



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

For the year 2015/16

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

February 2017



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Contents

Executive summary	4
1. About the charities awarded funding in 2015/16	6
The charities and a summary of their objectives are listed below.	6
2. Details of projects delivered by charities in 2015/16	7
Sustainable Transport Delivery Excellence Programme	7
ATC Scoping Study	7
Big Bike Revival	8
Walk to School	9
Chartered Institute for Highways & Transportation (CIHT)	9
Inshore and Inland Rescue Boat Grant Fund 2015/16	10
Community Transport Fund	11
3. Further information	12

Executive summary

- 1 This report is presented pursuant to the Charities Act 2006, section 70, which enables 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 Transport matters. It helps to get people around, and helps people to get on. And people want safe, reliable and affordable journeys. This is essential in delivering long-term economic growth and ensuring the benefits of such an economy is shared by all.
- 3 Many of the transport solutions needed in the country are delivered by local organisations with both specialised and local expertise. The Department will always seek to use organisations with key expertise, and local area knowledge, where relevant, to deliver on its objectives.
- 4 This latest report features seven projects in which the Department invested in 2015/16. Each were discrete initiatives helping to deliver on a number of Departmental objectives in a local, road transport or maritime setting. The projects are:
 - a) Sustainable Transport Delivery Excellence project - £500,000 granted to improve the capacity of Local Enterprise Partnerships (LEPs) and their local authority partners to respectively act as clients and deliver projects funded from the Local Growth Fund and the Local Sustainable Transport Fund.
 - b) ATC Scoping Study - £44,650. Only half of the allocated £89,300 (incorrectly reported in the 2014/15 report) was paid in 2014/15, meaning the remaining sum was paid in 2015/16 and is therefore relevant for this report. This project sought to build expert stakeholder advice into the formulation of policies to implement the Cycling Delivery Plan (now, the Cycling and Walking Investment Strategy).
 - c) Big Bike Revival project - £500,000 to further unlock the potential for cycling amongst those who do not currently cycle or cycle infrequently but would consider either starting or returning to cycling. This supports the Department's vision of achieving a step-change in cycling levels.
 - d) Walk to School project - No funding was awarded in 2015/16, but the majority of delivery was undertaken in this year. This report details the key highlights of delivery during 2015/16 involving 247 schools, and achieving some increases in walking rates along with reductions of car journeys at a number of schools involved in the project.
 - d) CIHT was awarded £41,523 in funding to provide Secretariat Duties for the UK Roads Liaison Group (UKRLG) and its constituent boards during 2015/16.
 - e) For the inshore and inland rescue boat grant fund, £847,345 was awarded to 47 charities under the Act as part of a 5-year Government grant scheme providing £1 million a year to support inshore and inland rescue boat charities across Great Britain involved in search and rescue operations. Other grants were made in respect of

activities in Northern Ireland, but these are outside the scope of this report.

e) 117 charities who provide community transport were awarded £6,502,835.92 in grant funding under the Act in 2015/16 from the Community Transport Minibus Fund. These community-based groups play an important role in communities, particularly in isolated areas enabling people access to public services, employment, education and training.

1. About the charities awarded funding in 2015/16

The charities and a summary of their objectives are listed below.

- 1.1 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.
- 1.2 Cycling UK has a vision is of a healthier, happier and cleaner world, because more people cycle. Cycling UK has championed the cause of cycling for well over a century. They promote all forms of cycling, protect the interests of existing and would-be cyclists, and inspire people of all ages, backgrounds and abilities to discover the joys of cycling. As an independent, democratic and expert organisation, their activities reflect the commitment of members, volunteers and partners to make cycling mainstream and make a lasting difference to the lives of individuals and communities.
- 1.3 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.
- 1.4 Chartered Institute of Highways and Transportation (CIHT) is a charity, learned society and membership body with 12 regions and a number of international groups. CIHT represents and qualifies professionals who plan, design, build, manage and operate transport and infrastructure.
- 1.5 A total of 46 charities who operate inshore/inland rescue boats in Great Britain were awarded grant funding under the Act in January 2016 as part of the 2015/16 round of the inshore and inland rescue boat grant fund. These volunteer, community-based groups respond in emergencies and severe weather to rescue those in danger during flooding, and on lakes, rivers as well as inshore waters. These Charities provide a vital service, often working with blue-light services during search and rescue operations. They also contribute to the UK's overall flood response capability.
- 1.6 117 charities who provide community transport were awarded £6,502,835.92 in grant funding under the Act in 2015/16 from the Community Transport Minibus Fund. These community-based groups play an important role in communities, particularly in isolated areas enabling people access to public services, employment, education and training.

