

DECISION-MAKER:	CABINET		
SUBJECT:	BRITISH CYCLING PARTNERSHIP AGREEMENT 2017-2025		
DATE OF DECISION:	20 JUNE 2017		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY

NOT APPLICABLE

BRIEF SUMMARY

To consider the report of the Cabinet Member for Environment and Transport seeking agreement to establish an 8-year strategic partnership from 2017-2025 with British Cycling to build on recent successes in promoting cycling and sustainable travel, and to further promote and develop cycling opportunities in the city.

RECOMMENDATIONS:

	(i)	To approve the City Council entering into a new 8-year partnership with British Cycling and to contribute £50,000 per annum for the duration of the partnership to British Cycling towards services and projects delivered by the new partnership.
	(ii)	To note that a contribution of £400,000 by the City Council over the lifespan of the agreement will secure a partnership that enables the delivery of the HSBC-UK City Ride mass participation event/s and associated programmes including guided rides, 'Go-Ride' youth coaching, talent development and competitive racing provided by British Cycling and HSBC-UK. It will also attract an additional ring-fenced contribution of capital investment from British Cycling towards dedicated cycling facilities in the city.
	(iii)	To delegate authority to the Service Director for Growth following consultation with the Service Director: Legal & Governance to enter into a partnership with British Cycling.

REASONS FOR REPORT RECOMMENDATIONS

1.	Southampton's established partnership with British Cycling over the past 7 years has proved a high profile method to raise the mainstream profile of cycling and get more people riding for sport, recreation, leisure, commuting, and social trips. The City Council aims to significantly increase levels of everyday cycling in the city, as set out in its 10-year Cycling Strategy 2017-2027.
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2	The continued success of these projects can make a substantial contribution to the Council's priorities. Encouraging cycling and active transport can facilitate improvements in health, both for those participating, and also in broader air quality measures. Regular activities, including high profile events, promote civic pride and reflect the aspirations of a modern city.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Other providers of mass participation cycling were considered. No organisation could match the high profile, match-funding or mainstream media partnership established by British Cycling with HSBC-UK. The British Cycling Partnership offer is unique in the market place. Sport England commission British Cycling to deliver cycling participation outcomes as part of their investment into getting more people active more often. They are the only Cycle Sport's National Governing Body to receive Sport England and UK Sport Lottery funding which enables them to provide revenue match funding for Local Government partners. Alongside the public funding they have a number of commercial partners and sponsors like HSBC UK, which enable them to provide a considerable amount of in kind expertise and support. Encouraging high levels of mainstream cycling is part of the city-wide Cycling Strategy and a critical objective of the Local Transport Plan 4, Clean Air Strategy and Health and Wellbeing Strategy to promote active travel. The City Council could not achieve the same level of profile to promote cycling through the methods outlined in the partnership agreement from its own resources and expertise or an alternative provider.
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DETAIL (Including consultation carried out)

4.	Southampton City Council has established a partnership with British Cycling over the past 7 years offering local residents a range of recreational cycling opportunities through delivery of an annual mass participation event (formally known as Sky Ride) and a supplementary programme of led rides and social and recreational ride opportunities.
5.	This partnership has formed a key element of the 'My Journey' branded sustainable travel behaviour change programme which has been running for the past 5 years with the strategic objective of making cycling an attractive and viable option for people of all ages and abilities, enabling them to cycle for short everyday trips rather than use a private car.
6.	Cycling is becoming increasingly popular in Southampton, as it is across other parts of the country, with the annual Sky Ride attracting over 11,000 people on bikes onto the streets of the city. Of the daily journeys to work 4.6% are made by bike ¹ , which is above the national average (2.8%); and between the 2001 and 2011 censuses the number of these journeys increased by almost a quarter. On the main roads entering the city centre, during the AM peak (7-9am), around 800 people a day cycle – approximately 2.5% of traffic. The number of bikes on the roads of Southampton continues to grow year on year with just over 15% ² more people cycling in 2015 compared to 2010. Away from journeys to work, 17% of Southampton's population cycles for any

