



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

January 2015

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

Presented to Parliament pursuant to section 70 of the Charities Act 2006

January 2015



© Crown copyright 2014

This publication is licensed under the terms of the Open Government Licence v3.0 except where otherwise stated. To view this licence, visit nationalarchives.gov.uk/doc/open-government-licence/version/3 or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email: 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 FAX9643@dft.gsi.gov.uk

Print ISBN 9781474110853

Web ISBN 9781474110860

ID P2689484 12/14

Printed on paper containing 75% recycled fibre content minimum

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

Contents

Introduction.....	4
About the Charities	5
1. Linking Communities programme: Aims of the programme and funding	6
Achievements.....	7
2. Cycle Safety programme: Aims of the programme and funding.....	9
Achievements.....	10
3. Cycling Infrastructure - Making it work for Pedestrians: Aims of the Programme and funding.....	13
Achievements.....	13
4. Local Sustainable Transport Fund Briefings: Aims of the Programme.....	15
Achievements.....	15
5. Further information	16

Introduction

1. This report is presented pursuant to the 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. The Department's aims for local transport are to promote growth and well-being across England through active engagement, supporting local roads, local public transport and sustainable travel. Local Transport Directorate delivers some of its objectives through partners in the third sector, supporting the principles of the national Compact, the agreement between government and the voluntary sector, which sets out how Government Departments should work with Civil Society Organisations.¹
3. This Directorate has engaged a number of charities to help deliver on its policy objectives, and this report will provide information, specifically, on grant provided by the Department for Transport in 2013/14 to:
 - a. Sustrans,
 - b. Living Streets; and
 - c. Campaign for Better Transport.
4. The project or projects delivered by each of the above charities are set out in the next four sections of this report, which give information on the aims of the programme and what was delivered as a result of investment by the Department.

¹ The Compact: <https://www.gov.uk/government/publications/compact-the-agreement-between-government-and-the-voluntary-community-sector>

About the Charities

1. **Sustrans** is a UK 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.
2. **Living Streets** is a national charity that campaigns for creating safe, accessible, attractive and enjoyable streets where people want to walk. Strategically, it sees itself as a strong voice for pedestrians that influences decision makers and campaigns for change, whilst creating a stronger organisation.
3. **Campaign for Better Transport's** vision is for a country where communities have affordable transport that improves quality of life and protects the environment. It aims to provide well-researched, practical solutions to transport problems, providing pressure on national and local government to adopt them, and empowering ordinary people up and down the country.

1. Linking Communities programme

Aims of the programme and funding

- 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. As a result, the Door to Door Strategy published in March 2013² brought together workstreams that contributed 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.
- 1.3** The Linking Communities programme was awarded **£7.5m in 2013/14** (in addition to the £8m granted in 2012/13).
- 1.4** In this section, following the programme's conclusion, we show how the funding was awarded in total by region.

² Door to Door Strategy: <https://www.gov.uk/government/publications/door-to-door-strategy>

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%

Achievements

- 1.5** We reported on how schemes were selected for this programme when we published the Secretary of State's report for 2012/13 in April 2014³, and reported on the number of schemes delivered by Tranche 1. Tranche 2 has delivered 45 schemes.
- 1.6** All schemes are now largely complete and paid for, with the exception of two schemes, where the 'finishing touches' for schemes fell into 2014/15, and the following three schemes that have yet to be paid a final sum of their grant. A summary of the state of play for each of them is below:
- a. Z031 – Weston-Super-Mare (Winterstoke Road). The scheme is now open and a large interim grant has been claimed. However, some bridge and additional works are to be completed during November 2014 to bring this scheme up to the standard required for Linking Communities. Grant left to claim: £68,162.
 - b. Z029b – Bellotts Road Bridge. The scheme as agreed was completed in March 2013. However, underspend was identified in the programme and is now being utilised by this scheme to improve elements along the route corridor. Grant left to claim: £35,000.
 - c. Z045 – Improvements to National Cycle Network (NCN) 7. The scheme as agreed is now fully complete. However, some under claim from across the programme is being utilised on this scheme

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/291799/report-charities-act-2006.pdf

to address culvert improvements along the route. Grant left to claim: £17,620.

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 it is 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 Linking Communities investment as well as the number of jobs created 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. 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 of the 12 schemes will also have qualitative consultations amongst community beneficiaries. The anticipated outputs from this element of the monitoring programme include:
 - d. whole scheme usage estimates;
 - e. health economic assessments;
 - f. WebTAG appraisals;
 - g. impacts for travel behaviour on school/workplace travel;
 - h. economic value of carbon saved; and
 - i. human interest stories and specific beneficiary impacts.
- 1.11. It was incorrectly reported in the 2012/13 report (published April 2014) that the monitoring and evaluation results relating to the above work

would be available in this report. The results are anticipated to be available in March 2015.