2. Details of projects delivered by charities in 2015/16

Sustainable Transport Delivery Excellence Programme

- 2.1 The purpose of this project was to improve the capacity of Local Enterprise Partnerships (LEPs) and their local authority partners to respectively act as clients and deliver projects funded from the Local Growth Fund and the Sustainable Transport Transition Year Fund. Sustrans, as budget holder for the consortium of active travel experts, received £500,000 in March 2016 to contribute to delivery of this project.
- 2.2 The main themes of support were:
- making the economic case for cycling and walking
 - Integration with planning for public health
 - integration with planning for new housing development
- 2.3 The programme has supported the development of pipeline projects and reached 35 LEPs.

ATC Scoping Study

- 2.4 In December 2014, following consultation on a draft Cycling Delivery Plan (CDP), the Active Travel Consortium (ATC)* was awarded £89,300 to scope out a long-term investment programme for cycling and walking. The original purpose was to build expert stakeholder advice into the formulation of policies to implement the CDP. The ATC submitted its final report to the Department in June 2015.
- 2.5 During the course of the study, an amendment was made to the Infrastructure Bill placing a duty on the Secretary of State to produce a Cycling and Walking Investment Strategy (CWIS). This amendment was accepted, the Bill received Royal Assent in February and the CWIS Section was commenced in July 2015.
- 2.6 As a consequence, the ATC study is now one of several pieces of analysis being used to help develop policies for the CWIS.

Big Bike Revival

- 2.7 The Department awarded Cycling UK £500,000 funding to build on the success of the Big Bike Revival (BBR) programmes run in 2014 and 2015. The objective of the programme was to increase the number of people cycling by getting them to use their old or unused bikes, and to increase the number of cycle trips.
- 2.8 Cycling UK successfully utilized their network of bike recycling centres and community cycling clubs to deliver over 1,041 events and cycling sessions, attracting 33,082 beneficiaries over the summer of 2016 and beyond. It encouraged people to bring their unused bikes along for free repairs and cycle maintenance training. 63% of people who attended events had their bike fixed, serviced, or bike maintenance training. Throughout the project, a minimum of 14,499 bikes were revived, helping people to start, or continue, to cycle.
- 2.9 People were attracted through a social marketing campaign which reached a massive 7.2 million through a TV advert and news coverage, 5.2 million through local news coverage and 1.1 million through targeted Facebook adverts. The promotion drew people to a website listing the events that received 91,000 page views, and encouraged people to attend an event near them. As a result 24,596 attended BBR cycling themed events across the summer of 2016.
- 2.10 During events and through an email follow up, nearly 6,000 surveys were collected to create a picture of the beneficiaries and measure changes in cycling behaviour before and after the intervention. It demonstrated that the campaign successfully reached the target audience as 42% of attendees were non-regular cyclists, and the most common method of transport for short trips at baseline was a car. Beneficiaries also came from hard to reach communities that are generally underrepresented in cycling. 41% were from deprived areas, nearly half were women and 23% were non-white.
- 2.11 Follow up surveys showed that 12 weeks after the events, 47% of non-regular cyclists were cycling more (3,712 people). When looking at both regular cyclists and non-regular cyclists, a minimum of 4,985 people were cycling more 12 weeks after the intervention. New cycling trips included 4,992 new regular purposeful trips made by bike (including to work, to the shops or to visit friends and family) as 42% of trips had previously been made by car. This is particularly impressive when considering baseline surveys were taken during summer months, and follow up during winter months, when cycling rates are normally lower.
- 2.12 The intervention trained 208 new ride leaders and 48% of people said they felt safer cycling after attending an event although for women alone the figure was 51%. Physical activity levels also increased, with 80% of those that attended being more physically active in follow up surveys with a further 1,917 people meeting the current exercise guidelines.

Walk to School

2.13 Whilst Living Streets was awarded a sum of £1,068,238 in 2014/15, the bulk of delivery took place in 2015/16. The project's aim was to help encourage more children to walk to school and support government ambitions to increase walking levels. The project worked with 247 schools to increase walk to school rates and help identify and propose ways to overcome barriers to walking.

2.14 Key project achievements include:

- 202 primary schools using Living Streets' WOW (Walk Once a Week), year-round walk to school challenge to promote walking to pupils and parents
- a 30% increase in walking rates at participating primary schools between Sept 2015 - March 2016 compared, with baseline data, rising from 59.5% to 77.2%
- a 45% reduction in all-the-way car journeys in participating primary schools, falling from 33.6% at baseline to 19% between Sept 2015 - March 2016
- 45 secondary schools taking part in Living Streets' Free Your Feet one-week walking challenge
- a 23% increase in the average time spent walking to school in secondary schools from 21.6 minutes in the week before the challenge to 26.5 minutes during Free Your Feet week
- an increase in the percentage of walking journeys of 10+ minutes from 70% before the challenge to 75% during Free Your Feet week
- 54 schools taking part in legacy activities to identify barriers to walking on routes around the school. A report for each audit delivered summarised these barriers, and provided recommendations for overcoming barriers and action plans for both schools and local authorities.

