

Subject:	CIVITAS Update and Work Programme		
Date of Meeting:	9 July 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Jim Mayor	Tel: 294164
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Key Decision:	Yes	Forward Plan No: CAB10939	
Wards Affected:	All		

FOR GENERAL RELEASE

This CIVITAS update and progress report has been added to the Cabinet cycle as a late item to enable the early formal decision making that will ensure projects such as Electric Vehicle Charging infrastructure are progressed and implemented at the earliest opportunity.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period. Involvement in the CIVITAS process provides an excellent opportunity for the council to undertake additional investment in the city's transport infrastructure and services. The aim is to position the council as a leader in offering sustainable transport opportunities and giving people the choice to determine what is best for them.
- 1.2 CIVITAS helps deliver a number of the key transport drivers that support delivery of the Administration's wider commitments and objectives. These include helping to get people to work, improving air quality and public spaces, and ensuring the city's traffic flow is as efficient as possible – all of which are enabled by increasing transport choice and opportunities for residents and visitors. As well as providing funding that will enable many existing projects to be enhanced, CIVITAS provides an opportunity to develop new schemes such as Electric Vehicle Charging infrastructure and the city's Transport Model.
- 1.3 The projects funded within the four year CIVITAS programme will not result in longer term LTP (or other funding mechanism) commitments for the council.

2. RECOMMENDATIONS:

- 2.1 That Cabinet notes progress to date, and approves recommendations relating to individual projects, outlined in the body of the main report.

- 2.2 That Cabinet agrees a revised reporting process to ensure a more appropriate method of sharing information and enabling formal decision making (as set out in 3.2 and 3.3).

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Project Updates

- 3.1 This section of the report comprises updates on specific projects (Cabinet has already agreed the general programme and projects within), and the city's Transport Model. In most instances the information is provided as an update only. However, where project progress requires a decision from cabinet, this is indicated in bold at the end of the project's individual summary.

3.1.1 Transport Model

In line with the Administration's objectives, the council has secured a contribution through the CIVITAS programme to support development of a city-wide Transport Model. In the long term, the model will enable the effect of any proposed schemes on the transport network to be fully tested prior to any works commencing. In the short term, where appropriate the model will help assess the success of some of the projects delivered through CIVITAS.

3.1.2 Electric Vehicle Charging Points

Provision of Electric Vehicle infrastructure is a key objective at local and national level. The project team are aware of Member desire to implement the scheme at sites across the city at the earliest opportunity. To this end progress is currently exceeding timescales set out in the CIVITAS programme (which targeted May 2010 implementation).

Recommendation:

That support is given for bringing forward implementation of the project under the guidance of the Cabinet Member for Environment.

3.1.3 School Travel Plans

An extension of this ongoing project has enabled officers to work with a number of new schools in the Civitas area. So far, 4 new schools have completed Travel Plans, and an initiative called 'Golden Flip Flop' (which encourages children to travel to school as sustainably and healthily as possible) has been completed and is currently being evaluated. A web-based route planner, based on JourneyOn.co.uk, is now live and is being promoted through a competition and mail-out to 34,000 school children.

3.1.4 Road Safety Campaign

The project is aimed at helping vulnerable members of the community who may be more at risk than others of becoming a road casualty. Research has been carried out to identify the city's most 'at risk' road users. This information will be used to inform a targeted safety campaign, along with physical measures to make high risk sites safer. The project enables us to tackle an increased number of sites in the city with higher levels of road accidents at the

earliest opportunity, in doing so making progress in tackling Local Area Agreement targets for reducing numbers of road injuries and deaths.

Recommendation:

That Cabinet agrees that the Cabinet Member for Environment should approve the delivery of future stages of the project.

3.1.5 Public Transport Information for the Visually Impaired

This project sees an extension of the successful accessibility / equalities focussed 'Talking Bus Stop' project, which enables visually impaired people to use a key fob to activate an audio announcement of bus stop information. The CIVITAS element of the project will enable an additional 12 talking bus stops to be implemented, improving a service already used by more than 200 residents.

3.1.6 Emissions Variable Message Signing

The project, which seeks to increase awareness of air quality issues through messages shown on three Variable Messaging Signs, is also proceeding ahead of schedule (installation in November 2009). A number of sites have been identified in areas with poor air quality as potential locations for the project. Officers are speaking to technology providers and universities who may be able to support delivery of the project. It is intended to provide more detail on the specific elements of the project in the next update paper. After the project is complete, the Variable Message Signs will be incorporated into the wider traffic management information network to provide drivers with information on potential delays, car parking availability etc.

3.1.7 Freight Quality Partnership

The project objective is to establish a Freight Quality Partnership. Freight Quality Partnerships provide a mechanism through which the freight industry and Local Authority can work together to identify ways to make local goods distribution as efficient, safe and clean as possible. The project approach will be informed by a Best Practice Review of existing Freight Quality Partnerships and discussions with local freight operators with a view to establishing an operational Freight Quality Partnership in August 2009.

