

Subject:	Allocation of Carbon Neutral Fund and Climate Action Fund to Transport Projects and Programmes		
Date of Meeting:	1 July 2021		
Report of:	Executive Director – Economy, Environment & Culture		
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Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 This report sets out proposals for the allocation of additional capital funding to transport and travel projects and programmes that will form part of the council's overall Local Transport Plan capital programme. The sums include £3.9 million from within the council's originally named Sustainability & Carbon Reduction Investment Fund [SCRIF] budget and £1.4 million from the Climate Assembly Action Capital Investment Fund. Following a discussion at the 2030 Carbon Neutral Member Working Group, these budgets have now been renamed to the Carbon Neutral Fund [CNF] and Climate Action Fund [CAF] respectively.
- 1.2 Both sums have been agreed by Budget Council to contribute towards meeting the council's objectives of enabling the city to become carbon neutral by 2030 and to deliver a transport system that is sustainable, safe, integrated and accessible to everyone. Other sums that have been allocated to fund projects other than transport and travel from within the overall original SCRIF budget are the subject of separate reports.
- 1.3 Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of over £4 billion, is an essential part of the council's investment. This helps support and provide access to the many activities that are important to the city's residents and businesses. It delivers sustainable and environmental outcomes, creating cleaner, healthier and more cohesive local communities and supports the city's wider, sub-regional economic role within the Greater Brighton City Region.

2. RECOMMENDATIONS:

- 2.1 That the committee agrees the allocation of the £3.9 million Carbon Neutral Fund budget to the transport projects and programmes set out in Appendix 1 of this report.
- 2.2 That the committee agrees the allocation of the £1.4 million Climate Action Fund budget to the transport projects and programmes set out in Appendix 1 of this report.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 Allocations of additional capital funding from the CNF and CAF to support transport and travel projects were made at Budget Council meetings in 2020 and 2021 respectively. The individual projects or programmes to be funded will start or be continued during 2021/22, subject to their individual timelines. Although the ETS Committee was previously expected to consider the SCRIF allocation, the allocation of CNF and CAF budgets are now overseen by the 2030 Carbon Neutral Member Working Group [MWG], following the decision made by this committee in March 2021. The MWG reports to this committee as part of its Terms of Reference and it will also review and monitor the performance of the portfolio of CNF and CAF projects.

Proposed Carbon Neutral Fund allocations

3.2 When establishing and agreeing that the £3.9m capital funding budget will be allocated across citywide transport projects and programmes, the priorities that it is expected to fulfil include:-

- infrastructure to expand zero emission transport;
- improvements to roads; filling potholes, repairing uneven pavements and other works to make cycling, walking and driving safer;
- improvements to cycling, bus, pedestrian and electric/hydrogen vehicle projects, to support carbon emission reduction;
- further investment into the bus network, introducing more bus shelters, real-time bus stops and schemes to reduce bus journey times;
- staff posts (funded through these capital resources) to support the increased spending on transport projects and priorities;
- increased tree planting, to help absorb toxic emissions and improve air quality; and
- support for the work and outcomes of the Climate Assembly on transport.

3.3 The inclusion of the £3.900m of CNF money in the LTP capital programme was originally considered and agreed by the Policy & Resources Committee in April 2020. The sum has also been reported to the Environment, Transport and Sustainability Committee. Expenditure of the £3.900m from the Carbon Neutral Fund was deferred to 2021/22 (from 2020/21) by committee because the impacts of Covid-19 significantly affected forecast levels of additional income from parking and bus lane enforcement.

3.4 The proposed allocation of this funding is set out in more detail in Appendix 1. It includes investment in infrastructure and measures to increase the uptake of electric vehicles, including taxis and additional charging points. Additional air quality monitoring equipment will provide information to help raise awareness of the effects of emissions and inform people's day to day and future travel decisions to switch to zero emission alternatives. Improvements focused on the maintenance of the network, such as road, footway and Rights of Way surface renewal and drainage will enable active travel; and traffic management measures, such will make walking, cycling and driving safer. More localised investment in neighbourhoods will include pedestrian crossings (such as refuges and zebra crossings), cycle facilities, and further Rights of Way improvements, such as a new multi-user path in Woodingdean, which will encourage greater

sustainable transport use for some journeys. Staff posts/officer time and consultancy expertise required to deliver measures will be included in a number of the proposed sums. Street trees will be included within schemes where possible.