2.15 Living Streets also delivered additional activities with intensively engaged schools, including setting up Park and Stride schemes and working with pupils and students to run their own walking promotion campaigns to encourage embedding walking as a part of everyday school life. Additional project outcomes included:

- piloting an approach to reach 73 independent schools, faith schools and academies that have historically been under-represented in WOW
- developing a data-focused version of the Travel Tracker website for use as a "snap shot" data collection tool for schools and local authorities
- refining Happy Shoesday, Living Streets' schools fundraising activity to support the sustainability of engagement with schools and offer ways for schools to continue to fund their participation in WOW beyond the end of the project.

Chartered Institute for Highways & Transportation (CIHT)

2.16 CIHT was granted £41,523 on 19 May 2015 funding to provide Secretariat Duties for the UK Roads Liaison Group (UKRLG) and its constituent boards during 2015/16.

- 2.17 The charitable objects and powers of CIHT are: a) to advance for the public benefit the science and art associated with highways and transportation in all their aspects; and, b) to promote education, training, and research and development of the said science and art. The UKRLG undertakes activities in support of the charitable objects of CIHT.
- 2.18 The Department for Transport, as a member of the UKRLG, pays a proportion of the cost of the secretariat duties to CIHT. The other organisations that are members of the UKRLG and share its secretariat costs are; Highways Agency, Transport Scotland, Welsh Assembly Government, Transport Northern Ireland and Transport for London.

Inshore and Inland Rescue Boat Grant Fund 2015/16

- 2.19 The 2014 budget included a statement announcing that the Government would “introduce a 5-year grant of £1 million per year for inland safety boat charities across the UK”. The first round of grant awards ran in 2014/15. Applications were invited from established charitable organisations which already operated inshore rescue boats for the purchase of assets or training that would support their operations.
- 2.20 Applications were assessed against a set criteria by an expert panel comprising officials from the DfT, CLG, Defra and HMT, as well as expert advisers from the RNLI, MCA and the Royal Yachting Association, and representatives from the devolved administrations. The panel took into account factors including how the asset or training would be used to support lifesaving, search and rescue operations and flood response capability on a local and national basis; whether there would be wider community benefits; and how the asset and knowledge/skills from training would be sustained into the future. Following considerations by the panel, £847,625.96 was awarded to 47 charities operating in England, Wales and Scotland.
- 2.21 Many charities who received grant funding invested in capital equipment (e.g. lifeboats, flood rafts or off road vehicles), which have already been used in search and rescue operations, and in some cases to life-saving effect. Other charities used their grant awards for maintenance of their existing equipment, or the purchasing of new equipment for crews, such as personal protective equipment. These are also actively being used during rescue operations.
- 2.22 The grant scheme will continue into the 2016/17 financial year when the bid process will be repeated. Lessons learned from previous grant rounds have been reflected in the 2016/17 scheme.

Community Transport Fund

- 2.23 The Secretary of State for Transport invited community transport operators running not-for-profit services of benefit to their local community with one or more permits under section 19 of the Transport Act 1985 to apply to the £25 million Community Transport Minibus Fund to provide them with new minibuses. The first round of funding applications closed in January 2015. Applications were invited from established organisations which already provided community transport and would benefit from a replacement or additional minibus to support their operations.
- 2.24 Applications were assessed against a set criteria by a panel which considered factors such as the type of service provided (e.g. group hire, dial-a-ride), driver training and whether this would expand or maintain the services provided.
- 2.25 Many charities who received grant funding have already received their minibus and these are making a real difference in their communities.
- 2.26 A second round of applications were invited from 8 September 2016 until 2 December 2016. Lessons learned from the first grant round have been reflected in the second round to improve application and delivery process.

3. Further information

- 3.1 The following is a link to a map showing the rescue boat fund awards:
<http://maps.dft.gov.uk/water-rescue-charities/index.html> and
<https://www.gov.uk/government/news/government-gives-915000-boost-to-water-rescue-charities> is the press release for last year's awards.
- 3.2 The announcement of the launch of the Community Minibus Fund can be found here:
<https://www.gov.uk/government/publications/community-transport-minibus-fund>.
Details of the winners are available
<https://www.gov.uk/government/publications/community-transport-minibus-fund-successful-bidders>

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