



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 2019/2020

March 2022

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Presented to Parliament pursuant to Charities Act 2006,
for the year 2019/2020



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Foreword

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.”

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1. Executive summary

Introduction

Transport matters. It helps to get people around, it 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 eight projects in which the Department invested in 2019/20 using the powers under the Charities Act 2006.

- a. Big Bike Revival project – £1,000,000 was granted to Cycling UK to continue the Big Bike Revival programme. This was aimed at unlocking the potential for cycling amongst those who do not currently cycle or cycle infrequently, in support of the Department's vision of achieving a step-change in cycling levels.
- b. Chartered Institute for Highways & Transportation (CIHT) – £56,080 was granted to CIHT to provide Secretariat Duties for the UK Roads Liaison Group and its constituent boards during 2019/20. A further £94,873 was granted to CIHT to provide First

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Delegate Support and Secretariat Duties for the UK at the World Road Association.

- c. Inshore and Inland Rescue Boat Grant Fund
– £981,272.13 was granted to fifty inland rescue boat charities. 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 and contribute to the UK's overall flood response capability.
- d. Modeshift STARS – £60,000 was awarded to Living Streets on behalf of Modeshift to reward achievement in schools for the successful promotion of walking and cycling.
- e. Mobility Centres – £6,222,142 was awarded to thirteen Mobility Centres to conduct driving, passenger and wheelchair/scooter assessments.
- f. Improving the National Cycling Network (NCN)
– £22,000,000 was granted to Sustrans to deliver 33 improvement schemes on the NCN. This supports the long-term Strategic Improvement Plan for the entire UK identifying where the NCN needs to be made safer, more accessible and better connected.
- g. Road Collision Investigation Project (RCIP)
– £480,000 was granted to the RAC Foundation to pilot new ways of investigating road crashes. The

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fund is being used to develop and trial, in a number of police force areas, a different approach to identifying and understanding common themes and patterns that result in death and injury on the public highway.

- h. Walk to School Outreach projects – £1,000,000 was granted; £943,000 was used to deliver increased outreach to schools amongst existing partner areas and £57,000 was to develop and pilot a school travel monitoring tool.

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2. About the charities awarded funding

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

2.1 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. (www.cyclinguk.org)

2.2 Chartered Institute of Highways and Transportation (CIHT) is a charity, learned society and membership body with 12 regions and a number of international groups. (www.ciht.org.uk)

2.3 Inland safety boat charities respond in emergencies to those in danger, during flooding and severe weather episodes on lakes, rivers, and inshore waters. They provide a vital service, often working in partnership with the emergency services during search and rescue operations. They also contribute to the UK's national flood response capability.

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/866839/rescue-boat-fund-awards-2019-2020.csv/preview

2.4 Mobility Centres are made up of nine charity organisations and four NHS Foundation Trusts. Their purpose is to promote greater opportunities for disabled and older people by finding solutions to enable them to keep driving or to keep their mobility. Driving Mobility is a charity that acts as an umbrella body for the centres aiming to improve quality of service and consistency of outcomes. <https://www.drivingmobility.org.uk>

2.5 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 manage, and are part landowners of, the National Cycle Network <https://www.sustrans.org.uk/>

2.6 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. Living Streets works closely with Modeshift in promoting cycling and walking in schools. Established in 2007, Modeshift is a not-for-profit membership organisation funded by the public, private and community sectors in the United Kingdom. Its aims are to secure increased levels of safe, active, and sustainable travel in educational establishments, businesses and communities thereby

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engendering widespread travel behaviour change in the long term. <https://www.livingstreets.org.uk/>

2.7 The RAC Foundation is a transport policy and research organisation which explores the economic, mobility, safety and environmental issues relating to roads and their users. The Foundation publishes independent and authoritative research with which it promotes informed debate and advocates policy in the interest of the responsible motorist. In 2018, the Foundation published more than 20 pieces of research and consultation responses. <https://www.racfoundation.org>

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3. Details of projects delivered by charities in 2019/20

