



Department
for Transport

Report by the Secretary of State for Transport on the use of his powers under section 70 of the Charities Act 2006

Linking Communities Fund and Cycle Safety Fund

March 2014

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries <https://forms.dft.gov.uk>



© Crown copyright 2014

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/version/2> or e-mail: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

This publication is available at www.gov.uk/government/publications

Any enquiries regarding this publication should be sent to us at <https://forms.dft.gov.uk>

Print ISBN 9781474100564
Web ISBN 9781474100571

Printed in the UK by the Williams Lea Group on behalf of the Controller of Her Majesty's Stationery Office

ID P2627003 37890 03/14

Printed on paper containing 75% recycled fibre content minimum

Contents

Introduction.....	4
1. Linking Communities programme: progress.....	5
Aims of the programme	5
Scheme selection	5
Monitoring and evaluating the impact of the Linking Communities programme.....	7
2. Cycle Safety programme: progress.....	8
Aims and scheme selection.....	8
Monitoring and evaluating the impact of the Cycle Safety programme	8
3. Further information.....	9
Linking Communities programme.....	9
Cycle Safety programme.....	9

Introduction

1. This report is presented pursuant to Charities Act 2006, section 70, which provides the power of a Minister to provide financial assistance to charitable, benevolent or philanthropic institutions in respect of any of the institution's activities which directly or indirectly benefit the whole or any part of England.
2. Sustrans is a charity whose main aims are to enable people to travel by foot, bike or public transport for more of the journeys made every day. They are coordinators of the National Cycle Network which is now over 13,500 miles and is within one mile of just over 60% of the population.
3. The original objectives of the Linking Communities Fund were primarily to make improvements to cycling and walking. In addition, the fund must be used to support jobs, enhance access to employment and encourage greater use of more environmentally-friendly transport. Following the announcements¹ of 7 February 2012 and 30 January 2013, Sustrans received £15.5 million for this programme.
4. On 21 March 2012, £15 million was announced² in the Budget for Transport for London to improve safety at junctions with a poor accident record for cyclists. A further £15 million was announced for a Cycle Safety Fund on 26 June 2012 for England (excluding London). These schemes, being managed by Sustrans, aim to reduce risk for cyclists, show a high quality of scheme design and innovation, and seek to address demand and gaps in connectivity, and promotion.
5. On 28 November 2012 an additional £5 million was announced, taking the total being provided to the cycle safety programme to £20 million. This funding was matched locally pound for pound.
6. Schemes on both of the above programmes will be delivered by March 2014.³

¹ <https://www.gov.uk/government/publications/linking-places-fund-tranche-2>

² <https://www.gov.uk/government/news/15m-boost-to-improve-cycle-accident-hotspots>

³ Where schemes may encounter delivery delays as a result of reasonable circumstances, Sustrans will manage project completion after this date.

1. Linking Communities programme: progress

Aims of the programme

- 1.1 The Department's connectivity objective aims to provide people with more sustainable options for undertaking the different legs of their journeys. Amongst the Department's objectives is the aim to ensure that sustainable options are available to everyone. In this vein, it launched its Door to Door Strategy in March 2013 bringing together workstreams that contribute to delivering more convenient and efficient door-to-door journeys by sustainable transport.
- 1.2 Initially, the Linking Communities programme was aimed primarily at implementing road-calming measures and traffic-free routes for schools and communities. In 2012/13, the Department expanded the focus of the programme further so that it would not only:
 - a. continue to build upon the success of the Links to Schools and Communities programme (resulting in traffic-calmed and traffic-free routes linking residential areas with schools via the National Cycle Network); but also
 - b. create and upgrade traffic-calmed and traffic-free routes which link local communities to areas of economic activity; for instance, industrial estates and enterprise zones. The chosen routes focus on areas of employment, schools and transport hubs.

Scheme selection

- 1.3 Schemes were selected on the basis of:
 - a. where possible, attracting high levels of funding from other sources;
 - b. focusing primarily on meeting the needs of existing utility cyclists (accepting that many infrastructure measures will also have benefits for leisure journeys); and
 - c. reinforcing wider initiatives (not restricted to transport) which aim to support the local economy.

1.4 Further criteria set aimed to:

- i. link to transport hubs such as railway or bus stations;
- ii. improve footpaths and cycle paths, which are often neglected but impactful for local travel;
- iii. connect workers to places of work including business parks and areas of employment growth such as Enterprise Zones;
- iv. connect residential areas (including planned housing) to local facilities;
- v. provide alternatives to congested commuter routes;
- vi. link areas of high deprivation to employment opportunities;
- vii. enable independent and active travel to schools, further education and higher education institutions; and
- viii. remove barriers to multi-purpose journeys, for example taking children to school on the way to work.

