



Cycling Ambition in National Parks: Request for funding proposals

Information Note and Application Form

1. The Cycling Ambition Grants (CAG) Fund launched in 2013. The aim was to invest in cycling infrastructure, supporting the Coalition Government's vision to achieve a step change in cycling. The Government sees that greater levels of safe cycling in and around National Parks can unlock a range of cross cutting economic and social benefits that enable growth, such as improved health and wellbeing, higher productivity through improved fitness, improved public realm and attractive spaces, unlocking capacity on road and public transport networks, creation of new social enterprises and businesses which support cycling services and better linked communities enabling more choice for getting around within and between neighbourhoods.
2. The Department continues to be keen on supporting initiatives which are part of a strategy geared to supporting more cycling in rural areas. The Department looks favourably on schemes that have a strategic approach, are sustainable and support the future development of the local cycling infrastructure. Successful schemes should:
 - encourage and enable recreational visits to, from and around National Parks by cycle;
 - encourage and enable people living and/or working in and around National Parks to travel for day-to-day journeys by cycle.
3. Grants provided to Authorities - partnered with National Parks - were to deliver infrastructure improvements to enable more people to cycle in and around the National Parks. Four National Parks (and eight Cities) were funded in 2013 through the CAG programme.
4. The Department has now identified a surplus of capital funds to the value of £1.575m, which it wishes to re-allocate through a mini-competition. We envisage funding between 3-5 high value for money enhancements to existing schemes or new, shovel-ready schemes, through which early benefits can be achieved. All projects must demonstrate the ability to deliver a significant proportion of the scheme by March 2015, with full completion of any DfT-funded elements of the scheme by September 2015.
5. The criteria for selection of successful schemes will be dependent on the following:
 - a. Value for money;
 - b. The extent to which the proposal meets the strategic objectives identified above in paragraphs 1 and 2;
 - c. The ability to utilise at least 75% of the required budget by March 2015.
6. The application form is below, and scheme impact proforma is attached separately. All completed proposals must be submitted by **5pm, Wednesday 14 January 2015**. We expect to announce decisions on this funding by end January 2015.

Cycling Ambition Grant (CAG) Fund National Parks Project proposals

Applicant Information

National Park authority name: South Downs National Park Authority

Local authority name, as grant recipient: Brighton & Hove City Council

Project name (if applicable, which this proposal is an extension to): Transforming Cycling in the South Downs National Park

CAG Project Manager Name: Allison Thorpe, Strategy Lead Access and Recreation, SDNPA

SECTION A - Proposal description and funding profile

A1. Headline description:

This proposal extends the scope of 'Transforming Cycling in the South Downs National Park' an existing CAG project, approved in August 2013. The proposal builds on the South Downs National Park Authority's (SDNPA) wish to create high quality cycling provision in the South Downs National Park (SDNP). This is particularly important in the SDNP as its terrain and proximity to large populations makes it possible to provide opportunities for family cycling and broaden participation in cycling well beyond the dedicated off road community. This is reflected in the original bid by the emphasis on all-ability routes with a high degree of separation from motor traffic, high quality all-weather surfaces, and clear and safe points of access.

The project involves significantly upgrading a 1.5km section of existing Byway Open to All Traffic (BOAT), Drove Road, to create a cycle route link with 'easy access' facilities for all users. This section of route meets the southern end of the recently completed Woodingdean-Falmer cycle route and extends this route further into the residential area of Woodingdean. The map in Appendix 1 shows the proposed extension scheme and linking route. A smaller map shows the scheme in the wider context of the Cycle Vision for the South Downs National Park.

Importantly this extension proposal links a residential area of approximately 10,000 people to both Brighton & Sussex University sites and Falmer Station on the East Coastway rail line. This line connects to Brighton Station and to other regional centres within the Greater Brighton City Region (GBCR) in the east, such as Newhaven & Lewes.

The route increases the opportunity for better linked communities within the SDNP, Brighton & Hove and the wider GBCR. New business and employment opportunities are emerging in the direct vicinity of the extension proposal where farms adjacent to the route (Bevendean Farm and Housedean Farm) have recently diversified their businesses. This enables them to meet tourism opportunities within the SDNP particularly camping, and cycle hire in scenic areas of Downland still within easy cycling and walking distance of Brighton & Hove city centre.

