

## 8. PEDAL PEAK II FURTHER FUNDING/EF

### Purpose of the report

1. This report seeks approval to accept a Department for Transport Cycling Ambition Grant Fund, via Derbyshire County Council, for further funding towards Pedal Peak II, in line with the Authority's standing orders 7.C-2. The original Pedal Peak II funding was approved at the January 2014 Audit, Resources and Performance meeting (minute reference 8\14) and the February Authority meeting (minute reference 10/14). The amount of additional grant funding is up to £260,000. The report also seeks approval to spend the funds, in line with standing orders.

### Key issues

- The DfT announced that further funding was available for authorities that had previously been successful in their bid for Cycling Ambition Grant Funding.
- A bid was made by Derbyshire County Council, in partnership with the Authority, for £430,200, to be matched with £150,000 of local funds, therefore, the total bid value is £580,200.
- The Authority element of the bid is for an extension of the existing Cycle Friendly Places Fund.
- This is to be used for two large bids that we haven't been able to support within the existing funding. One project is led by the Youth Hostel Association, and the other by Bakewell and Eyam Community Transport.
- This report seeks approval to receive and then spend the Department for Transport grant.

### Recommendations

2.
  1. **To approve the receipt of a Department for Transport grant for up to £260,000 from Derbyshire County Council to further support cycling in the National Park, and to approve spending this funding, as outlined in paragraph 4 of the report.**

### How does this contribute to our policies and legal obligations?

3. This further Pedal Peak II funding from the Department for Transport (DfT) will contribute to a number of National Park Management Plan outcomes and current corporate objectives, specifically, as follows.

#### National Park Management Plan Outcomes

**DL4:** Greenhouse gas emissions will be reduced and a healthy national park will adapt to the effects of climate change

**TV2:** Communities and individuals will feel inspired to live sustainably and help shape the place they live in

**TV3:** Residents will have sustainable access to local services and employment

**WI1:** The national park will strengthen its role as a welcoming place and premier destination, synonymous with escape, adventure, enjoyment and sustainability

**WI2:** The Peak District will be an unrivalled setting for opportunities which enable people to develop a deeper understanding and appreciation of the place, and which instil a desire to contribute to the conservation, community and economy of the national park

**WI3:** Visitors and residents will be inspired to act in a way that sustains the environment and the special qualities of the Peak District

**WI4:** Accessible and diverse recreation opportunities will be available for all, encouraging healthy living, enjoyment of the landscape and a sense of adventure

**ES2:** There will be a diversity of thriving businesses supporting and contributing to the economy and local communities which are critical to the long term future of the national park

**ES4:** Traditional and modern economic development that is innovative, well managed and appropriate to the landscape will be supported

#### Corporate Objectives

**4.** Lead a programme to reduce greenhouse gas emissions across the National Park and adapt to climate change by inspiring and enabling others and through direct actions in our own operations.

**6.** Support a sustainable economy by working with businesses and other agencies, particularly focusing our efforts on environmental management.

**8.** Provide and enable recreation services that promote health benefits, widen participation, reduce impact on the environment and manage conflicts between users.

**9.** Support the development of a coherent and successful Peak District tourism sector which takes account of the needs of the environment, local residents, local businesses and visitors.

**12.** Develop an approach to income generation to harness a more entrepreneurial focus on service delivery that is socially, economically and environmentally sustainable.

The funding will directly implement actions within the Wider Peak District Cycle strategy, more specifically, it would deliver action 4.1b of the cycle action plan, under the sustainable travel theme, which is to explore Ride the Peaks and Dales. It would also directly contribute to supporting cycle infrastructure by stimulating cycle friendly businesses.

#### **Background**

4. In late December, the DfT announced that a further £1.575 million was available for authorities that had previously been successful in their bid for Cycling Ambition Grant Funding. The funding is expected to provide additional value to those existing projects, so in our case, Pedal Peak II. The timescales for bidding into the funding were extremely tight, with a deadline of 14<sup>th</sup> January 2015. Equally, the timescales for spending the funding are very tight, with 75% of it needing to be spent by the end of March 2015, and the remainder by the end of September 2015. Therefore, the DfT were looking for 'shovel ready' projects.