2. Cycle Safety programme

Aims of the programme and funding

- 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 increased 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 the route 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 Cycle Safety Fund for schemes outside of London received (£15m in 2012/13) and **£5m in 2013/14**. The next paragraph shows how the funding was awarded, in total, by region.
- 2.4** Table 2.1 Total cost of schemes and their associated awards by region

Region	DfT Grant	Final Cost of Scheme	Grant to scheme cost percentage
East Midlands	£1,347,990.08	£2,548,315.27	53%
East of England	£3,860,223.10	£5,933,998.86	65%
North East	£1,837,845.25	£2,739,012.84	67%
North West	£3,323,830.12	£10,881,347.82	31%
South East	£4,352,654.00	£7,543,583.93	58%
South West	£1,644,676.63	£3,667,320.22	45%
West Midlands	£935,345.75	£2,406,555.55	39%
Yorkshire	£1,055,435.42	£1,738,223.62	61%
TOTALS	£18,358,000.35	£37,453,358.11	49%

Achievements

2.5 80 schemes have been delivered with the remaining 2013/14 funding from the Department for Transport. The current list of schemes can be found at: <https://www.gov.uk/government/publications/cycle-safety-fund-list-of-schemes>. All schemes are now complete, however, 3 of the schemes were completed late and grant funding is yet to be paid as of the end of November 2014. Details of these schemes are:

- a. **X068 – Bedford, Union Street Roundabout.** The scheme was late starting but is now complete. All the certified costs are not in as at November 2014, so grant remains with Sustrans and amounts to: £420,000.
- b. **X063 – Walton-on-Thames.** The scheme has been beset with problems, resulting in significant but unavoidable delays to its implementation. The scheme is now on site, but will now be complete by January 2015, and the grant will be claimed in full at this stage. An interim claim was paid at the end of October 2014. Grant left to pay: £816,905
- c. **X125 – Bristol, Baldwin Street.** The scheme is almost complete and we have released 75% of the grant. However the scheme will not be opened to the public until mid-October and grant has been retained to ensure quality assurance of the scheme. Grant left to pay: £48,750.

2.6 To maximise value of the programme, an identified underspend has been re-invested into the programme, following agreement by the Department for Transport, to allow for either plans to be developed or to commission feasibility studies for Phase 2 elements of existing schemes. The following schemes and local authorities have received additional grant to this effect.

Reg'n	Local Authority	Description of study	Grant required	Links to a CSF scheme
EM	Nottingham	Provide options and concept designs for a cycle corridor from north of Nottingham to Mansfield Rd/Forest Rd Cycle Safety scheme	£8,000	X092 Mansfield Rd/Forest Rd
NW	Wigan	Improvement of links into Wigan town centre	£10,000	X078 Wigan West Cycling Corridor
NW	Cheshire East	Extending Leighton Greenway to Leighton Hospital, Crewe	£13,170	X075 - Crewe

SE	Ashford	Cycling Demonstration Town-type study that could be used for a future funding application	£15,000	Z051 – Willesbrough Dykes
SE	Slough	Creating cycle routes around cycle hire facilities in Langley and Colnbrook	£6,000	X085 – Slough, Langley
SE	Buckinghamshire	Town wide cycle network feasibility study for Beaconsfield	£15,000	X141 - Beaconsfield
WM	Warwickshire	Creating links from north of Rugby to Connect2 scheme (NCN 53), and from station into centre (NCN 41)	£5,000	X072 - Lawford Road
WM	Warwickshire	Creating links from Stratford-upon-Avon railway station to town centre and wider network	£5,000	X144 - Alcester Road
WM	Staffordshire	Creating Uttoxeter town cycle network - package of proposals that could be used to bid for future funding or secure S106	£5,000	X115 - Derby Road
WM	Worcestershire	Converting soon-to-be-defunct Worcester Park and Ride bus lanes to two-way cycle lanes	£5,000	X041 - Barbourne Road
WM	Worcestershire	Adding cycle contraflows to Worcester's one-way roads	£5,000	X041 – Barbourne Road
Y	East Riding	Extending Beverley CSF	£8,000	X011 – Humber, Holderness Link
		Total reallocated grant	£100,170	

Monitoring and evaluating the impact of the Cycle Safety programme

2.7 We reported in our 2012/13 Charities Act report that a monitoring and evaluation exercise for the Cycle Safety Fund programme would be carried out. This has now been fully established, and is to be based on the following defined 3 key components:

- I. Evidence from the core monitoring of Cycle Safety Fund schemes;
- II. Evidencing the wider benefits of cycle safety schemes; and
- III. Articulating the benefits of future cycle safety infrastructure improvements.

