



Doncaster Council

Report

Date: 07/07/2021

To the Mayor and Members of Cabinet

Capability Funding:

- **To give approval to enter into the funding agreement with Sheffield City Region to allow draw down of funding to deliver the Capability Active Travel programme.**

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Blackham	All Wards	Cabinet

EXECUTIVE SUMMARY

1. On 3rd March 2021, the Department for Transport (DfT) wrote to the Mayoral Combined Authority offering an allocation of £1,091,400 of revenue funding for the new capability fund, with an allocation of **£405,535** for Doncaster. The fund is intended to:

- support the development of infrastructure projects to the new standards set out, including updating previous plans (such as Local Cycling and Walking Infrastructure Plans) as necessary
- promote increased levels of physical activity through walking and cycling for everyday journeys
- support access to new and existing employment, education and training.

The Council, in partnership with Sheffield City Region (SCR), has submitted a bid to the DfT for the funding opportunity. To be able to deliver the interventions within the Capability Fund we need to enter into a funding agreement with Sheffield City Region.

2. This new funding stream is intended to complement existing capital funding for cycling and walking infrastructure, by providing a revenue stream for behaviour change activity. DfT evidence collected from cycling towns and cities funding has shown that where new high-quality infrastructure is built these complementary behaviour change activities recruit more people to cycling than the infrastructure alone.
3. The Capability programme allows Doncaster to deliver interventions that promote behaviour change and empower people to use active travel as a mode of transport. It will complement the capital funding already secured through Transforming Cities, which is being used to deliver a wide range of active travel interventions across the Borough. The services delivered through the capability fund, will be concentrated at locations which will benefit from new infrastructure, this combined approach will hopefully see a larger modal shift achieved.
4. The schemes that form part of the Capability Bid are listed below:

Active Travel Hub -

Activity	Expected outputs	What it is?
Cycle loan schemes	- 50 cycle loans a month - 2 businesses/communities visited a month	The Active Travel hub will offer travel advice for users across the borough in regards to both walking and cycling journeys. The intention is to loan cycles and offer travel planning to businesses and communities in areas where Capital investment from Transforming Cities is to be delivered. The hub will be mobile and travel to different areas of the borough to deliver support to residents where active travel infrastructure is delivered.
E-cycle loan schemes	- 7-10 e-bike loans a month	
Personalised travel planning	- Travel planning delivered for residents who want advice on safe routes etc.	
Workplace travel planning	- Delivered when engaging with businesses	
Total	£112,535	

Other Revenue Activities -

Activity	Expected spend (£)	What it is?
Active Travel Officers in Schools	£200,000*	Active Travel officers in school deliver training and activities to enable more families to travel to school on foot, by bike or by scooter. The scheme is delivered alongside Modeshift STARS, which is an accreditation platform, which schools use to create their travel plans. DMBC manages the contract on behalf of the Sheffield city region with Doncaster getting one full time officer (£40,000)
Adult and family cycle training	£20,000	Delivery of cycle training from Learn to Ride to Level 3 on road cycle training. This is aimed at all ages.
Cycle maintenance training	£20,000	Delivery of cycle maintenance sessions at various locations across the borough. This enables more people to continue using their bikes to get to work and education.
School travel planning	£12,000	Modeshift STARS is the Centre of Excellence for the delivery of Effective Travel Plans in Education. The STARS Education scheme recognises schools and other educational establishments that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.
Scoot to School Trial	£35,000	A scoot to school trial learning from best practice from a similar scheme by Leeds City Council to purchase a fleet of scooters and scooter parking within primary schools

		to enable active travel journeys. This can be conducted as part of a multi modal journey.
Total	£287,000	

The Revenue projects outlined above will support the delivery of Capital improvements in key locations within Doncaster. Access to cycles, training and maintenance will ensure residents are best prepared to switch to sustainable modes and schools focused active travel projects will target modal shift on the school run. These activities ensure that Doncaster is delivering elements of the Cycling and Walking strategies along with meeting targets to cut private vehicle usage.

LCWIP development - £30,000

An LCWIP (Local Cycling and Walking infrastructure Plan) is a long-term approach to developing local cycling and walking networks and forms a vital part of the Government's strategy to double the number of cycling journeys made and increase walking activity substantially by 2025.

