

To the Mayor and Cabinet

Approval to enter into a funding agreement with Sheffield City Region to be able to draw down the Sustainable Transport Access Fund for the delivery of the associated activities.

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Bill Mordue Cllr Nigel Ball	All wards	YES

EXECUTIVE SUMMARY

1. The Council, in partnership with Sheffield City Region Authorities, has been successful in receiving £7.500m in funding from the Department for Transport (DfT) to deliver the Sustainable Travel Access Fund (STAF) “Get Going, Keep Going Project”. The STAF programme has a value to the Council of £1.102m until March 2020 of which £0.700m relates to the delivery of a South Yorkshire wide initiative to promote active travel in schools. The STAF programme follows on from the Sustainable Transport Transition Year (STTY) and the Local Sustainable Transport Fund (LSTF) programmes which the Transportation team has been delivering since 2011.
2. On the 19th of September 2017 Cabinet approval was given to enter in to the Collaboration agreement which allows the delivery of the Active Travel Officers in school project. Doncaster will be receiving £0.700m of funding to lead delivery of this project across Doncaster, Barnsley, Rotherham and Sheffield. The Collaboration agreement sets out terms on which Partner Commissioners (Doncaster MBC, Barnsley MBC, Rotherham MBC and Sheffield CC) have agreed to collaborate so that services can be successfully delivered. To deliver this element of the STAF, DMBC will be entering in to a contract with the successful provider.
3. A variety of activities will delivered to Doncaster businesses, residents and schools including;
 - Dr Bike Services
 - Adult and Family Cycle Training
 - Cycling for Health project
 - Active Travel officers in School
 - Update and reprint of the Doncaster Borough Cycle Map

These projects have the overarching aim of encouraging people to travel actively to their destinations. The success delivery of these activities will contribute to the Doncaster Growing Together- Get Doncaster Moving strand.

4. The funding agreement sets out the terms and conditions on which the grant is made, the terms and conditions are intended to ensure that the Grant is used for the project and the project achieves the outputs.
5. Reference in the funding agreement is made to claw back relating to outputs but it is unlikely this would be instigated as 1. The funding is revenue based activities based on take up 2. The targets are more than achievable.

EXEMPT REPORT

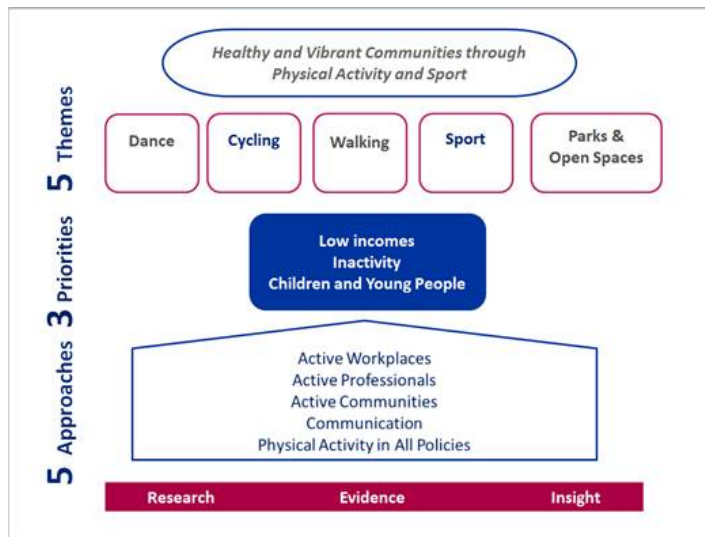
6. Not exempt

RECOMMENDATIONS

7. To endorse the Council entering into the Funding Agreement with the SCR to enable draw down of the funding to deliver the Sustainable Transport Access Fund programme.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

8. The STAF programme offer will:
 - Improving access to labour markets for all;
 - Tackling congestion;
 - Helping to address the long term challenge of emissions and air quality;
 - Influencing people's travel choices and behaviour; and,
 - Helping to contribute to a healthier Doncaster
 - Remove the barriers to travelling actively.
9. The delivery of the STAF projects is linked to the success of the 'Get Doncaster Moving' programme. Physical activity and sport is one of nine transformational programmes within Doncaster Growing Together and will accelerate the progress of Doncaster's 10yr Physical Activity and Sport strategy. The 'Get Doncaster Moving' (GDM) programme is delivered by collaborative working across Team Doncaster public services, voluntary/ community organisations and the business community and focuses on interventions and reforms which will achieve the whole system change for physical activity and sport. A modal shift in active travel is essential for a sustained change in activity levels as this can be the entry for people becoming more active. This is reflected within the Get Doncaster Moving programme with Cycling and Walking being 2 of the 5 themes (see diagram below) and sharing a project board that will ensure that transformational change is achieved and the potential benefits realised. The interventions funded by the Access Fund are integral to the walking and cycling themes, providing the platform to achieving the outcome of increased numbers of residents making journeys by active travel means. Assurance on the progress of this outcome will be provided by the Walking and Cycling Project Board and overseen by the Get Doncaster Moving Board.