Big Bike Revival

Big Bike Revival programme celebrated five years of successful community engagement, events delivery, and increased impact in changing cycling behaviour. A summary of 2019/20 achievements until October are Big Bike Revival so far:

- 1,286 events delivered
- 47,125 people reached
- 49% were women
- 48% were non-regular cyclists
- 47% reside in bottom 3 deciles on Multiple deprivation index scale
- 28% identify as non-white ethnicity

The aim is to unlock the potential for cycling amongst people who do not currently cycle but would consider either starting or returning to cycling. In support of the Department for Transport's vision of achieving a step-change in cycling levels our goals were to:

- Increase the number of people that cycle by addressing the fact that a high proportion of adults in

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England own bikes (42%)¹ but are not making use of them.

- Increase the number of trips made by bike by addressing the fact adults in Britain appear to be aware of cycling and its potential for shorter journeys but have safety concerns about using it as a form of travel.
- Improve the perception of cycling safety by providing a high volume of opportunities for the public to access supported cycling activities, the training to cycle safely and to keep their cycles in safe working order.

An interim report on outputs delivered by Big Bike Revival between 3rd May and 31st October is shown below

Baseline Indicators	Targets 2019	Achieved at between May & Oct 2019	Percent again targets
Engagement & wider reach	60,000	47,125	79%
Delivery partners	150	150	100%
Events & Celebration Rides	1,250	1,286	103%
Baseline questionnaires collected	12,000	10,183	85%
Setting up delivery partners as Community Cycle Clubs	n/a	24	n/a

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Chartered Institute for Highways & Transportation

Chartered Institute for Highways & Transportation (CIHT) was granted £56,080 in funding to provide Secretariat Duties for the UK Roads Liaison Group (UKRLG) and its constituent boards during 2019/20.

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.

(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.

A further £94,873 was granted to CIHT to provide First Delegate Support and Secretariat Duties for the UK at the World Road Association. The Association was formed in 1909 and has 122 government members worldwide and aims to foster and facilitate global discussion and knowledge sharing on roads and road transport. The

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Association has consultative status to the Economic and Social Council of the United Nations. Details on UK Road Liaison Group can be found at <http://www.ukroadsliaisongroup.org/>

Inshore and Inland Rescue Boat Grant Fund

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. The scheme was extended for an additional year to 2019/20.

Applications for 2019/20 were assessed against a set criterion by an expert panel comprising officials from the Department for Transport DfT and the Department for Environment, Food and Rural Affairs (DEFRA) and the devolved administrations in addition to expert advisers from the RNLI, Maritime and Coastguard Agency and the Royal Yachting Association. 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 any assets purchased would be sustained into the future.

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Many charities who received grant funding invested in capital equipment (such as lifeboats, flood rafts or launch and recovery vehicles). Other charities used their grant awards for purchasing a variety of new kit for their volunteer crews including personal protective equipment and other enhancements which will improve safety and enhance operational efficiency or capacity.

The following is a link to a map showing the rescue boat fund awards:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/866839/rescue-boat-fund-awards-2019-2020.csv/preview

And the press release can be found here

<https://www.gov.uk/government/news/one-of-the-oldest-search-and-rescue-teams-in-the-uk-among-winners-of-vital-1-million-funding-boost>

Modeshift STARS – School Award Scheme

The Department for Transport supported Modeshift in arranging the National STARS Schools Travel awards which was held on 4 December. This event was sponsored by the DfT Minister Chris Heaton-Harris MP. This event is to recognise and reward schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. Schools are able to achieve three levels of STARS accreditation: Bronze, Silver and Gold. Invitees from Local Authorities, schools

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and the Department for Transport were invited to the National school award.

Key outcomes of the event:

STARS Primary School of the Year – Brookfield Junior Academy

The school have a highly effective working group that have been instrumental in meeting all outcomes of Gold level accredited after just two years of engagement. Led by a highly organised STARS champion the working group involves school staff, pupils, governors, local councillors, and visitors from other schools.

