' quality expectations and deliver the DfT's quality standards. The programme will be run on P2.net, which is in-line with Prince 2 standards. The programme governance frameworks via the role of the Project Board, Steering Group and the Nottingham and Nottinghamshire Joint Advisory Committee for Planning and Transport will provide quality check advice on the development and direction of the bid proposals. The role of Programme Assurance has been given to the Head of Planning and Transport. This will allow Gateway review knowledge to be applied as a 'critical friend' to the programme.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

A fuller evaluation for large schemes may also be required depending on their size and type.

A Monitoring and Evaluation Framework has been developed for NCCAP which is presented separately in the Appendices to the funding bid. This will include a full impact evaluation - i.e. measuring the outcomes and impacts of the interventions and relating those to the objectives and targets of the programme. A delivery process evaluation will also be undertaken which looks at what has been delivered and how well the process of delivering the outputs and influencing travel behaviour is working. This is valuable because it will allow refinements to delivery to be made both during the current programme and in future similar work. All monitoring and evaluation will build on strong and robust arrangements which are already in place internally and with Sustrans as part of the Ucycle scheme.

Core impact indicators where direct evidence will be collected through surveys and data collection activities (as set out in the Monitoring and Evaluation Framework) will include:

- Numbers of cycle trips being made in and around the intervention corridors and areas
- Numbers of pedestrians using the new off-road shared-use infrastructure
- Numbers of disabled people using the new infrastructure – either as pedestrians or

cyclists

- Cycling-related accident rates
- Perceptions of people (from different population segments) in the catchment areas for the new infrastructure of:
    - Accessibility of employment opportunities by bike
    - Accessibility of other activities by bike
    - Safety of cycling and walking
    - Community engagement
- Subjective (self-assessed) wellbeing of people in the catchment areas for the new infrastructure – in line with the experimental indicators being used in the Government's annual population survey.
- Additional impact indicators will be calculated based on the core indicator data. These include:

- Health benefits from increases in cycling levels (using the HEAT tool)
- Carbon emissions from mode switching away from motorised modes to cycling.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so. I confirm that [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name:	Signed:
Position:	

D2. Section 151 Officer Declaration

As Section 151 Officer for [*name of authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:	Signed:

Submission of bids:

For both small bids and large bids the deadline is 5pm, **30 April 2013**

3 hard copies and a CD version of each bid and supporting material should be submitted to:

Cycle City bids (Wave 1 and 2)
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to cycling.ambition@dft.gsi.gov.uk

Shortlisted authorities may be invited to give a presentation of their bid between 10 and 21 May 2013.