The funding will help DMBC officers design plans to bring existing infrastructure up to new LTN 1/20 standards and improve the local network. Future priority areas will be investigated using the recent SCR interactive Active Travel map to identify areas which need to be upgraded. The map allowed users to feedback comments on the condition of current infrastructure within the borough.

EXEMPT REPORT

5. Not exempt

RECOMMENDATIONS

6.
 - To accept Capability Funding by entering into the Funding Agreement with Sheffield City Region
 - Approve delivery of projects in line with the Capability Funding Programme
 - Approval to procure revenue works and appoint a contractor to deliver said works

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

7. The delivery of the Capability Funding schemes is key to enabling residents to use the new proposed infrastructure improvements delivered within Transforming Cities Fund.

8. Residents will have access to the equipment, training, and skills necessary to make a change in their travel behaviours enabling them to shift to more sustainable modes
9. The Capability Fund supports 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.

BACKGROUND

10. The existing revenue funded active travel projects ceased following the end of Sustainable Transport Access Funding on 31st March 2021. DfT announced the new Capability fund designed to complement capital investment and future infrastructure projects
11. The criteria set by the DfT for the Capability fund was targeting active travel as a means of getting people to sites of employment, education and raising levels of physical activity with a travel for purpose.
12. The new Active Travel Hub is refining what our offer was in previous years of funding. Historically there was an emphasis on using cycling and walking as a purpose to promote health, the new hub will have an active travel outcome focussed delivery model. The new hub will also have an expectation to be mobile therefore, the services can be offered in different communities rather than in one location.
13. The other revenue funded activities will have a specific focus on Active Travel training and skills. These include the delivery of Active Travel Officers in Schools, Adult and Family Cycle Training, Dr Bike maintenance sessions, a scoot to School Trial for primary schools and a school based Active Travel accreditation service via the means of Modeshift STARS, which is a nationally recognised accreditation platform.
14. The LCWIP support will fund a consultancy to support the development of a business case for the upgrading of the existing infrastructure to LTN 1/20 standards. The SCR interactive Active Travel map will influence where this is delivered looking at priority locations.
15. The schemes need to be completed by March 2022 in line with funding parameters. It is expected that funding will be increased in future years of

the programme following a letter from the Department for Transport.

16. With this in mind the revenue activities delivered in this financial year will be developed with the potential to be up scaled in future years of the programme.

OPTIONS CONSIDERED

17. Two options have been considered:

- Do something: Accept the Capability Fund monies via SCR and to enter into a funding agreement and deliver the proposed active travel behaviour change schemes.
- Do nothing: Failure to accept the funding and enter into the funding agreement will result in Doncaster not benefiting from significant investment. It will also mean we are unable continue to develop active travel interventions across the borough therefore losing some of the expected uplift in active modes following the completion of the Capital programme in 2023.

REASONS FOR RECOMMENDED OPTION

18. Entering into the funding agreement, for the Capability Fund, with SCR will allow Doncaster to improve its Active Travel offer and maximise levels of active travel use, enabling communities and residents to consider other options for travel, potentially improving their health and wellbeing.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

- 19.

	Outcomes	Implications
	Doncaster Working: Our vision is for more people to be able to pursue their ambitions through work that gives them and Doncaster a brighter and prosperous future;	<ul style="list-style-type: none">• Better access to good fulfilling work• Doncaster businesses are supported to flourish• Inward Investment
	Doncaster Living: Our vision is for Doncaster's people to live in a borough that is vibrant and full of opportunity, where people enjoy spending time;	<ul style="list-style-type: none">• . The town centres are the beating heart of Doncaster• More people can live in a good quality, affordable home• Healthy and Vibrant Communities through Physical Activity and Sport• Everyone takes responsibility for keeping

		Doncaster Clean Building on our cultural, artistic and sporting heritage
	Doncaster Learning: Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;	<ul style="list-style-type: none"> • Every child has life-changing learning experiences within and beyond school • Many more great teachers work in Doncaster Schools that are good or better • Learning in Doncaster prepares young people for the world of work
	Doncaster Caring: Our vision is for a borough that cares together for its most vulnerable residents;	<ul style="list-style-type: none"> • Children have the best start in life • Vulnerable families and individuals have support from someone they trust • Older people can live well and independently in their own homes.
	Connected Council: <ul style="list-style-type: none"> • A modern, efficient and flexible workforce • Modern, accessible customer interactions • Operating within our resources and delivering value for money • A co-ordinated, whole person, whole life focus on the needs and aspirations of residents • Building community resilience and self-reliance by connecting community assets and strengths • Working with our partners and residents to provide effective leadership and governance. 	

