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**Meeting:** Executive  
**Date:** 14 May 2013  
**Subject:** CBC Capital Programme - Grant Funding – Cycle Route Between Cranfield Village and Cranfield University and Technology Park  
**Report of:** Cllr Nigel Young, Executive Member for Sustainable Communities – Strategic Planning and Economic Development  
**Summary:** The report requests that the Executive acknowledge the grant funding from the Department for Transport for the above cycle route and approve its inclusion in the Capital Programme.

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**Advising Officer:** Trevor Saunders, Assistant Director Planning  
**Contact Officer:** Ann Rowland, Team Leader Sustainable Transport Team  
**Public/Exempt:** Public  
**Wards Affected:** Cranfield  
**Function of:** Executive  
**Key Decision** Yes  
**Reason for urgency/ exemption from call-in (if appropriate)** The Council has been successful in securing £125,000 from the Department for Transport 'Cycle Safety Fund'. In accordance with the conditions of the funding to be received, the scheme needs to be complete and invoiced by March 2014 which necessitates an immediate start of works and therefore inclusion in the Council's Capital Programme. The money to be spent is in accordance with existing council policies as set out in the Local Transport Plan.

## **CORPORATE IMPLICATIONS**

### **Council Priorities:**

Grant funding from Department of Transport's Cycle Safety Fund will help deliver a number of aims and objectives expressed in the Council's approved Local Transport Plan and will specifically deliver against the following of Central Bedfordshire corporate priorities:

- Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
- Promote health and wellbeing and protecting the vulnerable.
- Better infrastructure – improved roads, broadband reach and transport.

The cycle route project is specifically aligned to the Marston Vale Local Area Transport Plan (LATP) which sets out transport priorities for the local area including Cranfield village, the Technology Park and University.

**Financial:**

1. The Cycle Safety Fund secures £125,000 of external funding towards a scheme valued at £191,000. The remaining £66,000 has previously been allocated through the Local Area Transport Plan.

**Legal:**

2. There are no legal implications of this decision.

**Risk Management:**

3. The key risk is one of late commencement which will result in a loss of the external funds secured or inability to claim the entire scheme costs should scheme completion be delayed into the next financial year.

**Staffing (including Trades Unions):**

4. None.

**Equalities/Human Rights:**

5. The new, safe cycle route offers the opportunity for journeys to work and education in the Cranfield area will help provide safer opportunities for walking and cycling for those without access or with limited access to a car for local journeys.

**Public Health**

6. The promotion of 'Active Travel', including promotion and development of improved cycling routes will contribute to improved public health.

**Community Safety:**

7. The works are receiving specific fund from the government's Cycle Safety Fund. There were 3 recorded pedal cycle accidents in this area in 2009. This scheme will have a positive impact upon local community safety.

**Sustainability:**

8. This project to enhance Central Bedfordshire's existing cycle network will improve local access to jobs, education and leisure facilities by sustainable transport and will therefore present an important opportunity for reducing car use between, Cranfield village, the Technology Park and the University.

**Procurement:**

9. This project will be delivered in accordance with CBC procurement policies using Amey Infrastructure, Central Bedfordshire's highways provider.

**Overview and Scrutiny:**

10. Owing to the urgent nature of the report, this matter has not been considered by Overview and Scrutiny.

**RECOMMENDATION:**

**The Executive is asked to:**

- 1. approve the inclusion of funding obtained from central government as part of the Government's Cycle Safety Fund in the Capital Programme.**

*Reason for Recommendation: To enable commencement of work such that funding is not put at risk.*

**Executive Summary**

11. Central Bedfordshire has been awarded £125,000 from Department of Transport's Cycle Safety Fund to support a cycling initiative in Cranfield which must be delivered in the period 2013/14.
12. In order to ensure that the project is delivered within that period and to budget, Central Bedfordshire needs to be able to work with partners to commence work immediately.
13. In light of the secured funding, the report seeks approval from Executive now to incorporate this scheme into the Capital Programme.

**Cycle Safety Scheme Funding – Cycle Route between Cranfield village and Cranfield University and Technology Park**

14. This project is specifically to address a cycling safety issue in Cranfield. The new funding secured enables Central Bedfordshire to deliver a safe cycle route in the local area sooner rather than later.

**Key objectives of the project?**

15. The main aims of the Cycle Route project are as follows:
  - To improve cycle safety in the Cranfield area
  - To improve access to employment (at the University and Technology Park etc.) by sustainable modes of transport
  - To reduce the impact of commuting trips on local communities
  - To improve access to leisure by sustainable modes of transport
  - To improve health and fitness through facilitating more active travel.

**Partnership working**

16. The need for this cycle route was identified through the LATP which underwent extensive local consultation prior to its adoption by the Council.
17. The Parish Council and Cranfield University are particularly supportive of the opportunity that it this scheme represents. The University in particular has an important part to play in promoting the new route to their 2000 staff and 4000 students as the route already features prominently in the University Travel Plan.

## **Conclusion and Next Steps**

18. The recent success in securing these funds and the need to start quickly on this project means that it is important the project is included in the Capital Programme as soon as possible and is therefore being brought to Executive for approval at this early juncture. The project is fully compliant with the Council's approved Local Transport Plan, the approved Marston Vale LAMP and has local support from key partners.
19. With approval from the Executive, work can start immediately to ensure that Central Bedfordshire takes full advantage of the funding it has successfully secured.

**Background Papers:** None

**Appendices:** None