A bid was made by Derbyshire County Council, in partnership with the Authority, for £430,200, to be matched with £150,000 of local funds, therefore, the total bid value is £580,200. The bid contains the following two elements.

1. The A6 Matlock Cycle Path – this would be delivered by Derbyshire County Council. It will provide an off-road route of approximately 0.5km linking both the Arc Leisure Centre and a number of large housing estates in the north-west of Matlock with the end of the extended Monsal Trail to the east. The route will provide an off-road alternative to the A6 which is a busy and congested main road providing access to central Matlock. This element will provide a safe link between communities and the Monsal Trail extension being funded through the original Pedal Peak II project. The DfT grant sought for this element is £170,000 and there is an additional £30,000 match funding.
2. An extension of the existing National Park Cycle Fund, known locally as the Cycle Friendly Places Fund that is administered by the Authority. This is for two large bids that we haven't been able to support within the existing funding of £140,000. The first is a bookable bike bus service that Bakewell and Eyam Community Transport would run. The grant would be used to purchase a

vehicle to carry the bikes, convert one of their existing vehicles to temporarily carry additional bikes at peak times, and run the service for a year. The service can be used by individuals or groups, will link to the trails and covers Buxton, Bakewell, Matlock and surrounding areas. The second is a grant that the Youth Hostel Association have developed, which is to make a further four of their properties cycle friendly. – They have already applied for four properties as part of the existing grant fund, but the bid would have been too big to do work on all eight properties from the original grant fund. The DfT grant sought for this element is £260,000 and there is an additional £120,000 match funding.

(Please note, as set out above, the total bid value is £580,200, but due to rounding up and down individual bid elements, the figures above only total £580,000.)

In line with the original Pedal Peak II bid, partners are responsible for their own project. Therefore, we are responsible for delivering the National Park Cycle Fund, known locally as the Cycle Friendly Places Fund. The Authority will also be responsible for complying with any contractual arrangements with Derbyshire County Council, in their capacity as the accountable body.

The National Park Cycle Fund, known locally as the Cycle Friendly Places Fund, will continue to be administered through our grants process. The Authority will receive a grant of up to £260,000, which will be claimed until the end of September 2015. This grant will be spent on the both the Youth Hostel Association and Bakewell and Eyam Community Transport projects, and will also be utilised by the Authority to administer the grant system. The Youth Hostel Association and Bakewell and Eyam Community are also providing match funding to a total of £119,900, including £7,300 in kind from the Authority.

At the time of writing this report, the outcome of the bid is unknown, but we expect to be informed on whether it has been successful by the end of January. Due to the tight timescales for spending the bid, this report is being written in the hope that we are successful, so that we have approval to receive and spend the funds as soon as possible after the outcome is known.

### Proposals

5. That Members approve the request to receive £260,000 of DfT grant from Derbyshire County Council for the continued operation of the National Park Cycle Fund, known locally as the Cycle Friendly Places Fund. It is a requirement of standing orders part 7.C-2 that approval is given to receive grants over £200,000. Therefore, if approval is not provided, this grant cannot be spent. Likewise, approval is needed to spend funds received that are over £150,000.

### Are there any corporate implications members should be concerned about?

6. **Financial:** Grant will be claimed quarterly in arrears.
7. **Risk Management:** Risk management will be overseen at the following two levels. The risk of being unable to spend the grant funding in the tight timescales will be managed by the grant team and progress against spend regularly monitored. Risk associated with the overall programme delivery will be managed by Derbyshire County Council at a programme board level.
8. **Sustainability:** The additional funds have the potential to encourage a more sustainable way of accessing and moving around the National Park, for both visitors and residents, as well as influencing visitor choice of transport when they return home.

**Background papers** (not previously published)

None

**Report Author, Job Title and Publication Date**

Emily Fox, Transport and Climate Change Policy Manager, 29 January 2015