



Department  
for Transport

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

For the year 2016/17





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For the year 2016/17

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

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# 1. Executive summary

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."

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.

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.

This latest report features seven projects in which the Department invested in 2016/17. 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. **ATC Scoping Study** - £50,000 was paid to Brook Lyndhurst as a final payment for their report delivered in June 2015 that scoped out a long-term investment programme for cycling and walking investment strategy.
- b. **Big Bike Revival project** - £1,500,000 was granted 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.
- c. **Walk to School Outreach projects** - £1,000,000 was granted to Living Streets to help encourage more children to walk to school and support government ambitions to increase walking levels
- d. **Local Cycling & Walking Infrastructure Plans (LCWIPs)** - £650,000 was granted to Sustrans as the lead partner to support local authorities with their development of LCWIPs, a key commitment of the Cycling and Walking Investment Strategy
- e. **Chartered Institute for Highways & Transportation (CIHT)** - £51,323 was granted to CIHT to provide Secretariat Duties for the UK Roads Liaison Group and its constituent boards during 2016/17.
- f. **Inland Rescue Boat Grant Fund** - £835,504 was granted to sixty five inland safety boat charities. These charities respond in emergencies to those in danger during flooding and, severe weather on lakes, rivers and 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

- g. **Community Transport Minibus Fund** - £10,972,888 was awarded to two hundred and fifteen charities who provide community transport to enable them to purchase new minibuses. 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. About the charities awarded funding

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

- 2.1 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.
- 2.2 Cycling UK has a vision 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.
- 2.3 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.
- 2.4 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.
- 2.5 Inland safety boat charities are volunteer, community-based groups that respond in emergencies to rescue those in danger during flooding and severe weather on lakes, rivers and 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.
- 2.6 Community transport operators play an important role in providing specialist and caring transport services that improve people's quality of life in local communities, particularly in isolated areas enabling people access to public services, employment, education and training.



## 3. Details of projects delivered by charities in 2016/17

### ATC Scoping Study

- 3.1 The Active Travel Consortium (ATC) was paid a final payment of £50,000 for their final report that was submitted in June 2015. 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.

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.

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

- 3.2 The Department awarded Cycling UK £1,500,000 to build on the success of the Big Bike Revival (BBR) programmes run in 2014/15. 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.

The grant fund was used to run a national scale intervention during the summer of 2016, starting in June and concluding in October. Delivery of the intervention involved working with a network of established Bike Re-Cycle Centres to evidence that when united and delivering under a common social marketing programme they can convert the high level of cycle ownership into increased levels of cycle usage and replace short trips by car with trips by cycle.

Eighty eight Bike Re-cycle Centres and Community Groups were supported with access to funding. Bike Re-cycle Centres are a mix of social enterprises, community interest companies, private enterprises and third sector organisations that have established a service to repair, re-cycle and in many cases re-sell old cycles that have been disposed of or have been donated. In addition to recycling bikes many centres also run regular cycling activities such as teaching workshops, cycle training and local cycle rides.

The grant fund was also used to appoint a number of development officers to support the delivery of the intervention and to deliver the Community Cycle Club development programme in a number of strategic locations.

The intervention was scaled with the aim to deliver:

- 30,000 participants across a programme of around a thousand events.
- A social marketing campaign that will attract 40% of the total number of participants to represent non-regular cyclists.
- At least 50% of the non-regular cyclists to be cycling more often following the Big Bike Revival.
- At least two thousand people make the modal shift towards regularly commuting or taking utility trips by cycle (for beneficiaries of driving age who commute five miles or less).
- Forty five new community cycle clubs.

## Walk to School Outreach Projects

- 3.3 Living Streets in partnership with five local and combined authorities was awarded a £1,000,000 grant to help encourage more children to walk to school. It aims to overcome barriers to walking and help the government reach its target of 55% of children walking to school by 2020.