RISKS AND ASSUMPTIONS

20. The main risk is that this report is not supported and the funding agreement is not entered into and Capability Funding not received. This will mean the interventions are not delivered, resulting in reputational damage to the Council and an impact to residents.
21. A risk is delivering schemes within the timeframes set. Only ones that can be delivered within the timeframe have been selected. This factors in procurement of services.

LEGAL IMPLICATIONS (N.D Date 01.06.2021)

22. Section 1 of the localism act 2011 gives the council a general power of competence to do anything that individuals may generally do. Section 111 of the local government act 1972 gives the council the power to purchase goods and services.

The Council will be asked to enter into a funding contract. The funding contract is likely to set out delivery measures and the money provided must be used in accordance with the terms and conditions of the funding contract.

The Council must comply with all laws and regulatory requirements when delivering the scheme (including, without limitation compliance with all laws and regulatory requirements relating to public procurement and subsidies) when administering the funding. Failure to comply with such terms may lead to claw back.

Following contract signature, the scheme manager should be completely familiar with the contractual terms in order to protect the interest of the Council and enforce any terms as and when necessary.

Further legal advice and assistance will be given as the scheme progresses.

FINANCIAL IMPLICATIONS (JI 27.05.2021)

23. This report seeks approval to enter in to a Funding Agreement with SCR to accept the Capability Active Travel Revenue Funding.

The funding originates from the Department for Transport (DfT) but is pass-ported through Sheffield City Region (SCR), with SCR acting as accountable body.

The grant is for a programme of revenue related initiatives and claims will be made to SCR for eligible expenditure. The grant is subject to claw back if not used on eligible expenditure.

The schemes within the Capability Active Travel programme will be monitored through the standard Collaborative Planning (CP) Monthly Monitoring.

Should any ineligible spend be identified, or spend exceed the maximum grant allocation, then alternative revenue budgets would need to be identified to cover this spend within Strategic Infrastructure.

HUMAN RESOURCES IMPLICATIONS (KJ Date 26/05/2021)

24. There are no direct HR Imps in relation to this ODR, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

TECHNOLOGY IMPLICATIONS

25. N/A

HEALTH IMPLICATIONS (CT Date 26.05.2021)

26. Public Health supports the recommended option and has worked closely with Transport colleagues to develop the Active Travel offer utilising the Capability Fund. The Hub and the other proposed activities will strengthen our offer of support to encourage active travel around the borough.

Car journeys lead to increased disease burden due to reduced physical activity along with road accidents, air pollution, noise and even reduced social cohesion and increased social isolation.

Conversely making our daily journeys on foot or on a bike continually boosts health, and the easiest and most acceptable forms of physical activity are those that can be built into everyday life.

EQUALITY IMPLICATIONS [Officer Initials KP Date 20.04.21]

27. Decision makers must consider the Council's duties under the Public Sector Equality Duty at s149 of the Equality Act 2010. The duty requires the Council, when exercising its functions, to have "due regard" to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the act, and to advance equality of opportunity and foster good relations between those who share a "protected characteristic" and those who do not share that protected characteristic

An Equality, Diversity and Inclusion Due Regard Statement has been prepared and appended to support this report.

CONSULTATION

28. Consultation has taken place between internal stakeholders within the Council. The projects have also been discussed at Doncaster Active Travel Alliance. PfH has been briefed.

REPORT AUTHOR & CONTRIBTUTORS

Kerry Perruzza, Senior Transport Planner
01302 735435 kerry.perruzza@doncaster.gov.uk

David Atherton, Active Travel Auditor
01302 734088 david.atherton@doncaster.gov.uk

Dan Swaine
Director of Economy and Environment