A2. Checklist of criteria met by proposal

Proposal demonstrates it:

- Fits into wider cycling strategies held by the authority
- Increases levels of cycling
- Increases health benefits
- Improves access to National Park
- Tackles congestion
- Reduces carbon output and other emissions
- Supports tourism and/or the rural economy
- Is supported locally
- Can be delivered by end September 2015

Please check all that apply:

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A2. Geographical area:

The cycle route link is an existing byway (BOAT) known as Drove Road immediately north of Woodingdean urban fringe to the north-east of Brighton and half of the route is within the boundary of the SDNP. Woodingdean is an eastern suburb of the city of Brighton & Hove, separated from the main city centre by downland and Brighton Racecourse. The route starts immediately after the junction of Falmer Road/Bexhill Road and continues west for 1.5km and joins Warren Road where there is bridleway access through Sheepcote Valley. The map attached in Appendix 1 shows the extent of the proposed scheme and clearly identifies the importance of its location and role as a link route into the SDNP, to areas of employment and activity at Sussex and Brighton Universities and Falmer Stadium and rail line connections.

A3. Total DfT funding contribution requested (£m): £450K

Costs breakdown:

Byway permeable base layer construction	£145K
Permeable surface dressing (Flexipave)	£105K
Re-grading farm track from Warren Rd. Eastwards	£100K
Drainage (SuDS)	£60K
Staggered gating (Falmer Rd., Roseberry Ave)	£10K
Vegetation clearance/hedge laying/signage	£20K
Archaeology contingency	£10K

SECTION B – The Business Case

B1. The extension proposal – summary

Detailed description:

The existing surface of the route is in very poor condition and not suitable for general cycle access other than off-road cycles. The first 750m from Falmer Road has no formal surfacing, includes large pot holes, large loose materials and is prone to flooding. The second section is narrower and bound by an over-grown hedge on the north side. It has no formal surfacing and is used by livery and farm vehicles. Access to the route is via narrow paths at the rear of residential properties, an entry point off Falmer Road which currently has a small bund blocking the path to prevent vehicle access in the east and via a farm track from Warren Road to the west.

The current condition and access points make the route inaccessible to all, particularly utility cyclists of differing levels of ability. However, the byway route topography is flat and at least 3m wide for the majority of the route giving potential to create a comfortable walking and cycling option away from the busy, trafficked and less forgiving topography of Warren Road. The upgrading and drainage arrangements would enhance route provision, link directly to the new high quality path from Woodingdean to Falmer and encourage more people to consider cycling into the SDNP, Falmer Stadium, Brighton & Sussex Universities and Falmer Station.

Objectives:

- Enable more people to easily access the SDNP, Brighton and Sussex Universities, Falmer Stadium and rail station by bike
- Attract a wider range of users of all abilities to the SDNP

B2. The Strategic Case

Links with existing facilities (rationale and strategic fit)

The proposal builds on connecting a recently upgraded 'easy access' and utility cycle route delivered as a 2NP LSTF scheme: Woodingdean to Falmer cycle route.

This extension project will extend the benefits that have already been achieved by the new route: an increase in levels of walking and cycling of at least 600%.

Improving access to enable all ability cycle access along Drove Road will act as an extension to the Woodingdean to Falmer route by providing a safe and appealing alternative for pedestrians and cyclists into the northern residential area of Woodingdean, avoiding the busy Warren Road/Falmer Road junction in particular. The leisure potential of the route is increased by links into existing routes through Sheepcote Valley and down to Ovingdean and Rottingdean. This route builds on the increasingly strong reputation of the SDNPA to promote the use of sustainable transport by providing crucial sustainable transport links between residential and employment areas as well as into the South Downs.

The proposed route upgrade of an existing BOAT will foster greater cycle use supporting our long-term vision for a step change in cycling throughout the South Downs National Park. As well as connecting visitors to countryside sites and attractions, our scheme enables commuting and utility journeys, in this instance between villages, two universities, a community stadium, Stanmer Park and the wider South Downs.

It is also a direct fit with Themes 1-3 highlighted in our original bid 'Transforming Cycling in the South Downs National Park'

Existing problems and barriers

The existing route is in very poor condition with potholes and extensive flooding. The majority of the route has no formal surface which is difficult for all users except those equipped with appropriate bicycles and gear to negotiate the terrain.

