

## **Brighton & Hove City Council**

**For general release**

**Meeting:** Sustainability Commission

**Date:** 29<sup>th</sup> October 2003

**Report of:** Director of Environment

**Subject:** Bid for Department for Transport's sustainable travel demonstration town initiative

**Ward(s) affected:** All

### **1. Purpose of the report**

- 1.1 The Department for Transport [DfT] launched the sustainable travel demonstration town initiative ('On the move in town') in June 2003. It will allow local authorities to bid for £7.5 million over 5 years (£1.5 million per year between 2004/05 to 2008/09) to develop and implement a package of physical (e.g parking controls) and 'soft' (e.g Travel Plans and awareness campaigns) measures to promote walking, cycling and buses.
- 1.2 As a local transport authority, the city council was invited to consider submitting an expression of interest in the initiative. This report sets out the reasons for the initiative, the requirements that bidders need to fulfil and the principles that would be included in a bid for the city.
- 1.3 Participation is a three-stage process. Local authorities submit an expression of interest by 30 September 2003. The DfT will then announce the shortlisted authorities in mid-November and the successful town(s) will be announced by the end of February 2004. Funding will be made available from 2004/05 onwards.
- 1.4 The report was agreed at Environment Committee on 4<sup>th</sup> September 2003 and recommended to be presented to the Sustainability Commission.

### **2. Recommendations**

- 2.3 That the Sustainability Commission notes the report and comments on the content.

### **3. Information/background**

- 3.1 There are a number of towns across the UK, which are widely regarded as leaders in certain areas of sustainable travel, or where new initiatives have been piloted. However, the DfT does not consider that there is a clear model or 'showcase' sustainable travel town where all the strands of best practice have been applied in a comprehensive, strategic and intensive way and the combined impact monitored systematically over time.
- 3.2 The main aims of this initiative are to improve the range of travel choices for residents and visitors and sustain reductions in car use through transport and maintenance measures. The DfT wants to create a 'showcase' town to inspire authorities to introduce a similar set of proposals in their areas, and bids are particularly welcomed from towns that are not currently leaders in the field of sustainable travel.

#### Requirements for bidders

- 3.3 There are no set criteria for identifying a potential sustainable travel town, but some guidelines have been given. These are set out in Appendix A. In addition, the DfT is keen to ensure that their selected local authority partner in this initiative has taken a number of other factors into account. These are set out in Appendix B. In both cases, a brief commentary on how the city council relates to/can fulfil these is included in italics.

#### Content of bid

- 3.4 In developing the bid, the main focus will be on the revenue-funded elements of an overall strategy that would be funded if the bid was successful. It is these elements that could be considered to be those where it has not been possible to match the progress made through the additional capital funding now available to local authorities through the LTP. It is intended to match the majority of the revenue funding through the LTP for transport schemes.

#### Issues

- 3.5 In considering whether or not to submit an expression of interest, a number of issues have been considered. These include :-
- Any infrastructure identified in the bid, over and above what is already planned, will need ongoing additional revenue to support/maintain it beyond the 5 years of the project.

- National recognition of city council's achievements in transport to date may work against bid being successful.
- New posts will require office accommodation and equipment.
- Preparation of the bid has not been identified in the DDP – this may require diversion of resources away from existing priorities, especially if shortlisted.

### Conclusion

3.6 On balance, the potential benefits of submitting an expression of interest are considered to outweigh the potential disbenefits at this stage. Clearly, if the city council is shortlisted then further consideration of the issues outlined above will be needed. The opportunity to secure an additional £7.5 million worth of revenue funding over five years would significantly enhance the council's ability to deliver certain elements of its transport strategy. The profile attached to a successful bid would also further emphasise the progress being made in Brighton and Hove to create a sustainable environment for residents and visitors.

## **4. Further information**

4.1 All significant issues are addressed in the committee report appendix.

## **5. Consultation**

5.1 The Management Team comprising of the Chief Executive and Directors and the meeting of Committee Chairs considered the submission of an expression of interest in July. It was agreed that a bid should be submitted, and that formal endorsement by the Environment Committee would give a clear indication to the DfT of the commitment of elected members.

