

Executive Decision Report

Sustainable Transport Access Fund 2017-20

Decision to be taken by: Assistant City Mayor, Energy and
Sustainability

Decision to be taken on: 3 May 2017

Lead director: Andrew L Smith

Useful information

- Ward(s) affected: Abbey, Aylestone, Beaumont Leys, Belgrave, Braunstone and Rowley Fields, Castle, Eyres Monsell, Fosse, Saffron, Westcotes, Western, Wycliffe
- Report author: Sally Slade
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- Report version number: 1 (13.4.17)

1. Summary

- 1.1 This report seeks approval to receive a £3.2m Access Fund revenue grant, secured from the Department for Transport, put in place necessary delegated authority for the Divisional Director for Planning, Development and Transportation to allocate funds to specific projects, in consultation with the Assistant City Mayor, Energy and Sustainability, and undertake procurement of suppliers and award contracts required to achieve the aims of the grant.

2. Recommendations

- 2.1 That the Access Fund Revenue grant of £3.2m for the three year period 2017/18 to 2019/20 be received by the Council acting as Accountable Body and is added to the revenue budget.
- 2.2 That the Divisional Director for Planning, Development and Transportation, be given delegated authority to agree the detailed allocation of funding to specific projects, in consultation with the Assistant City Mayor, Energy and Sustainability, undertake procurement of suppliers to deliver relevant schemes and award such contracts as required to achieve the aims of the grant.
- 2.3 That a partnering agreement is established with Leicestershire County Council covering projects agreed to be led by the County Council and associated funding allocations.

3. Background

- 3.1 In July 2016, the Department for Transport announced a £60m Sustainable Transport Access Fund for authorities to bid for funding for sustainable travel initiatives in financial years 2017/18, 2018/19 and 2019/20.
- 3.2 Leicester City Council led a joint bid with Leicestershire County Council. On the 15th December, the Department for Transport announced that Leicester and Leicestershire's bid called 'Choose How You Move Leicester and Leicestershire' had been successful.
- 3.1 The area in which the funding can be spent is the west of the city and also covers Anstey, Groby, Glenfield, Meridian Business Park, Fosse Park and the proposed Lubbersthorpe housing development. A plan of the area is shown in

Appendix A attached.

3.2 The fund will support business, housing and transport growth around Pioneer Park, Waterside, the City Centre and Grove Park linked to areas of employment deprivation in central Leicester, New Parks, Braunstone and Belgrave. The programme also covers areas where air quality along with health deprivation is cause for concern and will support sectors where transport has been a barrier to employment.

4.0 The delivery programme

4.1 As a joint bid, the delivery will be shared between the two authorities, and delivery will be a combination of in-house, existing framework contracts, existing partnerships and intermediate procurement processes. Details of the delivery programme are attached at Appendix B.

5.0 Co-ordination with other walking and cycling programmes

5.1 The programmes have been designed to complement the following existing programmes and partnerships:

- Living Streets 'Walk To'
- Bikeability and Balanceability
- Parking Improvement Action Plan: School Run Parking Action Plan
- Air Quality Action Plan
- British Cycling Partnership:

6. Financial, legal and other implications

6.1 Financial implications

The funding will be awarded for the three year period April 2017 to March 2020.

The funding profile is shown below:

£000s	2017/18	2018/19	2019/20	Total
Dft Access Funding (revenue)	1,065	1,065	1,065	3,195
Local Authority contribution (revenue)	290	290	290	870
Private contribution (revenue)	343	443	343	1,129
TOTAL	1,698	1,798	1,698	5,194

Table 1

The City Council contributions are made up from the Cycling Officer's time and expenditure from the Assistance to Cycling budget towards mass participations rides, cycle parking at festivals and the bike challenge.

The Department for Transport will pay the City Council as lead authority in two instalments per year. 75% will be paid in the first quarter and the final payment in arrears.

The City Council is the lead partner in the programme, and will therefore act in its own right and as accountable body for spend and activity by partners.

Colin Sharpe, Head of Finance, ext. 37 4081

6.2 Legal implications

The acceptance of grants as an accountable body is a power reserved to the City Mayor.

The terms of the funding from DfT should be passed to legal services for review and signature, though it should be noted it is highly unlikely the terms will be negotiable.

In relation to the implementation of the project and use of funding there should be robust agreements in place where third parties are secured to assist in delivery, be that by grant or service contract. Legal services can advise as to whether grant agreement or a procured service contract is the correct method for securing third party involvement.