BACKGROUND

10. The Council, in partnership with SCR Authorities, has received funding from DfT to deliver STAF. SCR wishes DMBC to enter in to a funding agreement in line with SCR assurance framework protocol.
11. The objective of the funding is enable residents to travel to destinations using sustainable transport.
12. The Transportation department has been delivering activities aimed at encouraging sustainable transport, through external funding sources for a number of years. Last year under the Sustainable Transport Transition Year Fund (STTY) which ran from the 1st of April 2016 to 31st March 2017 the following was delivered;

	STTY Only
	Apr 16 - Mar 17
Dr Bike	748 bikes serviced, 57 sessions,
Cycle Training	173 attendances, 99 sessions
Bike It	Worked with 34 schools, 175 Bike It activities with 13,442 participants
DCLT Hub	2667 cycle training attendances, 15 programmes (DCLT Cycling Hub);
Club Doncaster	101 cycle training participants (Doncaster Rovers Hub)
Bikeability	587 participants

13. Funding profile/ programme Sustainable Transport Access Fund

Project	Funding	Description
Adult and Family Cycle Training	£45,000	Adult and family cycle training delivered in three locations in Doncaster. Training is provided for a range of abilities from learning to ride to advanced commuter skills and is delivered through one-to-one sessions and group sessions. Scheme looks to increase confidence and cycling skill.
Doncaster Cycling Package	£330,000	Main component of Doncaster Cycling Package are the Bike Hubs. Currently delivered at DCLT leisure centres and at Doncaster Rovers providing a range of cycling services including cycling for health programmes, cycling schemes for hard to reach groups, training opportunities for young people seeking work and education. Package also includes Cycling Initiative Grants for businesses and organisations looking to introduce cycling infrastructure to promote cycling to their staff.
Dr Bike	£50,000	Dr Bike offers bike safety checks and maintenance at workplaces and key locations across Borough. Scheme looks to improve cycle safety, restore bikes to promote use, and reward those who cycle to work.
Active Travel Officers in Schools (SY wide)	£700,000	South Yorkshire wide initiative to promote active travel in schools with the aim of delivering a modal shift. Officers will work with schools to deliver a planned programme of initiatives and activities to help develop a culture of walking and cycling in schools.
Doncaster Borough Cycle Maps	£7,000	Doncaster Borough Cycle Maps and bespoke route maps for commuting and leisure.
Events	£42,620	Range of cycling events to promote cycling, and inspire individuals, families and groups to take up cycling and walking, as a means of increasing physical activity and also as a more sustainable means of travel.

14. Delivery

The STAF programme started on the 1st of April 2017: to ensure delivery, project continuity and that the Department for Transport outputs were achieved, the programme has continued.

15. The Doncaster Growing Together (DGT) programme provides the focus on the key issues, the improvements required and the reform journey over the next four years for the Council and its partners. It provides a sense of shared strategic direction bringing clarity and purpose to councillors, staff, partners and our communities. Within the DGT programme there are a number of key programme areas; one of these is the 'Get Doncaster Moving' (GDM) programme which aims to improve physical activity rates across the borough through walking, cycling, dance, parks and sport. The encouragement and take up of active travel will support and contribute to the delivery of the outcomes contained within the GDM programme.

OPTIONS CONSIDERED

Do Something

16. Enter into the Funding Agreement with Sheffield City Region, this will enable funding to be claimed.

Do nothing

17. This option would abandon the work on the Sustainable Transport Access Funding projects. It would involve returning funding to the Department for Transport. The Get Doncaster Moving programme would also suffer and experience a reduced impact.
18. Projects have been being delivered for a number of years. To ensure project success, delivery has continued. If we do not enter into the agreement with SCR we will be unable to claim back expenditure already incurred. This will impact on other available budgets

PROGRAMME

19. This report has been drafted to progress to Cabinet on the 28th November 2017 with a recommendation to support entering into the SCR Funding Agreement to deliver the Sustainable Transport Access Fund.