5.2 Letters are being sent out enlisting the support of key stakeholders/partners for the bid at this early stage. If shortlisted, it will be essential to seek to undertake further preliminary consultation with key stakeholders, perhaps through the Local Strategic Partnership, to further strengthen the bid in the final stages of its consideration.

5.3 The bid is based on the programmes of schemes/expenditure set out in the city council's full Local Transport Plan (published in 2000), which was the subject of full consultation and has been the source of the council's continued success in securing government capital funding for transport.

## COMMITTEE REPORT APPENDIX



<b>Meeting/Date</b>	Environment Committee - 4 September 2003	
<b>Report of</b>	Acting Director of Environment	
<b>Subject</b>	Bid for Department for Transport's sustainable travel demonstration town initiative	
<b>Wards affected</b>	All	
<p><b>Financial implications</b>                  There are no immediate financial implications associated with submitting an expression of interest for this initiative. However, any costs identified in the bid, over and above what is already planned, is likely to need ongoing additional revenue to support/maintain it beyond the 5 years of the project. This includes additional staffing requirements. Careful consideration will need to be given to these issues in future budget allocations if the council is shortlisted, or selected.</p> <p><i>Finance Officer consulted: Peter Wright/Date . August 2003</i></p>		
<p><b>Legal implications</b>                  There are no legal implications or Human Rights issues associated with submitting an expression of interest for this initiative.  <i>Lawyer consulted: Liz Woodley/Date . August 2003</i></p>		
<p><b>Corporate/Citywide implications</b>                  The submission of an expression of interest in this initiative will further confirm the council's commitment to becoming a 'mobile city' as set out in the 2020 Community Strategy as well as contributing to make the city more 'inclusive', 'safe', 'healthy' and 'customer - focussed'.</p>		<p><b>Risk assessment</b>                  None has been carried out. Careful consideration will need to be given to this issue if the council is shortlisted, or selected.</p>

<p><b>Sustainability implications</b> The proposed bid would be entirely consistent with the current objectives of the council's Sustainable Transport Strategy and the Sustainability Strategy Transport Action Plan.</p>	<p><b>Equalities implications</b> There are no equalities implications associated with submitting an expression of interest for this initiative. All elements of the proposed bid will ensure that 'access for all' is maintained and improved.</p>
<p><b>Implications for the prevention of crime and disorder</b> There are not implications for the prevention of crime and disorder associated with submitting an expression of interest for this initiative.</p>	
<p><b>Background papers</b> [<i>part 1 reports only</i>] 1. DfT letter to Chief Executive - 30 June 2003</p>	
<p><b>Contact Officer</b> Andrew Renaut -Team Leader Transport Planning (Tel. 01273 292477)</p>	

**GUIDELINE CRITERIA FOR BIDDERS**

**Key**

- “.....” – DfT guideline
  - *italics – City council commentary*
- 
- “Self contained town/city, which is a centre of employment in its own right, rather than primarily a satellite feeder town. (We are not ruling out an area which forms part of a wider conurbation. But for presentation reasons, the area should be clearly identifiable as a town/area in its own right, rather than a ‘corridor’.)”
  - *Brighton and Hove is a self contained City, a major centre of employment in Sussex and the south-east region and a regional shopping centre. Where proposed measures cross the city boundary, joint working with adjacent local authorities is already/will be key.*
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- “Ideally between 60,000 – 150,000 population, though we may consider smaller/larger towns/cities if they are affordable and a compelling case is made.”
  - *It is acknowledged that the city’s population (around 250,000 people/125,000 households) exceeds this threshold. However, the compact nature of the city centre, where the majority of the measures would be focussed and the greatest level of change achieved, would fall within this range. The bid will also be tailored to ensure that the measures within are capable of replication by other authorities.*
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- “Have a mix of housing developments/employment/in and out of town complexes etc.”
  - *The city has a varied land use pattern (including single and multiple occupancy dwellings, major and small businesses, retail and leisure/recreational/visitor attractions), combined with ‘edge-of-town’ complexes (e.g, Hollingbury Trading Estate, Benfield Valley Sainsbury’s, Falmer university campuses).*
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- “A developed or emerging congestion problem.”
  - *Many people perceive that congestion in the city is a problem. Although recent (2000) DfT figures indicated that Brighton and Hove has one of the lowest congestion indices for large urban areas in the UK, severe problems do occur in summer months or when large events take place.*
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- “Towns which are not currently leaders in the field of sustainable travel.”
  - *Although the city council has received national recognition and awards for the results of its successful Quality Bus Partnership and adoption of*