It is noted that this bid has been submitted and secured on behalf of the City and County Council. It is advised that a partnering agreement should be put in place to outline and secure the rights and responsibilities of the two local authorities. Such agreement is in the best interests of the City Council as it has all liability as the accountable body and an agreement would ensure that the County is clear on its responsibilities in relation to their element of the funding and that they also share the risk of the funding.

Emma Horton, Head of Law (Commercial, Property & Planning) ext 37 1426

6.3 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

No other implications

7. Background information and other papers:

N/A

8. Summary of appendices:

APPENDIX A: Plan of Access fund area

APPENDIX B: Programme details

9. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

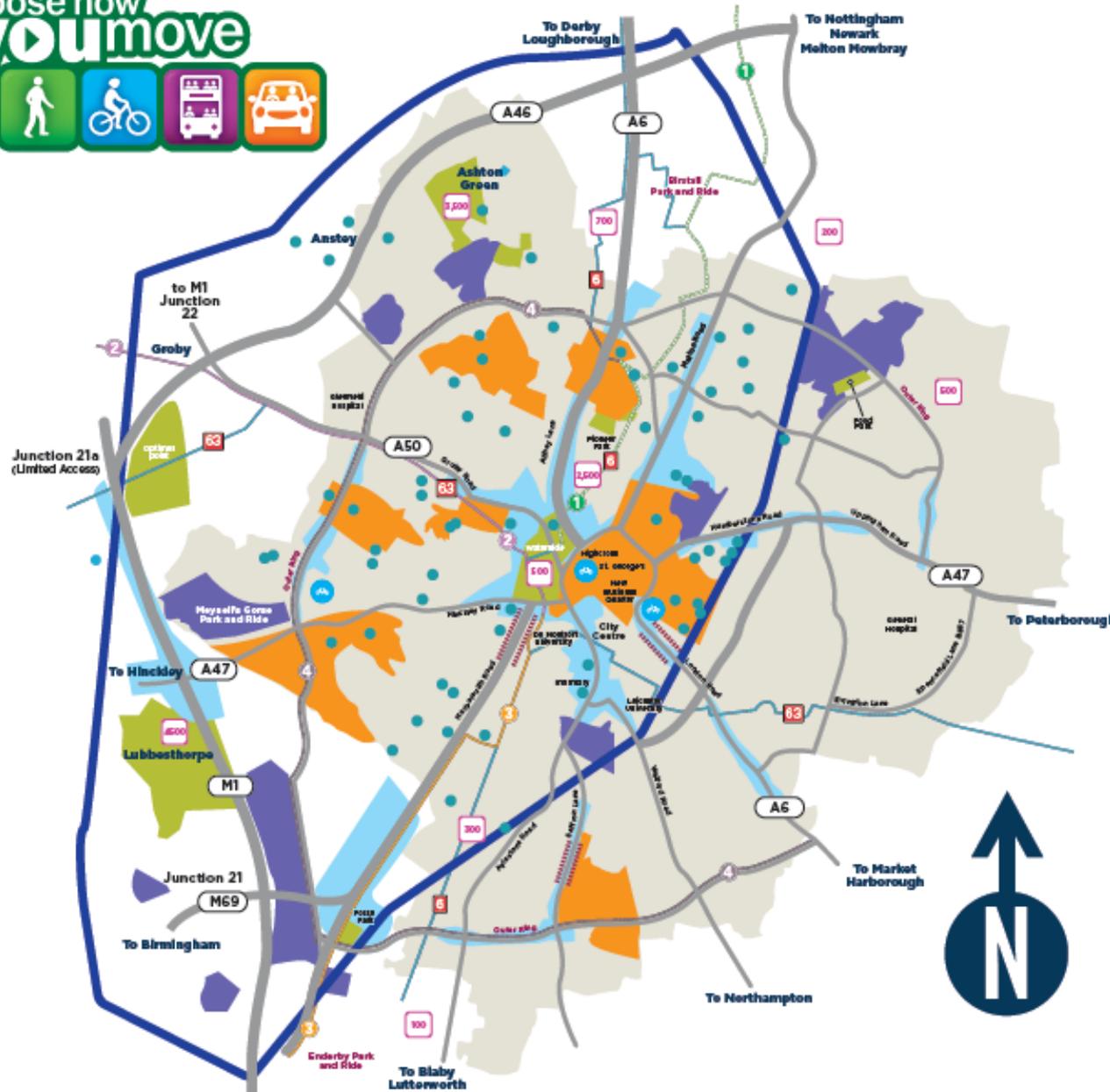
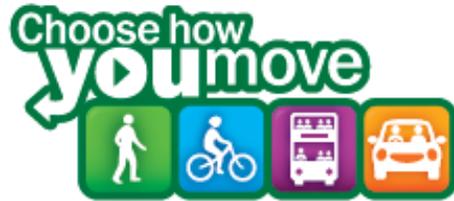
No.