REASONS FOR RECOMMENDED OPTION

20. This report recommends entering into the Funding Agreement with Sheffield City Region, without the agreement we will not be able to draw down funding for the projects.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

	Outcomes	Implications
	<p>All people in Doncaster benefit from a thriving and resilient economy.</p> <ul style="list-style-type: none">• <i>Mayoral Priority: Creating Jobs and Housing</i>• <i>Mayoral Priority: Be a strong voice for our veterans</i>• <i>Mayoral Priority: Protecting Doncaster's vital services</i>	<p>A key aspect of employing local people is ensuring that employment sites are accessible by all modes of travel and not reliant on car journeys. By working with residents and removing barriers to active travel the project has the potential to inspire people in Doncaster to use alternatives to the private car.</p>
	<p>People live safe, healthy, active and independent lives.</p> <ul style="list-style-type: none">• <i>Mayoral Priority: Safeguarding our Communities</i>	<p>Transport is an essential element in helping people to access education, work and leisure activities.</p> <p>By educating, promoting the use and benefits of active travel in</p>

	<ul style="list-style-type: none"> • <i>Mayoral Priority: Bringing down the cost of living</i> 	residents it is envisaged this will improve activity and subsequently health.
	<p>People in Doncaster benefit from a high quality built and natural environment.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	Increasing the number of active travel trips across the Borough will reduce the number of cars using the network therefore reducing congestion and improving air quality.
	<p>All families thrive.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	The project will deliver many activities that families will be engaged in around active travel.
	Council services are modern and value for money.	
	Working with our partners we will provide strong leadership and governance.	

RISKS AND ASSUMPTIONS

21. There is a risk surrounding potential claw back if outputs are not delivered. However the funding agreement makes reference to discussion with the Authority before instigating any recall of funding. It is highly unlikely the programme will not delivery its outputs, as mentioned previously the Transportation team is highly experienced in delivering these activities, outputs have always been achieved. Outputs have been set based on a methodology from previous funding stream for these activities. Therefore risk is minimal.

22. The current STAF programme is greater than the funding allocation. This is consistent with previous versions of this funding stream. The programme will be managed to deliver to the funding provided, experience shows that the over programming approach helps to ensure all funding is utilised as some schemes do not spend to the forecast levels. However, schemes in Doncaster have consistently delivered to the budget allocation and expect to continue doing so, we will seek further for projects where funding becomes available as achieved in previous funding streams.

23. DMBC are lead partner for the delivery of the Active Travel Officer, we will be entering into a contract with the supplier. The risk of taking on the outputs for

the project has been mitigated through entering into a Collaboration Agreement with delivery partners Rotherham MBC, Sheffield CC and Barnsley MBC. The model of one authority leading delivery like this has worked well previously. The scheme has delivered over a number of years across South Yorkshire so we are building on an existing network of staff and utilising the established schemes reputation. The delivery model is similar to that of the Local Sustainable Transport Fund were we incurred costs for the scheme and claimed back. Officers will ensure monthly meetings take place to monitor outputs and spend. The risk of not delivering outputs or over spending is low.

LEGAL IMPLICATIONS

24. Section 1 of the Localism Act 2011 provides the Council with a general power of competence, allowing the Council to do anything that individuals generally may do.
25. The Council will enter into the funding agreement with SCR on behalf of the Rotherham, Sheffield and Barnsley. This Council will therefore be solely responsible for delivering the outputs set out in the funding agreement for all areas.
26. Failure to achieve these outputs may result in funding being clawed back from this Council. A collaboration agreement will be entered into with Rotherham, Barnsley and Sheffield to ensure that the risk of achieving the outputs and the claw back provision are shared with Rotherham, Sheffield and Barnsley.
27. The funding must be used strictly for the purpose it was given, therefore any contracts entered into must transfer the risk of claw back down to the provider. The contracts must also be procured in accordance with the Councils contract procedure rules and the Public Contracts Regulations 2016.

FINANCIAL IMPLICATIONS

28. The Department for Transport has allocated £7.500m of Sustainable Transport Access Fund to the Active Travel Programme for South Yorkshire, of which £7.425m will be allocated to the four South Yorkshire Local Authorities over a three year period. £0.075m is held by Sheffield City Region (SCR) for Programme Management. This report seeks Cabinet approval to enter into a funding agreement with the SCR for a maximum amount of £1.102m of the grant to deliver a programme of initiatives outlined in the body of the report. The grant is subject to claw back if not used on eligible expenditure and also if the SCR considers that the Council has not made satisfactory progress with the delivery of the project.
29. The funding agreement identifies £1.174m of estimated eligible costs required to achieve the prescribed outputs, leaving a shortfall of £0.072m falling on the following profile: -

2017/18	2018/19	2019/20	Total
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	£m	£m	£m	£m
Eligible Costs	0.408	0.408	0.358	1.174
Funding	-0.368	-0.382	-0.352	-1.102
Shortfall	0.040	0.026	0.006	0.072