Identifying the scheme

During investigations for the LSTF and the Cycling Ambition programmes extensive consultation with the City Parks Team, the Local Access Forum and local residents associations took place to help to determine priority routes. The Drove Road was identified as a key link to improve access. The route has also been identified in Brighton & Hove's RoW Improvement Plan:

http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/countryside/Brighton_Hove_Final_RoWIP_Nov07.pdf

Following the successful implementation of the Woodingdean-Falmer cycle route it is clear from the increase in users that further links should be made to build on this success and increase 'easy access' links.

Predicted impacts

From results of the Woodingdean-Falmer path there is full confidence that this extension proposal would further increase levels of cycling and walking amongst suburban communities enabling greater access to the SDNP, employment hubs and wider transport connections. It is also likely that recently established businesses adjacent to the route, particularly campsites and cycle hire will benefit from increasing suburban cycle facilities which support the local tourist industry.

B3. The Financial Case – proposal costs

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

£000s	2014/15	
	Capital	Total
DfT funding sought	450	450
Local Authority contribution		
Third Party contribution		
TOTAL	450	450

B4. The Financial Case - Local Contribution / Third Party Funding

Both the SDNPA and Brighton & Hove City Council are able to provide staff time to project manage delivery of the extension proposal project. This includes Brighton & Hove's project manager, project engineer support and the SDNPA officer support in respect of project governance (appx £32K in total)

While there is no direct third party funding for this extension proposal it is a project that fits very well within the wider package of the 2NP LSTF and Transforming Cycling in the South Downs National Park programmes, both of which benefit from cash match funding by the relevant authorities.

B5. The Economic Case – Value for Money (VfM)

It is expected that encouraging more cycle trips, for recreation or utility, will assist in reducing the health and well-being inequalities of Brighton & Hove as residents and visitors will be able to enjoy and experience the opportunities offered by the South Downs from safe and attractive routes.

There are widespread pockets of multiple deprivation amongst the coastal communities bordering the South Downs National Park. A lack of access to accessible green space and opportunities for physical recreation is a contributing factor to health inequalities in these fringe communities. Any reduction in existing car use or avoidance of future growth in car use, for leisure or work purposes will also have air quality and carbon reduction benefits. In addition, access by cycle and other sustainable modes of transport will alleviate environmental stress at sensitive sites (biodiversity, ecosystems and cultural heritage) and visitor “hot spots”.

Creating a safe and attractive cycle network is expected to increase modal share of cycle trips in the South Downs. While the current 2% modal share for commuting is forecast to increase modestly, primarily as a result of background out-commuting via rail gateways; the recreational mode share is forecast to increase significantly (66%) as routes and attractions are opened for all users. This extension proposal scheme is part of this wider package.

Impacts:

The expected impacts and benefits from the scheme are relevant to the overall cycling offer in the SDNP. The original Transforming Cycling in the South Downs National Park bid package includes 55km of new or improved cycle routes, a mixture of traffic-free paths, off-carriageway cycle paths shared with pedestrians, quiet lane cycle routes and crossing facilities, across the South Downs National Park. The expected PVC of this package is £5,379,935 (adjusted to 2010 prices - including optimism bias, design, maintenance and market value). Using Webtag compliant techniques we estimate the PVB over 20 years, plus a 3 year build up period, to be £104,371,645. This produces a strong BCR of 19.4. We have not added in monetised wider economic benefits or benefits for walkers at this stage.

While some existing CAG funded schemes in the SDNP are still under construction we do have data emerging from the Woodingdean to Falmer cycle route which is showing a massive 600% increase in users. This is with data showing the major increases on match days at Falmer Stadium removed.

Economic Activity

Tourism is very important to the local economy within the South Downs National Park. Visitor spending contributes £333m to the local economy, supporting over 5,200 jobs (2011 Visitors Survey). Cycle tourism is a growing market, worth £2bn (British Cycling 2011) to the UK economy. By providing more longer-distance cycling routes, the higher value longer stay visitor trips can be increased, from a base of 4% of all visitor days, and this will assist in growing and strengthening the economy of the South Downs.

The schemes included in the original bid are aimed at improving the cycling environment for all users in the South Downs, making it an attractive place to cycle and spend time. By giving visitors and residents a more positive experience of leisure cycling, people will be encouraged to cycle more often as part of their daily routine. Through encouraging more people to cycle, the health inequalities, in the coastal communities in particular, will be reduced. Employers will also benefit through reduced absenteeism, healthier workforce and potential for other benefits (such as less land used for parking).