Proposed Climate Action Fund allocations

- 3.5 The £1.4m CAF was agreed to support the delivery of the 2030 Carbon Neutral Programme and to help achieve the outcomes of the Climate Assembly. Those outcomes that can potentially be delivered through capital investment are:-
- A car-free city centre [now referred to as Liveable City Centre]
 - The public transport system should be affordable/accessible
 - Creation of healthier low traffic/pedestrianised communities
 - Introduce mobility hubs - a mobility hub is a recognisable place which provides and connects up different types of travel, like cycle hire, station, parking and transport information
 - Cyclists should be prioritised over cars through well-designed dedicated cycling networks that are safe and practical for day-to-day use as well as leisure
 - Introduce a park and ride to minimise car use in the city
 - Make public transport a more convenient alternative to driving a car
- 3.6 The Assembly also concluded that improvements should be made to consultation/engagement processes, more positive messaging and education and the inclusion of incentives to enable people to make changes to reduce their carbon emissions. Where possible, these principles will be incorporated into those projects that are progressed using the CAF budget, as well as those funded from other sources.
- 3.7 The proposed allocation of this funding is set out in Appendix 1. It includes investment in the development of measures to create a Liveable City Centre to create a safer and more attractive area for people, where motorised vehicle movement is minimised or limited to main routes, while retaining access where necessary, such as for Blue Badge holders and public transport. The development of measures to enable the delivery of an expanded Ultra Low Emission Zone will enable areas of the city, and their local communities, to become healthier and help reduce traffic levels. In line with the decision made by the Environment, Transport & Sustainability Committee, this investment will enable the further work required to identify preferred options for each project and could include a pilot area.
- 3.8 Funding to accelerate the programme of accessible bus stops, especially in outlying areas where there are opportunities to increase access to services and reduce dependency on the car for some journeys, will help deliver more fair and inclusive access to public transport for residents. Funding will also enable the development of local mobility hub pilot schemes, based around existing locations and investment that enable interchange between different forms of transport. Additional funding will support the wider development and delivery of Low Traffic Neighbourhoods across the city, following the decision made by the Environment, Transport & Sustainability Committee in March this year.
- 3.9 The allocation of the CNF budget includes investment in cycling and public transport measures. It is not considered appropriate to allocate capital funding to

the work that would be required to undertake the necessary feasibility to enable decisions to be made about Park + Ride. This will require additional revenue funding.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Consideration has been given to a number of projects that the CNF and CAF budgets could be allocated to. The proposed CNF and CAF allocations are consistent with the areas of work that were agreed by the ETS and P&R Committees in 2021 and as concluded by the Climate Assembly, as set out in paras 3.2 and 3.5 of this report respectively. A number of the projects and programmes to be funded are consistent with, or extensions of, existing funding allocations agreed by committee within the council's Local Transport Plan capital programme.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The city's Climate Assembly was established to enable the views of a representative group of residents to consider and discuss the ways in which the city could step up actions to reduce transport-related carbon emissions in the city. Its outcomes were published in December 2020 and included a number of prioritised measures.
- 5.2 The proposed programmes of investment for the CNF and CAF have been shared and discussed with the council's 2030 Carbon Neutral Member Working Group [MWG]. Progress on allocating the funding and expenditure will be reported to the MWG, in line with the group's Terms of Reference.
- 5.3 A number of the individual projects and programmes have been, or will be, the subject of engagement and consultation with local communities and ward councillors.

6. CONCLUSION

- 6.1 The proposed programmes of investment are considered to meet the principles established for the allocation of the £3.9m from the CNF budget to transport projects, and are also consistent with the recommendations of the Climate Assembly. The proposals are also consistent with a number of approved allocations within the wider Local Transport Plan capital programme and will help to deliver priorities within other strategies and plans. There is a wide range of investment across a number of existing programmes and also new schemes, which are distributed across the city. The measures will therefore support access and movement and improved connectivity in both centrally located, urban and more peripheral, rural environments.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The approval of the £3.9m CNF and £1.4m CAF budget allocations were made at Budget Council meetings in 2020 and February 2021 respectively. The additional £3.9m CNF allocation was included in the council's Local Transport Plan capital programme in 2020, although its investment was deferred from 2020/21 due to Covid-19 effects on the anticipated income required to support the capital borrowing. The individual schemes from Appendix 1 will be added to the council's Capital Investment Programme 2021/22 and will be monitored and reported through the TBM process.

