

DECISION-MAKER:	CABINET COUNCIL			
SUBJECT:	DEPARTMENT FOR TRANSPORT ACCESS FUND			
DATE OF DECISION:	20 JUNE 2017 19 JULY 2017			
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT			
<u>CONTACT DETAILS</u>				
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STATEMENT OF CONFIDENTIALITY
Not applicable
BRIEF SUMMARY
To consider the report of the Cabinet Member for Environment and Transport seeking approval of the receipt of £2,294,000 of funding from the Department for Transport's Access Fund in order to deliver the 'Southampton: Driving our cycling ambition into local towns, schools, colleges and workplaces' programme for three years up until 31 st March 2020.
Key strategic partners including Hampshire County Council (HCC), Eastleigh Borough Council (EBC), HCC Public Health, British Cycling, Cycling UK and the University of Southampton have committed to match fund the project. They will contribute revenue funding at a total of £423,300. This will be coupled with £90,000 revenue contribution from Southampton City Council's Transport Policy revenue budget (over three years) and £18,000 HCC capital funding. Further approval is required for the use of £300,000 Local Transport Plan (LTP) capital funding (over three years) being used to match fund 12.5% of the project total. This will be allocated from the Integrated Transport Capital budget.
This project will deliver: <ul style="list-style-type: none"> • Travel advice to 600 long-term unemployed taking part in the City Deal Solent Jobs Programme; • Travel advice, training and e-bikes to domiciliary care workers; • Tailored travel advice, resources, activities and cycle support services to employers within the city including the Port of Southampton and West Quay South; • Expansion of the city's Travel Plan Network; • A Clean Air Schools Challenge; • Intensive engagement with 38 key schools per year in the Travel to Work Area, including delivery of the Bike-It programme, Modeshift STARS (the national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling and walking), voluntary

<p>School Travel Plans and other initiatives to promote active travel;</p> <ul style="list-style-type: none"> • 31.7km of a new Legible Cycle Network; • Bike-2-Bus infrastructure; • A Southampton Cycle Festival including a mass participation cycle event, a Big Bike Race, led rides, commuter challenges, mini cycle festivals, and supporting events/promotions; • A community cycle clubs programme to resource local community groups who organise and participate in regular cycling activities; • An expanded network of community cycle hubs known as 'Bike Kitchens'; • An annual package of marketing and promotion.
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RECOMMENDATIONS:

CABINET:

	(i)	To recommend that Council approve the receipt of Access Funds, totalling £2,294,000, awarded by the Department for Transport for 2017/18 through to 2019/20.
	(ii)	To recommend that Council approve the addition of £816,000 to the Environment & Transport Portfolio's revenue budget for 2017/18 and to note that the remaining £1,478,000 of the Access Fund award will need to be added to the revenue budgets for 2018/19 and 2019/20.
	(iii)	To recommend that Council approve the allocation of Local Transport Plan funds, totalling £300,000, from the Sustainable Travel and Integrated Transport budgets, within the approved Environment & Transport Portfolio Capital Programme, in order to match fund the grant at approximately 12.5% of the total.

COUNCIL:

	(i)	To approve the receipt of Access Funds, totalling £2,294,000, awarded by the Department for Transport for 2017/18 through to 2019/20.
	(ii)	To approve the addition of £816,000 to the Environment & Transport Portfolio's revenue budget for 2017/18 and to note that the remaining £1,478,000 of the Access Fund award will need to be added to the revenue budgets for 2018/19 and 2019/20.
	(iii)	To approve the allocation of Local Transport Plan funds, totalling £300,000, from the Sustainable Travel and Integrated Transport budgets, within the approved Environment & Transport Portfolio Capital Programme, in order to match fund the grant at approximately 12.5% of the total.

REASONS FOR REPORT RECOMMENDATIONS

1.	Financial Procedure Rules require that when a bid is successful, relevant amendments are made to the appropriate capital and revenue budgets, and that all necessary capital and revenue approvals are obtained before any expenditure is incurred or any commitment is made.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2.	An option is not to approve the receipt of grant funding from the DfT. This would result in not being able to carry out the proposed project as outlined in
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	the associated bid document.
DETAIL (Including consultation carried out)	
3.	The Department for Transport (DfT) invited local authorities in England to apply for Access Fund grants for the period 2017/18 through to 2019/20 to deliver sustainable travel initiatives which support the local economy by improving sustainable access to new and existing employment, education and training.
4.	Southampton City Council (SCC), in partnership with Hampshire County Council, put forward a bid that would underpin a bold ambition for sustainable economic growth, supported through an increase in active travel. The bid builds on the award winning “My Journey” branded behaviour change programme to deliver a core element of Southampton’s cycling ambition as set out in the Cycle Strategy. The Access Fund programme will deliver revenue projects promoting cycling and walking in the city, and wider Travel to Work area, supported by planned capital investments focussed on 3 strategic cycle corridors. The ambition is to create a cycling and walking culture that enriches people’s lives and provides them with realistic travel choices to access work, education, enhance skills, get more active and tackle the pressing air quality problem across the Southampton area.
5.	Southampton has shown it can deliver sustainable travel programmes of this scale year on year on time and on budget through the LSTF and was awarded the Transport City of the Year (National Transport Awards 2013) for its “ambitious transport vision” and successful delivery of transport schemes, and highly commended for the same award in 2015.
6.	Cycling is becoming increasingly popular in Southampton, as it is across other parts of the country, with annual events such as SkyRide in June 2016 attracting over 11,000 people on bikes onto the streets of the city. Of the daily journeys to work 4.6% are made by bike ¹ , which is above the national average (2.8%); and between the 2001 and 2011 censuses the number of these journeys increased by almost a quarter. On the main roads entering the city centre, during the AM peak (7-9am), around 800 people a day cycle – approximately 2.5% of traffic. The number of bikes on the roads of Southampton continues to grow year on year with just over 15% ² more people cycling in 2015 compared to 2010. Away from journeys to work, 17% of Southampton’s population cycles for any purpose at least once a month ³ .
7.	The Cycle Strategy sets out a clear statement for how the City Council can continue to grow cycling in Southampton and becoming a cycling city. It sets out the policy approach to meet the rising demand for cycling, and an implementation plan of where SCC is planning to invest in the proposed improvements to the network and initiatives required to make Southampton a liveable and cycleable city.
8.	The Cycle Strategy outlines 3 key themes: 1. <u>Better Cycling</u> : a connected and safe Cycling City – delivery of the Southampton Cycle Network to link people’s journeys from door to