The extension proposal will improve accessibility to the South Downs, both from local communities in Falmer and Woodingdean, as well as further afield through connectivity with gateway stations such as Falmer Station. The vision for cycling in the South Downs focuses on social inclusion through high quality schemes to, and around, the National Park, focussing on quality not quantity. This will enable us to meet objectives stated in B1.

Within the catchment of the South Downs 17% of households do not visit because of lack of access to a car. Improving cycle links will help to tackle this. They will also improve access to employment for those who cannot use a car to commute – 13% of households in the National Park area have no car, 40% have one and in Brighton & Hove a third of the population (approx. 90,000 people) do not own a car.

B6. The Commercial Case and Management Case – Delivery

A project plan is attached showing a clear delivery schedule for the extension proposal. Upgrading this section of the Drove Road BOAT is a long-term aim of Brighton & Hove's Rights of Way Improvement Plan which was adopted at Environment Committee in November 2007

http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/countryside/Brighton_Hove_Final_RoWIP_Nov07.pdf

As such the fundamental proposal has been through due council process and consultation with stakeholders and local interest groups. More recently during investigations for the LSTF and Cycling Ambition programmes extensive consultation with the City Parks Team, the Local Access Forum and local residents associations took place to help to determine priority routes. The Drove Road was identified as a key link to improve access.

The benefits of the Woodingdean- Falmer route are being experienced by residents and the wider community which is fostering greater support to extend this type of provision to other suburban and urban fringe areas of the city.

There are no known issues with deliverability particularly as no land acquisition is required and no status change of users on the right of way. All governance procedures are in place for the original programmes of work covering both 2NP LSTF and CAG. These procedures are working well. Brighton & Hove City Council have a proven track record of delivery and the SDNPA have a strong working relationship with Brighton & Hove City Council and the DfT, as recently evidenced at the opening of the Ditchling Road cycle route in Brighton.

Brighton & Hove City Council's Minor Highway Works Framework contract (ref 790) provides the civil engineering element of highway maintenance works, environmental enhancement projects, traffic management works and traffic signal alterations. It also provides for the resurfacing and reconstruction elements of the preventative and structural highway maintenance programme. Call-off contracts from the framework are awarded by pricing up each project with reference to each contractor's schedule of rates. In line with UK procurement regulations it is acceptable for call-off contracts to extend beyond the expiry date of the framework contract so long as the specific call-off contracts are similar in value, duration and scope to previous call-off contracts from the framework.

SECTION C: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Transforming Cycling in the SDNPA I hereby submit this extension proposal request to DfT on behalf of *South Downs National Park Authority* and confirm that I have the necessary authority to do so. I confirm that *Brighton & Hove City Council* as our partners and finance authority will have all the necessary statutory powers in place to ensure the planned timescales in the extension proposal can be realised.

Name: Andrew Lee

Signed:

Position: Director of Strategy and Partnerships



D2. Section 151 Officer Declaration

As Section 151 Officer for [Brighton & Hove City Council] I declare that the extension proposal cost estimates quoted in this request are accurate to the best of my knowledge and that [Brighton & Hove City Council

- has allocated sufficient budget to deliver this extension proposal on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- confirms that the authority has the necessary governance / assurance arrangements in place.