The school have worked effectively with local councillors to improve road safety through pupil-led campaigns and infrastructure alterations including:

- Installing flashing 20mph road signs in operation during school times
- Extending yellow zig-zag markings outside school
- Installing ‘cartoon’ bollards reminding parents to park responsibly
- Installing an electric gate to prevent parents from parking in the staff car park
- Painting I-bars to reduce parking on resident driveways

Staff and pupil traffic monitoring shows a reduction in traffic outside school and improved road safety as a result.

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Car travel has reduced from over 41% to less than 10% between 2017 and 2019 thanks to the school's proactive, can-do approach.

STARS Secondary School of the Year – Longcroft School and Sixth Form College

Development and delivery of sustainable travel curriculum for alternative curriculum pupils to complete a pupils' led progression through Modeshift Accreditation

Increased cycle storage in school being used by increased cycling population of school. School culture change towards promotion of safer sustainable modes of travel.

STARS Early Years Establishment of the Year – Growing Up Green Day Nursery monthly newsletters focussing on what the nursery is doing around active and sustainable travel, including parent noticeboard which is kept up to date with travel information such as bus-timetables, 5-minute walking zone map, Sustainable Travel page on nursery website, regular Facebook posts used to promote initiatives.

Using public transport for trips, and promoting use of public transport with children, parents/carers, and staff: Travelling by public transport to nursery is around 9% (2% in 2017/18, 9% in 2016/17) with many families now also using public transport on other journeys, not just on their journeys to and from nursery.

Moving the bike rack into the secure, covered buggy shed: providing a secure, covered area for bikes has

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encouraged more parents to cycle their children to nursery, and encouraged more staff and parents to cycle. Cycling has increased from 2% to 10%, and for staff from 11% to 15% over the 3 years the nursery has been working on STARS.

Further details can be found here <https://www.modeshiftstars.org/>

Mobility Centres

Mobility Centres promote greater opportunity for disabled and older people through finding solutions to enable them to keep driving or retain mobility. They provide the clinical expertise necessary to understand the impact of a disability or medical condition on driving and aim to find a solution to enable more people to either take up driving or keep driving safely and for as long as possible.

In 2019/20 the Department awarded £6,222,142 to thirteen mobility centres and Driving Mobility to conduct driving, passenger, and wheelchair/scooter assessments.

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The table below shows the allocation of funding to the centres:

Mobility Centre Name	£
Driving Mobility Centre (West of England)	272,914
Cornwall Mobility	356,245
Derby DrivAbility	355,370
East Anglia Driveability	588,561
Hertfordshire Action on Disabled Mobility Centre	403,283
William Merritt Disabled Living Centre	450,039
North East Drive Mobility	313,704
Queen Elizabeth Foundation	476,796
Regional Driving Assessment Centre – Birmingham	1,189,027
South East DrivAbility	453,618
The North-West Driving Assessment Service	207,958
Wessex DrivAbility	281,686
Chester DrivAbility	64,141
Driving Mobility	808,800 (inc development project)
Total	6,222,142

The centres carried out a total of 12,714 Driving and Review assessments in 2019/20 and supported 5,843 people to continue driving. They advised over 2,400 who could learn to drive. The centres advised 3,467 ‘at risk’ drivers to stop driving. They conducted 902 passenger assessments and 802 wheelchair/scooter assessments.

The Department provided the Mobility Centres with just over £26 million grant funding between April 2014 and March 2020 for their work to enable disabled and older people to keep driving or retain mobility. Details of the Department’s funding can be found on the Mobility Centres accounts published on the Charities Commission

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website: <http://apps.charitycommission.gov.uk/Showcharity/RegisterOfCharities/registerhomepage.aspx>

Details on Mobility Centres can be found here
<https://www.drivingmobility.org.uk/>

National Cycling Network (NCN)

Sustrans was awarded £22,000,000 to deliver 33 improvement schemes on the National Cycle Network (NCN). This supported work to develop a long-term strategic plan for the entire UK identifying where the NCN needs developing and realigning to provide better safety, better mobility, and better streets. A review of the entire NCN was carried out in 2018 and a Paths for Everyone report was produced. This report made fifteen recommendations to improve the network and make it accessible for everyone.