¹ 2011 Census – Method of Journey to Work

² Southampton City Council Cycle Counts 2010-2015

³ 2015 Sport England Active People Survey

	<p>door along a network of cycle routes and facilities;</p> <p>2. Simple Cycling: making cycling easy, legible and recognised – ensuring cycling is efficiently and effectively integrated into Southampton with other modes of transport, developing a legible cycling brand, helping people on the go, making access to a bike easy and support community led schemes;</p> <p>3. Attractive Cycling: marketing and promoting cycling – with a clear message to showcase cycling, support cycle events that raise cycling’s profile, work with local businesses, schools and residents to encourage more trips by bike, and support cycle training and security initiatives.</p> <p>The Access Fund delivers initiatives that will contribute towards each of these three themes.</p>
9.	<p>The Access Fund bid was a package of projects organised into 3 core elements;</p> <p>Element 1: Getting into Work and Training - using cycling as a means of getting into employment and training, with a focus on reducing transport barriers for long term unemployed people who are seeking a job or training, and working with employers to enable more staff to cycle and walk to work;</p> <p>Element 2: The Cool Route to School – delivery of projects which engage with pupils and parents to build awareness, skills and confidence making travel to school by bike and on foot cool; And,</p> <p>Element 3: Developing a Cycling and Walking Culture – Increasing cycling and walking through a totally new and much anticipated Legible Cycle Network, a week long Cycle Festival and grass roots support with targeted community groups designed to overcome barriers to physical activity. These activities will add benefit to the planned capital investment in cycle and walking infrastructure.</p>
10.	<p>The bid was put together through full open consultation with a number of key partners within the City of Southampton and with neighbouring authorities and the award of funding was through open competition.</p>
11.	<p>There will be a signed Memorandum of Understanding between the City Council, Hampshire County Council, Sustrans, Cycling UK and the University of Southampton securing the commitment of all five organisations to work collectively to deliver sustainable travel policy objectives in the city and Travel to Work Area (TtWA) focusing on reducing the need to travel (reduce reliance on private car and shift to sustainable modes), maximising the use of existing infrastructure and delivering targeted improvements along the three core corridors identified in the bid. This agreement will underpin partnership working for the bid period as a result of the funding award.</p>
12.	<p>The Access Fund programme for 2017/18 through to 2019/20 will be governed by the Centre for Sustainable Travel Choices Board which has representation from all five organisations.</p>
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
13.	<p>The revenue resource over the three year period 2017/18 to 2019/20 will be made up of £2,294,000 grant funding from the Department for Transport, £90,000 revenue contribution from Southampton City Council’s Transport</p>

	Policy revenue budget and £423,300 external match funding from key partners. This report recommends that grant funding of £816,000 is added to the Environment & Transport Portfolio's revenue budget for 2017/18. The remaining funding of £1,478,000 will need to be added to the revenue budgets for 2018/19 and 2019/20.
14.	The capital resource over the three year period 2017/18 to 2019/20 will be made up of £300,000 from LTP funds allocated through the Integrated Transport budget and an £18,000 contribution from HCC. Schemes funded through the LTP have already been added to the Environment & Transport Portfolio Capital Programme with approval to spend. It is recommended that priority is given to allocating LTP funding of £100,000 per annum to match fund this project over the period 2017/18 to 2019/20.
<u>Property/Other</u>	
15.	No conflict.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
16.	The project will be delivered in accordance with s.1 Localism Act 2011 and a variety of Highways and Environmental legislation, including but not limited to the Highways Act 1980, Road traffic Regulation Act 1994 and the Traffic Management Act 2004.
<u>Other Legal Implications:</u>	
17.	None.
POLICY FRAMEWORK IMPLICATIONS	
18.	The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP4).
19.	The project is compatible with the objectives of the Cycle Strategy, Clean Air Strategy, Health & Wellbeing Strategy and City Council Strategy.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All wards
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Access Fund bid document: <i>'Southampton: Driving our Cycling Ambition into Towns, Schools, Colleges and Workplaces'</i>
Documents In Members' Rooms	
1.	None.
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes/No

Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		Yes/No
Other Background Documents Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		
2.		