7.2 Any revenue implications as a result of these schemes including financing costs from borrowing have been factored into the council's revenue budget.

Finance Officer Consulted: Rob Allen

Date: 11/06/21

Legal Implications:

7.3 There are no direct legal implications associated with approving the allocation of the CNF and CAF budgets to transport projects and programmes. Any relevant legal issues will be considered when individual schemes are brought forward for implementation.

Lawyer Consulted:

Hilary Woodward

Date: 2/06/21

Equalities Implications:

7.4 The proposed allocations do not require an Equalities Impact Assessment. However, in developing specific projects and programmes, the needs of those people and communities who are identified as having 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be incorporated from the outset, and wherever possible their needs will be included in designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody, irrespective of any protected characteristic. A number of improvements will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Improving road safety and reducing road danger will improve conditions for vulnerable road users.

Sustainability Implications:

7.5 Alongside other schemes in the capital programme, this funding will enable the council to meet environmental objectives, such as those set out in the current LTP and the City Plan, such as a shift towards greater use of sustainable and active transport and travel options, improving air quality and reducing emissions to help achieve the commitment to creating a carbon neutral city by 2030.

7.6 The allocations include investment in highway and structural maintenance and sustainable transport and travel measures, which will be critical to delivering a step change in the actions that are being taken to reduce transport-related carbon emissions in the city by providing infrastructure to overcome the barriers and challenges that make it more difficult to use active and low emission travel. The programme will contribute in a number of ways, including improving road

and pavement surfaces for walking and cycling; improving public transport passenger infrastructure to make it more accessible and a better alternative to the car for some journeys; and providing electric vehicle charging infrastructure to increase the uptake of low emission vehicles for those who need to drive.

Brexit Implications:

- 7.7 There are none.

Any Other Significant Implications:

- 7.8 Investment in transport and travel has a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out below.

Crime & Disorder Implications:

- 7.9 There are no direct implications arising from the proposed allocations of funding from the CNF and CAF budgets. However, investment in improving road safety and reducing road danger will assist in supporting the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2020-23. This can include delivering measures that improve the physical environment, ensure communities are stronger, and help people feel safer.

Risk and Opportunity Management Implications:

- 7.10 The designs of transport schemes are road safety audited to ensure they comply with current design standards. Monitoring and reporting of spend during the year will ensure spending occurs in line with the approved investment programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

Public Health Implications:

- 7.11 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. The proposed allocations will provide additional investment in transport improvements that provide for and promote active travel, such as walking and cycling, and increase data availability. The development of an extended Ultra Low Emission Zone [ULEZ] will help to improve air quality by reducing harmful emissions therefore delivering objectives and actions set out in the council's Air Quality Action Plan. Provision to increase the uptake of electric vehicles and enabling greater use of alternatives to the car for some journeys will also be positive contributions.

Corporate / Citywide Implications:

- 7.12 The proposed allocations will help meet the objectives of the current LTP, which include environmental enhancement, and supporting the city's long-term planned

economic growth and social development. This investment plays an important role in delivering the council's Corporate Plan 2020-23; the City Plan Part 1 (especially Policy CP9 on Sustainable Transport) and Part 2 policies and the schemes/projects identified within its associated Infrastructure Delivery Plan. Some measures will also complement those introduced to mitigate the effects of the Covid-19 pandemic on transport and travel by increasing levels of active travel.

- 7.13 Measures will also support other priorities and policies of the council, such as those set within the Rights of Way Improvement Plan and the Open Spaces Strategy.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed allocation of Carbon Neutral Fund [CNF] and Climate Action Fund [CAF] to Transport Projects and Programmes

Background Documents

1. Report to Policy & Resources Committee (2021/22 LTP capital programme) – March 2021
2. Report to Environment, Transport & Sustainability Committee (Low Traffic Neighbourhoods) – March 2021
3. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2021/22) – February 2021
4. Report to Environment, Transport & Sustainability Committee (Liveable City Centre and Ultra Low Emission Zone Initial Feasibility Study) – January 2021
5. Report of Brighton & Hove Climate Assembly findings – December 2020
6. Report to Environment, Transport & Sustainability Committee Urgency Subcommittee (2020/21 LTP capital programme) – March 2020
7. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2020/21) - February 2020
8. Brighton & Hove City Council's Fourth Local Transport Plan [LTP4] – March 2015

