

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 53
Brighton & Hove City Council

Subject: Cycling Demonstration Town – Additional funding
Date of Meeting: 11 September 2008
Report of: Director of Environment
Contact Officer: Name: **Claire Whitehouse** Tel: **29-3856**
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Key Decision: Yes Forward Plan No. *ENV2173*
Wards Affected: All

FOR GENERAL RELEASE

The late inclusion of this item in the Forward Plan is because advance notification on funding would facilitate inclusion in the Capital Programme and improved delivery.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of a further external funding award to enable the City Council to build on its status as a Department for Transport [DfT] Cycle Demonstration Town [CDT] to a Cycle Town [CT], alongside 17 other towns with similar status.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member welcomes that the City Council has been successful in retaining its designated status as a Department for Transport Cycling Town.
- 2.2 That the Cabinet Member gives delegated authority to the Director of Environment to enter into a Funding Agreement on behalf of the City Council with Cycling England upon formal notification of funding.
- 2.3 That the Cabinet Member approves that a further report is brought to a future Cabinet Member Meeting that details a programme of works in relation to specific schemes.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In October 2005, the City Council was selected as one of six national 'Cycle Demonstration Towns' [CDTs] to promote cycling as a safe and healthy way to move around the city. This designation also secured up to £1.5 million of funding to invest alongside the city council's planned investment in cycling-related measures and initiatives.
- 3.2 The programme of works that has been invested in over the past three years or so include:

- (i) the introduction of Personal Travel Planning, making use of individual marketing techniques;
 - (ii) creating safe cycling routes to city schools;
 - (iii) developing European-guided projects of engineering excellence;
 - (iv) setting up a Cycle Training Centre of Excellence;
 - (v) developing a high profile Walking and Cycling Participation Mark involving leading businesses and individuals in the community; and,
 - (vi) developing a wide range of partners to promote cycling as a friendly, fun and accessible mode of transport for all.
- 3.3 The original funding bid was based on data that indicated that although there has been growth in cycling trips in Brighton and Hove since 2000, there were still a significant number of journeys that could potentially be undertaken by other forms of transport, including cycling. For example, 45% of workers in the city who use a car to get to work drive less than three miles.
- 3.4 Based on the achievements of the original funding and programme of works, Cycling England indicated that at the start of 2008 and near the end of 2007/08 further funding would be available for successful bids from local authorities for a further three years. DfT via Cycling England informally approved the funding allocation for a further 3 years and formal notification is awaited for the period commencing November 2008.

4. CONSULTATION

- 4.1 A consultation strategy will be identified and ward members will be informed prior to any works, with consultation taking place on any scheme identified as part of the Cycling Towns works. The consultation strategy will identify and involve key stakeholders, both external and internal, through public consultation and ward member briefings as part of any scheme.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

The Department for Transport will provide funding of approximately £1.6 Million for cycling promotion divided between the financial years 2008/2009, 2009/2010 and 2010/2011 but with the grant years running from 1 October to 30 September.

The grant can be used for either capital or revenue works and the split is at the discretion of the Authority.

As part of the bid the City Council had to provide match funding. This has been done by using spend on previously agreed schemes and as such there will be no additional funding required.

Finance Officer Consulted: Karen Brookshaw

Date: 07/08/08

Legal Implications:

Funding is provided subject to the Funding Agreement which is currently being finalised between the City Council and Cycling England. Apart from those terms no other legal issues arise directly from the report. There are no adverse considerations in relation to the Human Rights Act

Lawyer Consulted:

Liz Culbert

Date: 07/08/08

Equalities Implications:

In principle agreement to accept the additional funding from the DfT does not have any direct equalities implications. Improving awareness and provision for cycling increases overall transport choice for residents and visitors, especially for those without access to a car. Each element of the Cycling Towns programme will ensure that equalities issues are addressed, as appropriate.

Sustainability Implications:

In principle agreement to accept the additional funding from the DfT does not have any direct sustainability implications. Encouraging sustainable forms of transport, such as cycling, will contribute towards reducing air and noise pollution in the city, and will help to mitigate climate change through a reduction in carbon emissions.

Crime & Disorder Implications:

There are no direct crime and disorder implications associated with an in principle agreement to accept the additional funding from the DfT.

Risk and Opportunity Management Implications:

Regular monitoring and communication with Cycling England will ensure that relevant risks are identified and actioned accordingly.

Failure to complete any committed works could result in loss of part of the funding. For implementation of physical schemes independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

Continuation of the Cycling Towns status as a project and investment in cycling facilities will particularly contribute towards the following new corporate priorities of:

- Protecting the environment while growing the economy
- Reducing inequality by increasing opportunity
- Open and transparent city leadership

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 There are no alternative options associated with informing the Cabinet Member of successful funding from the DfT and Cycling England.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval for acceptance for funding from DfT and Cycling England following Brighton and Hove's second successful bid for external funding and national status as a Cycling Town.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A - DfT Press Release on Cycling Towns Funding dated 19 June 08

Documents In Members' Rooms

None.

Background Documents

None.