10. Is this a “key decision”?

Yes

11. If a key decision please explain reason

One-off spending of over £1m is to be committed on a scheme that has not been specifically authorised by Council; and the Council is to become the accountable body.



KEY

- Boundary of Access Fund for sustainable transport area**
- Significant housing (new houses)**
- Schools**
- Cycle hubs**
- Areas of employment deprivation**
 - Training and information provision with target groups
 - Community engagement
- Key Growth Areas**
 - Includes SUE's, employment sites and housing
- Key employment areas**
 - Targetted business engagement
- New Infrastructure**
 - Includes cycle, walking and highway infrastructure
 - Growth Deal 3/North West Leicester Corridor Improvements
- Air Quality Management Area**
- Leicester city boundary**
- National Cycle Network**
- Local Cycle Network**
 - Route 1
 - Route 2
 - Route 3
 - Route 4

Appendix B – programme details

Theme 1 – Needs of Business Training	DfT Funding (£K) 2017/20
<p><u>Choose How You Move Travel Portal</u> – The portal is a vital online tool used for the provision of travel information in Leicester and Leicestershire. It includes a real-time journey planner. Since its inception in 2014 there have been 145,947 visitors to the website and the newly combined City and County Facebook and Twitter pages have over a 1000 followers. Continued work to refresh and update the site and associated social media is required along with continued and expanded promotion of the tool to businesses and communities within the Leicester and Leicestershire area. This portal will be the key source of reference as part of any engagement activity detailed in this bid for example the PTP programme.</p>	£55
<p><u>Business Travel Engagement</u> – The business engagement programme will primarily be focused on the manufacturing and professional service; Health and Care workers and tourism and hospitality sectors around our key employment areas. The engagement programme aims to reach over 144,600 employees per year through the delivery of travel advice workshops, forums and roadshows as well as general marketing. With the appropriate travel planning tools and support businesses will be encouraged to develop their own travel plans and sustainable travel initiatives. Partnerships with the University Hospitals Leicester will continue to deliver travel advice to health workers, particularly those training in this area. Links with the two Universities in Leicester will continue to deliver travel advice to staff and students and travel support for new graduates. This programme will be sustained through referrals to the Leicester Smartgo network, which will continue to nurture and develop sustainable travel habits through its membership. This engagement programme has already been highly successful across Leicester and Leicestershire and has resulted in a 20% modal shift from single occupancy car travel for those people living within 5 miles of their workplace.</p>	£400
<p><u>Sustainable Travel Business Grants</u> – We will work with approximately 10 businesses. With a £5,000 grant for businesses prepared to match fund a specific travel solution. Those businesses that have already benefited from the grants have shown a 25% modal shift away from single occupancy car use.</p>	£205
<p><u>Wheels 2 Work</u> – We will expand the existing initiative in the bid area targeting 385 users providing, pedal bikes, electric bicycles, electric scooters and motor scooters.</p>	£445
<p><u>Employment Advisor Training</u> – This initiative will enable the dissemination of travel information to staff at Job Centre training sessions along with the distribution of Access to Work Grants. This will support clients with the cost of transport to interviews and their work place during the early stages of employment to assist in overcoming transport barriers. In addition quarterly mini-road shows will be delivered for job centre clients. National evidence shows that 4.5% of the job centre clients change their travel behaviour as a result of the intervention.</p>	£105
<p><u>Choose How You Move Work Place Challenge</u> - Building on the success of the Sustainable Travel Challenge the work place challenge will reward participants for travelling sustainably and will target 2000 employees within the bid area. All modes of sustainable and active travel will be tracked and recorded using an online website and smartphone app. The Work Place Challenge website would be live for 3 years allowing continued and progressive behavioural change. It will be linked to the Work Place Challenge already being successfully delivered by Leicestershire and Rutland Sport Partnership in the area.</p>	£76
<p><u>Bike Share Scheme Feasibility Study</u> – Before committing resources to a scheme, we would like to be able to fund an intensive feasibility study to see if such a scheme would, indeed, increase the level of cycling and be self-financing. If implemented this would provide a sustainable travel alternative for the additional 4.1million people that are forecast to visit Leicester per annum by 2020 as well as provide a travel option</p>	£60

