	Council therefore resolves to ask the Leader to commission a review of the governance arrangements for wholly owned companies so that in future all decisions, policies and proposals against specified criteria equivalent to the scheme of delegation, will be considered as appropriate to be in the public domain and available for scrutiny by councillors.
4.	**Green Group Motion** **A County Safe for Everyone to Cycle** **Proposer: Cllr Jamie Osborn** **Seconder: Cllr Paul Neale** Cycling has many benefits for health, the environment, and the economy. A commitment to increasing cycling rates, alongside walking and wheeling, forms part of the Transport for Norwich Strategy and other transport and climate strategies across Norfolk. Yet seven cyclists have been killed on Norfolk's roads in the last two years, making our county one of the most dangerous places to cycle. In August, the Transport Secretary Louise Haigh promised "unprecedented" levels of funding for cycling. The October Budget did not deliver unprecedented funding, but there is a commitment from the new Government to promote cycling, and Norfolk County Council should be ready to take advantage of that. Previously, Green councillors at Norfolk County Council proposed a motion on making streets more accessible, and the points from that motion should be considered as a given when considering this motion. Council resolves to ask Cabinet to: 1. Aim to achieve spending £20 per head on improving active travel infrastructure as per the recommendations of the All Party Parliamentary Group's report "Get Britain Cycling", noting that this investment will mean benefits for the economy and for health outcomes; 2. Commit to Vision Zero, an objective of seeing zero avoidable deaths on Norfolk's roads. 3. Report regularly on progress towards increased levels of cycling within the Local Walking and Cycling Infrastructure Plan (LCWIP) areas across Norfolk and bring forward improvement plans if targets are not being met. 4. Commit to ensuring that all cycle infrastructure adheres to the summary principles outlined in Gear Change and is built to the current national design standards in the Local Transport Note (LTN) 1/20 guidance for local authorities on cycle infrastructure design, enabling the county to obtain the maximum benefit from investment in cycle infrastructure by making it accessible to all.