1.5 The total cost of schemes and their associated awards by region are illustrated in Table 1.1.

Table 1.1: Total cost of schemes and their associated awards by region

Region	Grant paid out	Final cost of programme	Grant to scheme cost percentage
East Midlands	£619,488	£1,006,535	62%
East of England	£541,935	£888,155	61%
North East	£766,295	£1,514,020	51%
North West	£1,226,511	£2,175,127	56%
South East	£1,222,044	£3,123,890	39%
South West	£1,531,767	£5,093,667	30%
West Midlands	£1,201,632	£2,639,410	46%
Yorkshire	£577,000	£1,713,268	34%
TOTALS	£7,686,672	£18,154,073	42%

1.6 The list of funded schemes can be found at the link provided in Section 3, Further Information (correct as at June 2013). Two example schemes completed in 2012/13 are Gellings Greenway in Kirkby and the Hockley Viaduct in Winchester.

Monitoring and evaluating the impact of the Linking Communities programme

- 1.7** In 2012/13, Sustrans established the method for capturing the impact of the Links to Communities programme. The monitoring and evaluation programme will capture outcomes in line with the Local Sustainable Transport Fund priority themes of carbon and economy alongside usage monitoring.
- 1.8** Automatic cycle counters have been installed at all schemes where possible to monitor usage. In addition, data on job creation directly attributable to the Programme will be sought and fed into the analysis. It is expected that the information will report on the number of jobs created per £1 million of Links to Communities investment and the number of jobs per km of route constructed.
- 1.9** The monitoring and evaluation has also identified seven schemes that will be used to help demonstrate the impact on access to employment through GIS (Geographic Information System), and maps assessing this impact will be produced.
- 1.10** A further 12 schemes have been chosen to provide a more in-depth evaluation of increased cycling and walking and associated outcomes. Of these, all 12 schemes will have route user intercept surveys, three schemes are intended to have school travel surveys and three schemes are intended to have workplace surveys. Six schemes will also have qualitative consultations amongst community beneficiaries. The anticipated outputs from this element of the monitoring programme include:
- a. whole scheme usage estimates;
 - b. health economic assessments;
 - c. WebTAG appraisals;
 - d. impacts on school/workplace travel;
 - e. economic value on carbon saves; and
 - f. human interest stories and specific beneficiary impacts.
- 1.11** The results related to the above work will be provided in the 2013/14 report to be laid during 2014/15.

2. Cycle Safety programme: progress

Aims and scheme selection

- 2.1** Sustrans was granted funding for the Cycle Safety Fund programme, which aims to address junctions or stretches of the highway where there is evidence of reduced risk for cyclists, perceived or actual.
- 2.2** As well as the above, the schemes were selected and agreed with the Department on the basis of the following criteria:
- a. there are repeated instances of cyclists having been killed or seriously injured, or
 - b. cyclists avoid because of the risks they feel they face, or
 - c. cyclists experience gaps in cycle paths when navigating urban or edge-of-town junctions.
- 2.3** The schemes currently receiving funding (correct as at December 2013) can be found at the link provided in Section 3, Further Information. Practical delivery of the schemes will take place in 2013/14.

Monitoring and evaluating the impact of the Cycle Safety programme

- 2.4** A monitoring and evaluation exercise has been established and will report on how the programme will specifically evaluate the impact of the schemes on safety and the wider impacts of the schemes (for example, increased cycling as a result of improved safety, and as a result health, decongestion, benefits and so on).
- 2.5** The exercise will also seek to provide evidence of the benefits of Cycle Safety Fund type interventions (i.e. BCRs) and on the likely impact of future schemes.

3. Further information

Linking Communities programme

3.1 Further information on the Linking Communities programme can be found at:

<https://www.gov.uk/government/news/15m-boost-for-sustainable-travel>

<https://www.gov.uk/government/news/new-cycle-routes-racks-and-repair-centres-get-england-moving>

<https://www.gov.uk/government/news/minister-announces-record-62-million-investment-in-cycling>

Cycle Safety programme

3.2 Further information on the Cycle Safety programme can be found at:

<https://www.gov.uk/government/news/15m-bst-to-improve-cycle-accident-hotspots>

<https://www.gov.uk/government/news/cash-boost-to-get-england-cycling--2>

<https://www.gov.uk/government/news/15m-boost-to-improve-cycle-accident-hotspots>

<https://www.gov.uk/government/news/autumn-statement-huge-boost-for-transport>

<https://www.gov.uk/government/news/safer-cycle-routes-on-track-thanks-to-government-boost>

ISBN 978-1-4741-0056-4



9 781474 100564