Name: Nigel Manvell

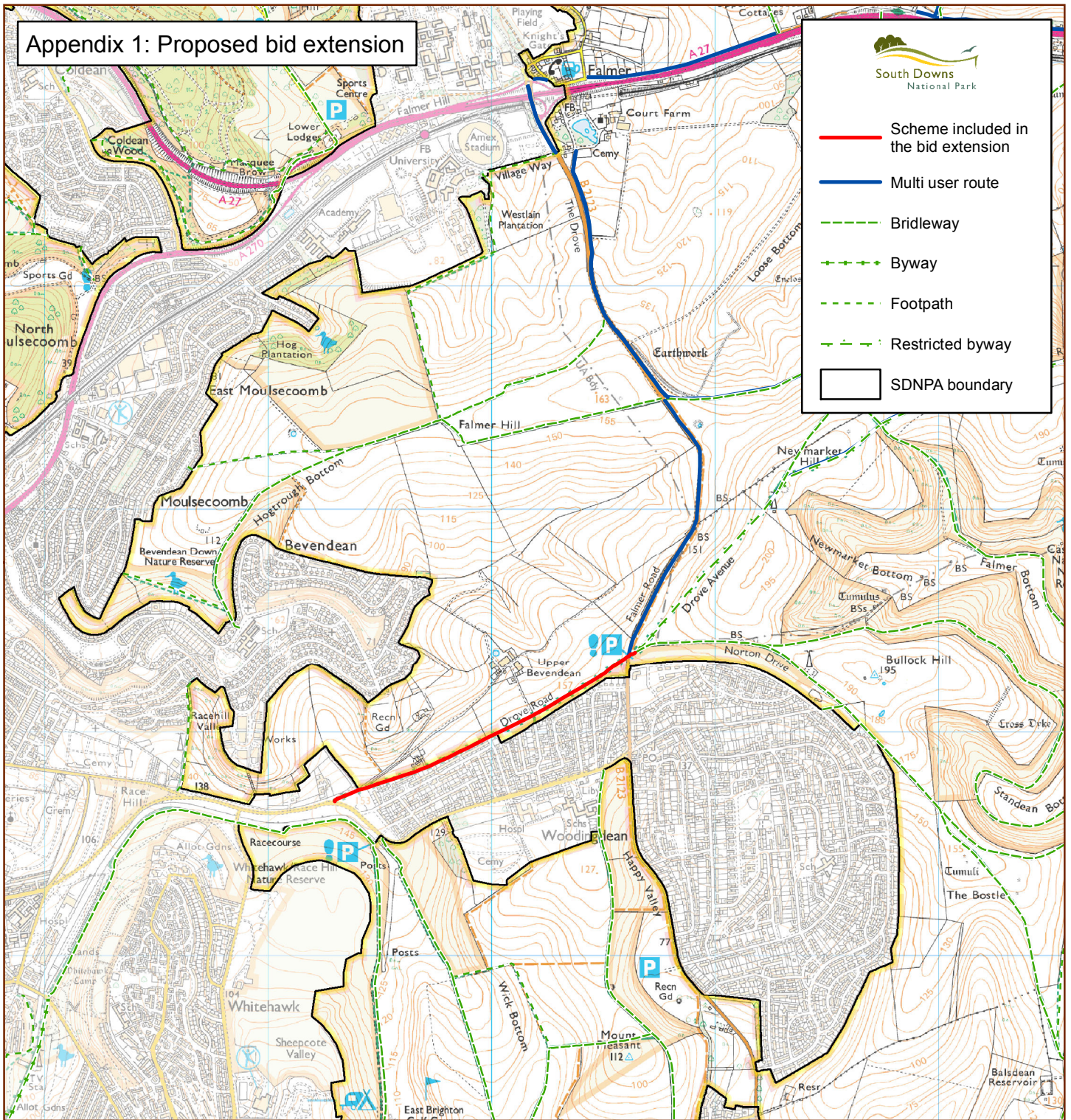
Signed:



14/1/15

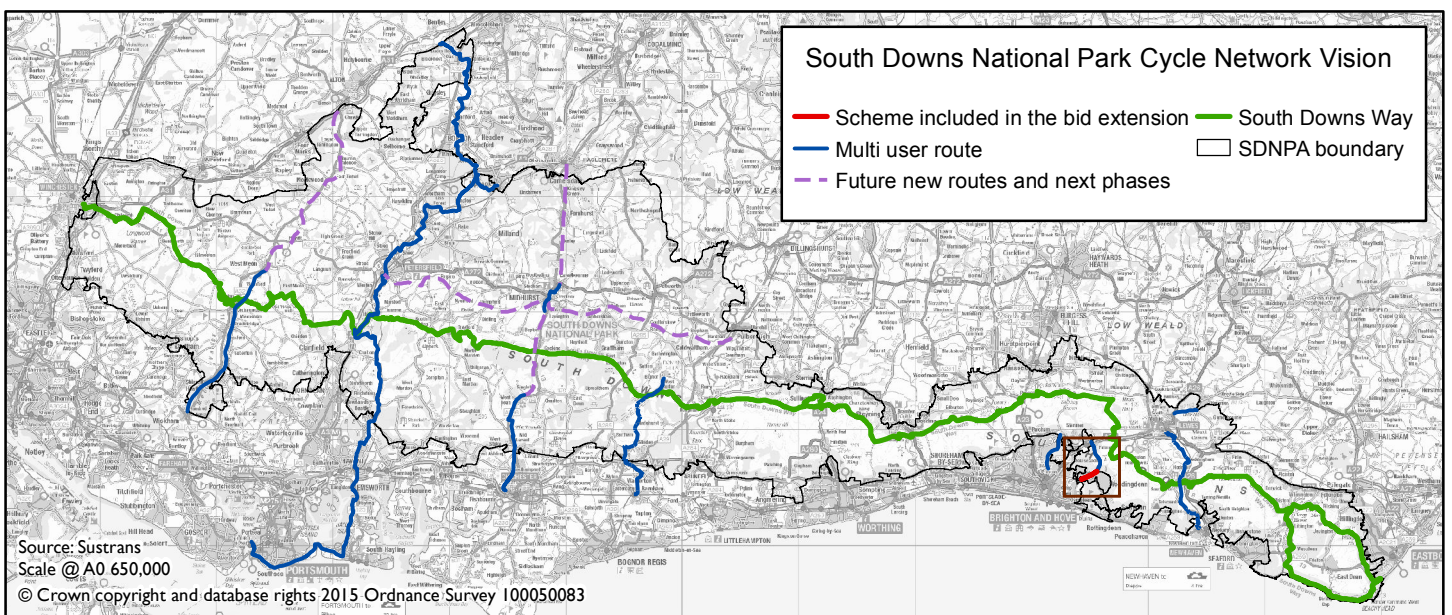
**An electronic copy of this request should be submitted to
cycling.ambition@dft.gsi.gov.uk**

Appendix 1: Proposed bid extension



South Downs National Park

- Scheme included in the bid extension
- Multi user route
- - - Bridleway
- . . . Byway
- . - . Footpath
- - - - Restricted byway
- SDNPA boundary



South Downs National Park Cycle Network Vision

- Scheme included in the bid extension
- Multi user route
- South Downs Way
- - - Future new routes and next phases
- SDNPA boundary

For cycling/walking elements of your bid, please provide the following data - if available					
Input data	Baseline	Without Project	With Project		Reference to supporting information (e.g. section of Economic Assessment Report).
			15/16	To 2021	
Number of users (per day)	18	18	94 (Matchdays = 524)	118 (Matchdays = 658)	<i>E.g. Automatic Cycling Counters, Walking counts or an appropriate sample of manual counts. Given cycling is highly seasonal, adjustments might be needed to account for that if e.g. a survey was undertaken in winter. Non-match day figure = Average usage of pedestrian and cyclist from count undertaken across 2 days on Woodingdean-Falmer cycle route. Match day figure taken from pedestrian and cyclist count on Woodingdean - Falmer cycle route. To 2021 based on 2011 Census data for Woodingdean Ward = % increase in cycling between 2001 - 2011 = 25.5%.</i>
Percentage of additional users that would have driven a car otherwise [distance or percentage of a users time]	N.A.				<i>Refer to evidence for this assumption.</i>

If you are expecting your project to reduce car travel, please provide the following information					
Input data	Baseline	Without Project	With Scheme		Reference to supporting information (e.g. section of Economic Assessment Report).
			15/16	To 2021	
Traffic levels (Vehicle km) in the affected area					<i>please explain how you have estimated the impact of your activities - referring e.g. to previous experience in your authority or elsewhere of similar interventions</i>
Average Speed in the Morning Peak					

For Bus elements of your bid please fill in the following table					
Input data	Baseline	Without Project	With Scheme		Reference to supporting information (e.g. section of Economic Assessment Report).
			15/16	To 2021	
Annual number of Passenger trips					<i>please explain how you have estimated the impact of your activities - referring e.g. to previous experience in your authority or elsewhere of similar interventions</i>
Average Journey time					
Description of your intervention	<i>E.g. provision of Real time information at bus stops/ through a website - announcements of next stop on board/ CCTV at stops/on boars - improved bus shelthers. Or increased frequency - impact on wait time bus priority - impact on travel time</i>				

For Rail elements of your bid please fill in the following table					
Input data	Baseline	Without Project	With Scheme		Reference to supporting information (e.g. section of Economic Assessment Report).
			15/16	To 2021	
Annual number of Passenger trips					<i>please explain how you have estimated the impact of your activities - referring e.g. to previous experience in your authority or elsewhere of similar interventions</i>
Description of your intervention	<i>E.g. improving access to stations through signage, creating an interchange</i>				