for employees and students moving around the city	
<u>Workplace Cycling Programme</u> – A series of cycling workshops including Dr Bike, bike maintenance sessions, try-out sessions, cycle training and led rides will be delivered in approximately 20 businesses, through the development of cycling champions within the organisations. Focus will be on the health sector workers and the tourism and hospitality industry along with the manufacturing sectors	£150
<i>Theme 2 – The Needs of the Community and Training</i>	DfT Funding (£K) 2017/20
<u>Choose How You Move Schools Programme</u> – Reaching over 23,000 pupils. Schools will be supported with the development of travel plans, park and stride/walking bus schemes, the recruitment of safe and sustainable travel champions and provided with activities such as Dr Bike, bike maintenance training, the big ride further cycle training as well as support with many other safe and sustainable travel initiatives. Local evidence shows that this type of activity leads to a 17% increase in cycling activity in the participating schools and an overall decrease of single occupancy vehicle trips to the school gates by 7.8%. These activities will also help to encourage safer riding on well-maintained bikes thus helping to reduce the rate of cyclists killed and seriously injured. This work will be supplemented by the Walk To project delivered by Living Streets.	£250
<u>Personalised Travel Planning (PTP)</u> – We will target 21,000 households with in the bid area. We will work with local residents and providing information for them to make informed travel choices and maximise the use of new cycling and walking infrastructure to be implemented as part of the ‘Connecting Leicester North City Centre’ improvements, the ‘Leicester North West Major Transport Scheme’ and Waterside as well as the use of the extensive network of existing cycling and walking infrastructure within the bid area Previous PTP initiatives in Leicestershire highlighted a 38% increase in pedestrians and a 49% increase in cyclists	£450
<u>Adult Cycle Training</u> – These courses train participants to the equivalent of level 2 Bikeability standards and provide adults with the confidence and skills to cycle as part of their everyday journeys and help towards reducing the rate of cyclists killed and seriously injured. We aim to target 330 residents of Leicester and Leicestershire to complete the course which.	£130
<u>Walking Initiatives</u> – We will look to continue a supported led walk programme with walks delivered to over 500 participants in a series of programmes and walking events. The walks will be targeted towards employees in the main employment areas e.g. city centre, Pioneer Park and Grove Park, to health and care workers and in areas of high employment deprivation. Where similar schemes have been delivered 50% of the participants have increased their level of walking and 15% extra trips have been made by foot. 73% of those not doing the 150 minutes of physical activity at the start of the intervention reported that they were after. These walks will be supplemented by the volunteer led Health Walks Programme. The Access Fund will also support a walking forum made up of organisations that deliver walking activities e.g. Rambler’s, Living Streets, Leicester Diabetes Association, Parks Department etc. Its role is to co-ordinate all walking activities within the area and act as a referral mechanism between agencies.	£120

<p><u>Ride Leicester Promotions</u> – For over 10 years Leicester has been delivering a Ride Leicester Festival which has included the Sky Ride mass participation and more recently the Castle Classic event. Of the 18,000 people per annum that attend the Ride Leicester Festival 38% are new, returning or occasional cyclists and 58% said they would increase their cycling as a result. Funding is sought through the Access Fund to continue to work, in partnership with British Cycling to continue to bring the Ride Leicester festival to the area. Funding is sought to continue this level of participation.</p>	<p>£330</p>
<p><u>Led Ride Programme</u> – In partnership with British Cycling, we will be delivering a programme of 50 rides throughout each year. Referrals to the led ride programme will come from the extensive British Cycling marketing programme but also from Adult Cycle Courses and Wheels for All to promote the Led Rides enabling those that have been trained to be sign posted to future cycling opportunities.</p>	<p>£30</p>
<p><u>Mobile Bike Parks</u> – Leicester and Leicestershire have, over several years, provided mobile bike parks and cycle related advice at major festivals and events. We aim to support approximately 10 festivals pa.</p>	<p>£30</p>
<p><u>Choose How You Move Car Share scheme</u> – Since its refresh in 2012, this scheme has seen a total of 6346 members and saved those members £1, 380,000 in fuel costs. The car share scheme is to be re-tendered in 2017 and the Access Fund will provide support to businesses as well as aid promotion of the scheme to the general public. From 2011-2015 this car share scheme saved 5,617,692 miles and 1850 tonnes of CO2.</p>	<p>£55</p>



City Mayor