*Decriminalised Parking Enforcement powers, it was not successful in its bid for 'Centre of Excellence' status from the government in 2000. This implies that there is still room for improvement in some areas. It is also acknowledged that some areas of work have not progressed as well as others owing to prioritisation of improved bus services and parking controls which have the potential for greatest impact.*

## ATTRIBUTES OF POTENTIAL SUCCESSFUL BIDDER

### Key

- “.....” – DfT attributes
  - *italics – City council commentary*
- 
- “demonstrate commitment and ability to introduce a comprehensive and complementary package of sustainable travel measures across the town within a 4-5 year period”
  - *The city was one of the first urban areas to have a transport ‘package bid’ accepted in the early 1990s by the government. It has continued to build on its success and develop and deliver its transport strategy through the capital funding that this has secured. Its commitment is set out in its Community Strategy, Sustainable Transport Strategy and Local Transport Plan. Its ability to deliver is recorded through the good progress being made against targets and performance indicators, as set out in the 2002/03 Local Transport Plan Annual Progress Report.*
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- “either have, or have robust proposals to obtain, comprehensive baseline data on travel in the town, with clear plans about how intermediate and long term outcomes will be measured against these data”
  - *The bid offers a significant opportunity to use data recently collected for the development of the city’s transport model and to seek additional data to develop a better and more in-depth understanding of movement patterns. The opportunity to explore and expand the use of ‘intelligent transport systems’ and pollution (air and noise) monitoring in relation to transport could be taken.*
- 
- “show committed partnerships with other councils in two-tier areas or neighbouring authorities (e.g. district if applicable), public transport operators and any other key players, such as major employers”
  - *The A259 is a key east-west route, identified as a Sustainable Transport Corridor in the LTP, which passes through the city centre. The city council is working together with both East and West Sussex County Councils (and respective district authorities) in developing proposals. The city council works closely with public transport operators (bus, taxi and rail) and has achieved positive results replicated in very few other areas in the country. The early stages of private sector involvement in delivering new parking management and enforcement (DPE and VMS) and intelligent transport systems (real-time bus information displays) has achieved significant, and award-winning, improvements. The development of Travel Plans with schools and businesses (especially the Top 20 employers) is also beginning to raise awareness and*



*bring about change. Transport has an important role in the Local Strategic Partnership's 2020 Community Strategy to create a 'mobile city'.*

- “show commitment of elected members”
  - *Together with support from The Management Team and the Committee Chairs, this will be fulfilled by this committee's adoption of the officer recommendation included at the front of this report.*
  
- “demonstrate the necessary level of expertise is available or can be acquired for the project management of a major scheme of this type through the stages of design, consultation and implementation”
  - *The Environment Directorate has a number of members of staff with sufficient expertise to deliver a project of this size, including the Traffic and Transport Planning team, Highways team and Environment Initiatives Manager. The council's term transport/highways consultant, Owen Williams, would also be likely to be involved in the project. Additional advice and support could also be sought from colleagues in other directorates, such as the Major Projects and Finance teams.*
  
- “Value for money”
  - *The city council will always endeavour to achieve value for money from the services that it commissions and the schemes that it implements and intends to demonstrate this in the bid. For example, relatively low levels of investment in additional cycle proficiency trainers for children and adults will help in teaching long-lasting basic, but essential, road safety and life skills.*
  
- “Make significant contribution to costs of project”
  - *The city council proposes to match the £7.5 million of revenue over 5 years with an equal amount of funding from its Local Transport Plan capital programme and other sources.*
  
- “Involvement in preparation of good practice guidance for others”
  - The city council would fully support and participate in this exercise to ensure that the lessons learnt from the initiative were clearly understood in terms of how they were identified, how they were acted upon, and what the results of any action were. The city council has already hosted a number of visits from other local authorities across the country and presented papers at conferences to promote the success of its Quality Bus Partnership and real-time bus information/vehicle tracking system.*