Key work packages planned include:

- WOW (Walk Once a Week), Living Streets year round incentive-based walking challenge for primary schools. Living Streets and partners will deliver WOW to a further two hundred primary schools. Through previous projects WOW has increased walking rates by an average of 23% after five weeks and 32% fewer cars at the gates at participating schools.
- Tackling local barriers to walking by working with local authorities to identify barriers to walking to and from school and finding ways to overcome by influencing key interventions creating a long term legacy.
- Developing initiatives and interventions for children in early years and parents/ carers of primary school children by carrying out research to widen understanding of this group and develop insight.

## Local Cycling and Walking Infrastructure Plans

- 3.4 The Local Cycling and Walking Infrastructure Plans (LCWIPs) Consortium (led by Sustrans as lead partner) has been commissioned to support local authorities with the development of their LCWIPs – a key commitment in the Cycling & Walking Investment Strategy (CWIS). The LCWIP Consortium will complement the technical support and advice being provided to authorities in the meeting the objectives of the CWIS. Sustrans, as budget holder for the Consortium, received £650,000 in March 2017 to contribute to the delivery of this project.

The Consortium is supporting forty five local authorities in the development of their local plan for cycling and walking. By helping LA's develop successful business cases and benchmarking infrastructure schemes to ensure the highest possible returns on investment.

The following support is also being made available to all local authorities:

- Explaining the LCWIP process to raise awareness
- Explanation of each stage of LCWIP process – To go through each stage and the information and resourcing that will be needed.
- Stakeholder Mapping - Outlining challenges and opportunities
- Knowledge sharing – Developing case studies, expertise and knowledge sharing between authorities.
- Benchmarking – to demonstrate schemes that have had positive impacts with a focus on smaller more achievable outcomes.

## Chartered Institute for Highways & Transportation

- 3.5 Chartered Institute for Highways & Transportation (CIHT) was granted £51,323 on 21 July 2016 funding to provide Secretariat Duties for the UK Roads Liaison Group (UKRLG) and its constituent boards during 2016/17.

The charitable objectives 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.

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 England, Transport Scotland, Welsh Assembly Government, Transport Northern Ireland and Transport for London.

## Inshore and Inland Rescue Boat Grant Fund

- 3.6 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.

Applications for 2016/17 were assessed against a set criteria by an expert panel comprising officials from the DfT, DCLG and Defra, 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 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 would be sustained into the future. Following considerations by the panel, £835,503.72 was awarded to sixty five charities operating in England, Wales and Scotland. Other grants were made in respect of activities in Northern Ireland, but these are outside the scope of this report.

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.

The grant scheme continues into the 2017/18 financial year when the bid process has been repeated. Lessons learned from previous grant rounds have been reflected in the 2017/18 scheme

## Community Transport Fund

- 3.7 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.

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

Many charities which received grant funding have already received their minibus and these are making a real difference in their communities.

A second round of applications were invited from 8th September 2016 until 2nd December 2016. Lessons learned from the first grant round have been reflected in the second round to improve application and delivery process.

## 4. Further information

### 4.1 Inshore & Inland Rescue Boat Fund

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 the press release can be found here

<https://www.gov.uk/government/news/almost-1-million-awarded-to-66-water-rescue-charities>

### 4.2 Community Transport Fund

The announcement of the launch of the Community Minibus Fund can be found here:

<https://www.gov.uk/government/publications/community-transport-minibus-fund>

And details of the winners are available here:

<https://www.gov.uk/government/publications/community-transport-minibus-fund-successful-bidders>

### 4.3 Big Bike Revival

Further details can be found here: <http://www.bigbikerevival.org.uk/about/>

### 4.4 Walk to School Outreach

Further detail on WOW can be found here

<https://www.livingstreets.org.uk/walk-with-us/walk-to-school/primary-schools/travel-tracker>

### 4.5 Chartered Institute for Highways & Transportation

Further details can be found here <http://www.ciht.org.uk/>

Details on Uk Road Liaison Group can be found here

<http://www.ukroadsliaisongroup.org/>



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