Recommendation:

That progress is noted, and the delivery approach is supported

3.1.8 Personalised Travel Plans

The project sees an extension of the existing Personalised Travel Plan (PTP) project which has been running successfully in the city for three years. PTP seeks to work closely with local residents to make them aware of all the transport choices on offer in the city, and ensure those choices are accessible to all. The CIVITAS funded element of the work will see new approaches utilised to increase the effectiveness with which the community is engaged. Enhancements include engaging with members of the community who will act as 'Travel Champions'. These Travel Champions promote the project objectives within the communities in which they live and work.

Recommendation:

That progress is noted, and the delivery approach is supported

3.1.9 Commuter Travel Plans

CIVITAS funding has enabled this existing project, which works with local businesses to identify ways to improve transport opportunities and choice for staff, to continue and expand. Amongst other things, CIVITAS funding helps pay for specialist software that enables businesses to monitor the success of their travel plans.

Recommendation:

That progress is noted, and the delivery approach is supported

3.1.10 Bike-Off

The project, an extension of an ongoing Local Transport plan and Cycling Towns funded scheme, will trial different ways of reducing cycle theft in the city with a view to identifying the most successful in partnership with the police and other partners. A consultant has been appointed to undertake research that will inform the most suitable local locations and approaches. The outcome of the research will inform a delivery approach, with implementation of measures is due to commence in November 2009.

Recommendation:

That progress is noted, and Cabinet agrees that the Cabinet Member for Environment should approve the delivery of measures identified through the research.

3.1.11 Car Sharing

An internal review of best practice in car clubs throughout the United Kingdom has been carried out, and work has commenced on a review of European best practise, with a view to informing an implementation approach. This will be reported to Cabinet in a future report.

3.1.12 Personalised Travel Information website

The project involves enhancement of the council's existing JourneyOn.co.uk website. Objectives include enabling access to the website from mobile devices. The new features of the website are due to be available in September 2009.

Recommendation:

That progress is noted, and Cabinet agrees that the Cabinet Member for Environment should approve the approach identified by the project team and appoint a contractor to develop the website.

3.1.13 Cyclist Counter Display

The project sees three cycle counters installed on popular cycle routes in the city. The cycle counters record and display the number of people cycling in each location to increase awareness of this mode as a transport choice. A feasibility study to assess the suitability of potential sites and types of displays has been carried out, and potential sites for the cycle counters have been identified. Work is currently taking place with technology providers and the

council's public art team to identify an appropriate method of counting cycle numbers. A possible approach will be reported to Cabinet in a future report.

3.1.14 **Clear Zone**

The project focuses on monitoring and understanding the extent to which improvements to the public realm can benefit the economy, environment etc.

Research to date shows that "Clear Zone" is a general term that has been applied to a range of different types of project in other UK cities. The common theme is improving the management of traffic to improve the city for all, with the ultimate aim of enhancing the economy, city environment and air quality.

In Brighton & Hove, it makes sense to pull existing, agreed work together under the "Clear Zone" name rather than create a new scheme (especially given the limited CIVITAS budget for this scheme). The proposal is to focus on existing projects in the Lanes, where the Walking Network and Ship Street project, along with improvements identified by the Freight Quality Partnership outlined above, can come together to enhance the overall quality of the area. In addition, a survey will be undertaken to assess how many vehicles in the area are there accidentally (as a result of confusing signing etc) so that any causes can be remedied to reduce accidental traffic. Research will also be undertaken to assess how successful existing traffic management systems are – which may lead to enhanced measures being identified.

By combining these elements, Clear Zone objectives can be delivered without significant interventions. There is also some confusion around the 'Clear Zone' term and it may not accurately represent the work that is being proposed. Therefore, a more appropriate local name for the project would be "Lanes Improvement project".

Recommendation:

That progress is noted, and the delivery approach is supported

3.1.15 **Environmental Zone**

Like "Clear Zone", research has shown that the "Environmental Zone" is a general term that has previously been applied to a range of differing projects. The common theme is that Environmental Zones aim to improve air quality through better management of transport.

It is suggested that in Brighton & Hove, the area in the Lanes benefiting from improvements to Freight facilities agreed through the Freight Quality Partnership project are identified as the city's Environmental Zone, rather than employing "restrictive" measures. Improvements to Air Quality can be assessed through measuring numbers of Freight Vehicles and the time they spend in the area rather than direct analysis of Air Quality. Any attempt to measure the latter would be meaningless due to the impact time of year, weather etc have on Air Quality on any given day.

Recommendation:

That progress is noted, and the delivery approach is supported

3.1.16 **Multi-modal Ticketing**

This project, which improves links between bus and train ticketing, is being delivered by the Brighton & Hove Bus Company, and so the council has limited involvement. The bus company report a slight delay in identifying suitable technology, but this is not expected to impact significantly on project delivery.