¹ 2011 Census – Method of Journey to Work

² Southampton City Council Cycle Counts 2010-2015

	purpose at least once a month ³ .
7.	The City Council has been successful in securing funding for the continuation of its My Journey sustainable travel behaviour change programme following a bid to the Department for Transport's Access Fund. A mass participation cycle event, and programme of guided rides and cycle training opportunities were outlined in the bid as key elements of the programme over the next 3 years with British Cycling named as a key partner.
8.	In order to progress with delivering these elements a Partnership Agreement needs to be signed between Southampton City Council and British Cycling outlining a commitment to continue to work in partnership and support the cycling ambitions of the City Council as established in its Cycling Strategy 2017-2027. The Agreement covers an 8-year period through to 2025 and ensures British Cycling will take responsibility for delivering; <ul style="list-style-type: none"> • Recreational rides; HSBC UK Guided Rides, HSBC UK Breeze; • Support to existing cycling clubs and establish new cycling clubs in the city, with a focus on Go-Ride Racing (entry level competition) and high quality coaching provision; • Access for young cyclists, through Go-Ride delivery, to the talent development programme, this being the foundation of the GB Cycling Team's Rider Route pathway; • A Mass Participation Event on a designated iconic city centre route, its organisation, administration, promotion and execution; • Increased competitive racing opportunities; • Assistance to identify and support potential facility developments subject to local need, and capital match funding on agreed facility projects; • Marketing and communications staff support to help deliver the agreed partnership outcomes.
9.	Alongside the financial commitment, the City Council is required to provide political and organisational leadership in the delivery of the agreement and its associated services. The City Council will be responsible for assisting British Cycling in delivering its programmes and initiatives and will ensure effective engagement with relevant stakeholders in the Local Authority area and with other partner organisations.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
10.	The City Council will be required to contribute £400,000 revenue funding towards the execution of the initiatives outlined in the Partnership Agreement over the lifespan of the agreement. This equates to an annual cost of £50,000 to be paid in two tranches each financial year. The £50,000 payments in the first three years of the agreement (17/18, 18/19 and 19/20) will be made using revenue secured through the DfT Access Fund.
11.	Beyond the Access Fund period, the City Council has Local Transport Plan Integrated Transport Block funding set out through to 2020/21 by the Department for Transport to the sum of £2.124m per annum. SCC is able to

³ 2015 Sport England Active People Survey

	determine how this is spent on an annual basis and this could be used to cover future year's commitments to the Partnership Agreement subject to Council priorities.
12.	The Partnership Agreement includes a four year break clause at 31 March 2021 should the Council not be in a position to meet its financial commitment beyond this point.
13.	No capital funding is required for the delivery of the Partnership Agreement. An additional ring-fenced contribution of capital investment from British Cycling towards dedicated cycling facilities in the city is available under the conditions of the agreement subject to the identification and development of appropriate facilities.

Property/Other

14.	No conflict.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

15.	The proposals in this report are authorised pursuant to s.1 Localism Act 2011 (the general power of competence). Additional powers to hold events and activities are available and vary depending on the type and nature of the event and where it takes place and the Council will ensure that all statutory provisions relating to individual events are fully met.
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Other Legal Implications:

16.	The Agreement is subject to compliance with the Council's Contract and Financial Procedure Rules and any restrictions or exemptions set out therein.
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POLICY FRAMEWORK IMPLICATIONS

17.	The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP4).
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18.	The project is compatible with the objectives of the Cycle Strategy, Clean Air Strategy, Health & Wellbeing Strategy and City Council Strategy.
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All wards
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None.
Documents In Members' Rooms	
1.	None.
Equality and Safety Impact Assessment	
Do the implications/subject of the report require an Equality and Safety	Yes

Impact Assessment (ESIA) to be carried out.		
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		
2.		