The thirty-three schemes that were identified for improvement are shown below.

Cinder Track, Whitby (design)
Birstall link
Reading barriers
Mirfield
Cinder Track, Whitby (delivery)
Longbridge Rea Valley
Sewell Greenway, Dunstable
Chesterton Greenway
Ashton Court crossing
Thatcham to Newbury
Aylesbury Vale Parkway to Haydon Hill

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Bristol and Bath Railway Path
Chilton Road, Upton
Downs Link, Christ's Hospital
Leigh Road, Wimbourne
Misbourne Greenway
Fylde coastal path
Liverpool Loophole
Cinder Track, Scarborough
HS2 corridor – DONCASTER
HS2 corridor – BARNSELY
HS2 corridor – SHEFFIELD
Gooseholme Bridge, Kendal
Sellafield
Stockton to Seaham – Seaham
Stockton to Seaham – Moonscape
Stockton to Seaham – Pesspool
HS2 Bolsover Links – Pleasley Vale
HS2 Bolsover Links – Doe Lea
HS2 Bolsover Links – A623 Markhamvale
Nottingham City Links
Braintree Crossing
Norwich City Centre
Birmingham City Centre
South Walls, Stafford
Lias Line, Rugby to Leamington Spa
Wolverhampton Wayfinding
Cole Greenway

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The Road Collision Investigation Project (RCIP)

“The Department has sponsored the RAC Foundation to conduct the Road Collision Investigation Project which is ongoing and will report by Summer 2022. This project is seeking to establish whether there is a business case for putting more resource into the investigation of road crashes and if so, to identify how best to develop it. Considerations will include whether the future service should be nationwide and independent among other options.

Walk to School Outreach

The Walk to School Outreach 2019-20 project was delivered by Living Streets in partnership with six local and combined transport authorities between 1 April 2019 and 31 March 2020. It aimed to overcome barriers to walking and help the government reach its target of 55% of children walking to school by 2025. Key project achievements are as follows:

- Six partner authorities took part in Walk To School Outreach 2019/20. This included all five partner authorities from the 2018/19 project and one new project partner authority:
 - Merseytravel
 - Transport for Greater Manchester
 - West Midlands Combined Authority

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- West Yorkshire Combined Authority
- Birmingham City Council
- Sheffield City Region (new project partner for 2019-20)
- A total of 413 schools took part in WOW, Living Streets' year-round walk to school challenge, during the project against a target of 405 schools.
- The project has generated 4.8 million new walking trips and 1.2 million reduced school run car journeys
- Walking rates amongst new project schools increased by 40% as well as 54% fewer car journeys recorded at these schools. At existing schools, increased walking rates from previous project engagement were sustained.
- Achieved a total Benefit Cost Ratio of 9, including the value of decongestion at £2.3m and the value of the health benefits for adults accompanying children at £4.2m, against a Present Value of Costs of £713,000. (The health benefits to children themselves are not included, but estimated at £3.2m, giving an estimated BCR of 14.)
- Expanded reach across existing partner authorities and supported new partnership areas by recruiting an additional project manager and new local project coordinators in Sheffield City Region and West Midlands Combined Authority as well as an additional project manager.

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- Recruited a central schools' coordinator resulting in over 100 schools moving from intensive local support to lighter touch (and therefore lower cost) remote support.
- Intensive engagement with 16 schools across all 6 partner authority areas to overcome barriers to walking.
- Through School Route Audits, the project sought opportunities to influence capital spend, targeting areas of investment such as the Mayor's Challenge Fund (MCF) in Oldham, Greater Manchester.
- A new school online travel monitoring tool based on the WOW Travel Tracker was developed. The system was piloted in partnership with TfGM between October 2019 and March 2020. Five Greater Manchester local authorities engaged with the pilot and seven schools used the tracker to monitor travel to school outside of WOW, and a total of nearly 36,000 journeys were recorded during the pilot.

Further detail can be found at <https://www.livingstreets.org.uk/walk-with-us/walk-to-school/primary-schools/travel-tracker>

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