30. From experience of successfully delivering similar initiatives, project officers are confident that the outputs can be achieved from expenditure in line with the value of grant, so the shortfall is not expected to materialise. For example, staff savings in relation to Active Travel Officers in Schools are already anticipated in 2017/18 and should be sufficient to meet most of that year's shortfall without affecting delivery. However, by signing the funding agreement the Council accepts liability to meet all expenditure above the maximum grant amount to ensure delivery of the works and achievement of the project outputs. Some assurances have been received from the SCR that additional grant could be provided if there is sufficient flexibility in the overall regional pot at the end of each financial year. However, this cannot be guaranteed so should not be relied upon in advance. Any shortfall that does arise will be a pressure on the Regeneration & Environment revenue budget and additional resources would need to be identified.
31. As £0.700m of the grant relates to the Council's co-ordination of a South Yorkshire wide initiative for Active Travel Officers in Schools there is also an opportunity to pass on some of the risk of claw back to the other participating authorities through the resulting collaboration agreement. Cabinet are responsible for approving the contractual arrangements for work undertaken on behalf of third parties or external bodies where the value of the contractual commitment exceeds £0.250m in value and entry into the collaboration agreement with the SCR Partner Authorities was endorsed under a separate report 19th September 2017. For this initiative, Doncaster will procure the new provider, who will employ the Active Travel Officers for each SY Authority. In relation to the Active Travel Officer based in Doncaster the Council will incur some minor accommodation and administration costs from providing space and resources in the Civic Office but this is planned to be met from existing budgets in Development within Regeneration & Environment.
32. Due to delays in the approval of the funding agreement across the South Yorkshire partners the Council has already incurred an estimated £0.150m of expenditure at risk in order to ensure outputs eligible for the STAF funding are not lost and to maintain the level of delivery established by the previous STTY and LSTF funding. If signing of the STAF agreement is not approved then this will become a pressure on the Regeneration & Environment revenue budget and additional resources would need to be identified.
33. The funding agreement has been assessed from a financial perspective and overall contains relatively standard funding conditions generally accepted to be within the control of the Council. The SCR were asked to remove clauses relating to adherence to EU Structural Fund rules as no EU money is currently in the award and is not a requirement of the DfT as the grant sponsor to the SCR. These rules place a more stringent burden of compliance on the Council than DfT would require, particularly in relation to

procurement. However, the SCR declined the request stating that although perceived as irrelevant to this particular project at this time, it is to accommodate any changes that may be made to the project during the lifetime of the investment. Project officers will need to ensure that this requirement is met.

34. The Council must ensure that sufficient resources remain in place to administer the funding agreement through its lifetime. This includes Directors being responsible for ensuring that action plans are in place for all external funding within the Directorate and, where the income is receivable against a grant claim, the respective Director is also responsible for producing the grant claim. Specific regard must be made to Financial Procedure Rule E which covers the Council's minimum requirements for the administration of external funding.

HUMAN RESOURCES IMPLICATIONS

35. There are no immediate HR implications arising from the recommendation to draw down the Sustainable Transport Access fund, however, any future changes that impact on the workforce will require HR engagement and would require separate approval.

TECHNOLOGY IMPLICATIONS

36. There are no anticipated technology implications. Should any requirements are identified a bid should be submitted to the ICT Governance Board.

PUBLIC HEALTH IMPLICATIONS

37. The overall health implications of entering the funding agreement with Sheffield City Region for Sustainable Transport Access Fund are positive owing to its potential impacts on outcomes for physical activity, air quality, reducing congestion, and improving access to work and training.
38. The evidence base and reference to data is provided at a Sheffield City Region level.
39. It would be beneficial to outline the proposed plans for measuring the impact (in addition to the outputs outlined in the funding agreement) and plans for stakeholder engagement specifically for Doncaster, in particular those hard to reach groups that are traditionally difficult to engage for example women, inactive residents, older people, disabled residents and those with low incomes. This would ensure that health inequalities are not exacerbated by attracting residents who would normally access these types of services.
40. Sustainability at the end of the funding agreement has not been described and will need to be considered.

PROCUREMENT IMPLICATIONS

41. Whilst there are no direct procurement implications or obstacles preventing the Council in entering in to the aforementioned Collaboration Agreement, the Council will have a duty to utilise the funding in line with the Councils Contact Procedure Rules, Public Contract Regulations and EU legislation where appropriate. It is also imperative that commissions are carried out in line with any stipulations set out within the SCR funding agreement so as to mitigate any risk of funding being clawed back, breach of funding guidelines or legal challenge from any aggrieved bidders of services.

ASSETS IMPLICATIONS

42. There are no direct asset implications associated with this report.

EQUALITY IMPLICATIONS

43. The programmes that will be delivered as part of the STAF will be offered in an inclusive manner, with providers of Cycle Training and the Cycling for Health projects targeting hard to reach groups.

CONSULTATION

Procurement		Crime & Disorder	
Human Resources	x	Human Rights & Equalities	
Buildings, Land and Occupiers	x	Environment & Sustainability	x
ICT	x	Capital Programme	

BACKGROUND PAPERS

Active Travel Officer Collaboration Agreement
Sheffield City Region 'Get going, keep going' Bid

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