Reporting Process

3.2 In accepting the CIVITAS funding in October 2008, Cabinet requested that a report be presented to “a future Cabinet for an update and further approval to progress to Stage 3” (stage 3 being implementation of schemes).

3.3 All projects within the CIVITAS programme have different implementation dates. For this reason, it is proposed to provide Cabinet with a regular (six monthly) update on progress, rather than attempt to provide all information required in a single report. As well as ensuring Members are kept up to date with project progress on a regular and manageable basis, this approach will also enable any key decisions due over the following 6 months to be made formally at Cabinet. On occasions, timings may dictate that some decisions are required outside this cycle – in which instance it is recommended that the Cabinet Member for Environment will use his discretion to make key decisions outside the Cabinet reporting cycle, seeking advice from the Leader of the Council where he deems necessary. This will ensure projects can be delivered in line with wider council and CIVITAS objectives and timescales.

4. CONSULTATION

4.1 Most consultation associated with CIVITAS will be undertaken on a project by project basis at appropriate times in each project lifecycle. Appropriate methodology will be identified with the support of the Environmental Initiatives, Corporate Research and Communications teams.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The council will receive £2.2 million in grant funding if it participates in the four year CIVITAS project. Detailed costings covering the four years have been prepared for the individual schemes, in £’s sterling and converted into Euros. The funding will cover both the capital works and associated scheme design and on-costs meaning there are no additional cost implications for the council in accepting the funding. Much of the work undertaken will be supporting existing LTP schemes or transport policy. There is no requirement for the council to provide any additional funding on top of this.

Finance Officer Consulted: Patrick Rice

Date: 01/06/09

Legal Implications:

5.2 The Council continues to have a legal obligation to utilise funding in the manner and for the purposes set out in the grant agreement. The Council must take the

Human Rights Act into account in respect of its actions but it is not considered that any individual's Human Rights Act rights would be adversely affected by the recommendations in this report.

Lawyer Consulted:

Sonia Likhari

Date: 29/05/09

Equalities Implications:

- 5.3 Equalities implications will be assessed on a project-by-project basis, as project details are refined. The projects will also undergo an Equalities Impact Assessment (EQIA) in line with council policy. As a general principle, the programme will seek to reinforce equitable accessibility for all.

Sustainability Implications:

- 5.4 Sustainability implications will be assessed on a project-by-project basis, as project details are refined. As a general principle, the programme will seek to improve opportunity of access to, and awareness of, sustainable transport choice. All the projects in the bid will assist in contributing the councils' sustainability objectives and assist in reducing the cities carbon footprint. Specifically all projects will directly contribute to the Local Area Agreement target of reducing citywide CO2 levels by 4% per year.

Crime & Disorder Implications:

- 5.5 The "Bike Off" project seeks to reduce bike theft in the city. Other projects do not have direct links to crime and disorder.

Risk & Opportunity Management Implications:

- 5.6 If the council fails to deliver its projects or uses the funding for other uses without the EU's agreement the funding could be recalled along with a penalty sum. However, the likelihood of this is considered low, as the council does not intend to use funding for purposes other than for those intended, and the projects are relatively easy to deliver. The "learning" nature of the programme gives the council and other partners flexibility to trial unusual approaches – for example putting Electric Vehicle Charging point infrastructure in place to stimulate and "pump prime" demand.

Corporate / Citywide Implications:

- 5.7 CIVITAS helps deliver a number of the key transport drivers that support delivery of the Administration's wider commitments and objectives. These include helping to get people to work, improving air quality and public spaces, and ensuring the city's traffic flow is as efficient as possible – all of which are enabled by increasing transport choice and opportunities for residents and visitors. As well as providing funding that will enable many existing projects to be enhanced, CIVITAS provides an opportunity to develop new schemes such as Electric Vehicle Charging infrastructure and the city's Transport Model.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The best way to achieve the objectives of each project will be informed by best practise research and option appraisal at project level. The suggested reporting process (a six monthly report to Cabinet with the Cabinet Member for Environment using his discretion to make any decisions that fall outside that timetable) provides an appropriate balance of regular reporting. More or less frequent reports would provide Cabinet with too little or too much information. Projects within the programme have been agreed through CIVITAS and council (Cabinet) processes.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Individual project recommendations are designed to ensure Cabinet have transparent and clear awareness and influence over the progress of each project, or formally delegate this influence to the Cabinet Member for Environment where this will beneficially enhance project delivery in line with wider council and CIVITAS objectives and timescales.
- 7.2 The suggested reporting process (a six monthly report to Cabinet with the Cabinet Member for Environment using his discretion to make any decisions that fall outside that timetable) provides an appropriate balance of regular reporting. More or less frequent reports would provide Cabinet with too little or too much information.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms

None

Background Documents

None