2.8 To deliver the above we have designed a number of focussed work packages covering:

- Collation and analysis of safety data being collected by local authorities for all 80 schemes;
- Collation and analysis of other available safety data;
- Enhancing data collection at a selection of 14 case study schemes via Road User Intercept Surveys alongside consultation with schools, workplaces and station users;
- Wide-scale 'market research' style survey to ascertain impact and attitudes;
- Collation and analysis of other data being collected;
- Evidencing outcomes and impacts using data from existing schemes and local and national data sets;
- New data collection around past links work;
- Congestion reduction;
- The impacts of market failure;
- Attitudes to safety;
- Supply chain and job creation;
- Local business impacts /retail vitality;
- Modal shift and carbon emissions reduction;
- Speed management; and
- Valuing greenways e.g. safety, amenities, route in general.

2.9 We expect the monitoring and evaluation exercise to report on its findings in March 2015.

3. Cycling Infrastructure – Making it Work for Pedestrians

Aims of the programme and funding

3.1 The aims of this project were to:

- Provide expert advice to Cycle City Ambition Grant (CCAG) cities to review scheme plans and identify practical ways to ensure they also promote and facilitate walking;
- Carry out expert site visits in selected areas within CCAG schemes to identify practical ways to enhance both the walking and cycling environment;
- Provide ongoing support, advice and capacity building to CCAG cities on their plans to enable them to adapt provision effectively; and
- Provide support for the Department for Transport and where relevant other departments to support officials knowledge and skills with regard to walking, public realm and creating an effective relationship with cycling.

3.2 Living Streets received £70,000 of Department for Transport funding to support this project in 2013/14.

Achievements

3.3 The key achievements from this project were:

- Supporting DfT officials to understand, identify and exploit walking opportunities within their wider transport remit, particularly in relation to cycling, congestion and highways management;
- Becoming a strategic level partner or key stakeholder in the Cycling Cities Ambition Grant cities of Leeds/Bradford, Manchester, Birmingham, Norwich which led to tangible improvements for pedestrians;
- Inspiring a shift in emphasis from a cycling focus to a placemaking approach, identifying and mitigating conflict or increasing pedestrian amenity whilst not undermining the integrity of the cycling provision;
- Building capacity of local people to represent pedestrian view points on design and implementation of cycling infrastructure; and
- Developing pedestrian guidance in relation to cycling investment and presenting it to a wide range of professionals working on CCAG and cycling investment.

4. Local Sustainable Transport Fund briefings

Aims of the programme and funding

- 4.1 Campaign for Better Transport (CBT) was awarded funding under the Charities Act to deliver a report that would gather information from Local Authorities on the initial benefits to the local economy brought about by the Local Sustainable Transport Fund (LSTF). The information aimed to brief Local Enterprise Partnerships (LEPs) on the LSTF, who will have an instrumental role in deciding on project priorities following the devolvement of capital funding, including for transport, to these bodies. The aim of the CBT report was to give examples of where small and targeted schemes had helped with supporting local economies.
- 4.2 Campaign for Better Transport received £15,000 Department for Transport funding support for this project in 2013/14.

Achievements

- 4.3 The report was successful in achieving the original aims of the research. It drew on projects already happening and showed that packages of small and relatively cheap initiatives can be implemented reasonably quickly and can help local economies. The report cites that these measures can help tackle traffic congestion and improve choices for transport users, and also have wider economic benefits too, notably in helping people into work and in contributing to regeneration and local economic development.
- 4.4 The full report can be found at the following link:
<http://www.bettertransport.org.uk/sites/default/files/research-files/Improving%20local%20transport%20helps%20the%20economy%20-%20experience%20from%20the%20LSTF.pdf>

5. Further information

Linking Communities programme

5.1 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

5.2 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>

Local Sustainable Transport Fund briefing

<http://www.bettertransport.org.uk/sites/default/files/research-files/Improving%20local%20transport%20helps%20the%20economy%20-%20experience%20from%20the%20LSTF.pdf>

ISBN 978-1-4741-1085-3



9 781474 110853