

**20 October 2016****Agenda Item: 11****REPORT OF CORPORATE DIRECTOR (PLACE)****ACCESS FUND 2017-2020 FUNDING BIDS****Purpose of the Report**

1. The purpose of this report is to note the submission of the 'Nottingham Derby' and the 'Get Moving Nottinghamshire' Access Fund Bids and to seek Committee approval for the joint working on the delivery of the Bids in the county should they be successful.

**Information and Advice****Background**

2. In 2011 the Local Sustainable Transport Fund (LSTF) was launched by the DfT. Local authorities were able to bid for LSTF funding for programmes that:
  - Supported the local economy and facilitated economic development (e.g. by reducing congestion and improving access to employment)
  - Reduced carbon emissions (e.g. by increasing the numbers of journeys made by sustainable modes).
3. Whilst the County Council was unsuccessful in securing LSTF funding programmes in the north of the county, it was successful in securing funding for the Nottingham conurbation through joint bids with Nottingham City Council. This funding has helped deliver a number of successful programmes of work in the county, including:
  - 20mph speed limits outside schools in Broxtowe, Gedling and Rushcliffe boroughs aimed at increasing the numbers of children walking and cycling to school
  - discounted bus travel and travel advice for jobseekers in Broxtowe and Gedling to enable jobseekers to access jobs by broadening their travel horizons
  - support and advice for businesses undertaking travel planning activities to encourage people to walk, cycle or catch the bus on short journeys to work
  - provision of cycle parking hubs in Arnold, Beeston and West Bridgford near public transport stops, to better integrate cycling with buses to encourage more longer distance sustainable transport journeys
  - guided walks and cycle rides, as well as cycle training for adults and children in Broxtowe and Gedling to encourage more people to cycle
  - mass participation cycle rides as part of the 'Cycle Live' event.

4. The Chancellor's budget statement in November 2015 included an announcement that the LSTF (which expired in March 2016) would be replaced with a new Access Fund which would be available from April 2017 to March 2020. To bridge the gap between the end of the LSTF funding and the start of Access Fund, DfT invited highway authorities to bid for a share of the £20m Sustainable Travel Transition Year (STTY) Revenue Competition which would be available in 2016/17 only. The four D2N2 highway authorities submitted a joint bid for the STTY funding but unfortunately the bid was unsuccessful.
5. The new Access Fund is made up of two elements, a capital element which will be allocated to Local Enterprise Partnerships through the Local Growth Fund and a revenue element which highway authorities must bid for. In July 2016 DfT invited highway authorities to bid for a share of the £60m revenue funding available for the period April 2017 to March 2020 (£20m per year for each of the three financial years) with a deadline of 9th September 2016 for bids. Access Fund bids are for revenue funding with the primary objectives to:
  - support the local economy by improving access to new and existing employment, education and training; and
  - actively promote increased levels of physical activity through walking and cycling.
6. Guidance and feedback from the DfT has also indicated that bids should have a strong focus on:
  - addressing local congestion, thereby reducing carbon emissions and improving local air quality issues
  - helping to deliver the national Cycling and Walking Investment Strategy
  - maximising the investment in Local Growth Fund infrastructure bids.
7. Single local authorities can bid for between £350k and £1.5m; and joint bids from a number of local authorities can apply for up to £7.5m (a highway authority can make just one bid as the lead authority but can be part of up to five joint bids).
8. Nottinghamshire County Council has submitted two Access Fund bids, a joint bid with Nottingham and Derby City councils, which is being led by Nottingham City Council; and its own bid focussing on two towns in the north of the county.
9. Bids for the funding will require a minimum match funding of 10%. If the Bid is successful it is proposed that the match funding would be made up of contributions from the bus operators through the provision of reduced price travel tickets and an allocation for the delivery of associated cycling infrastructure improvements and smarter choices measures delivered through the integrated transport programme.

### **Joint bid with Nottingham City and Derby City councils**

10. The £2.7m joint bid with Nottingham and Derby City councils primarily focuses on the delivery of travel behaviour programmes that encourage more cycling and walking. The programmes will be delivered to households, businesses and communities to improve and increase sustainable travel to employment and training, to support air quality improvements and the proposed Clean Air Zones in the two cities. Personalised travel planning in Daybrook and West Bridgford are included as an element of this bid due to the air quality management areas in these two locations abutting Nottingham City.

11. Personalised travel planning has been included as it has already proved to be successful in delivering increases in walking and cycling where it has been delivered elsewhere. For example, there was a 9% increase in walking trips to work; a 3% increase in cycling trips to work; and a 7% increase in cycling leisure trips amongst those who took part in personalised travel planning delivered to address air quality issues in Daybrook. If successful the bid will enable personalised travel planning to be delivered on a much larger scale in these two areas.

### **Get Moving Nottinghamshire Bid**

12. An individual bid, 'Get Moving Nottinghamshire', for £845,000 has also been submitted focussing on access to employment and training in Mansfield and Newark town centres. These locations have been selected due to their ability to fulfil the bid criteria as each town has:

- high levels of planned housing and employment growth
- locations with significant journey time delay at peak times
- pockets of high unemployment
- locations in the towns that are close to exceedances of air quality
- the ability to link the Access Fund programmes to help get maximum value from Local Growth Fund investment, including the:
  - University Vision Centre (Mansfield)
  - Newark Southern Link Road
  - D2N2 Sustainable Travel Programme which is planned to help enable large scale development to occur – this potentially includes funding towards the delivery of strategic cycle networks in Mansfield and Newark.

13. The measures in the Bid are targeted on four specific corridors (two within each town) which will help deliver each of the items listed above in paragraph 12. These corridors are:

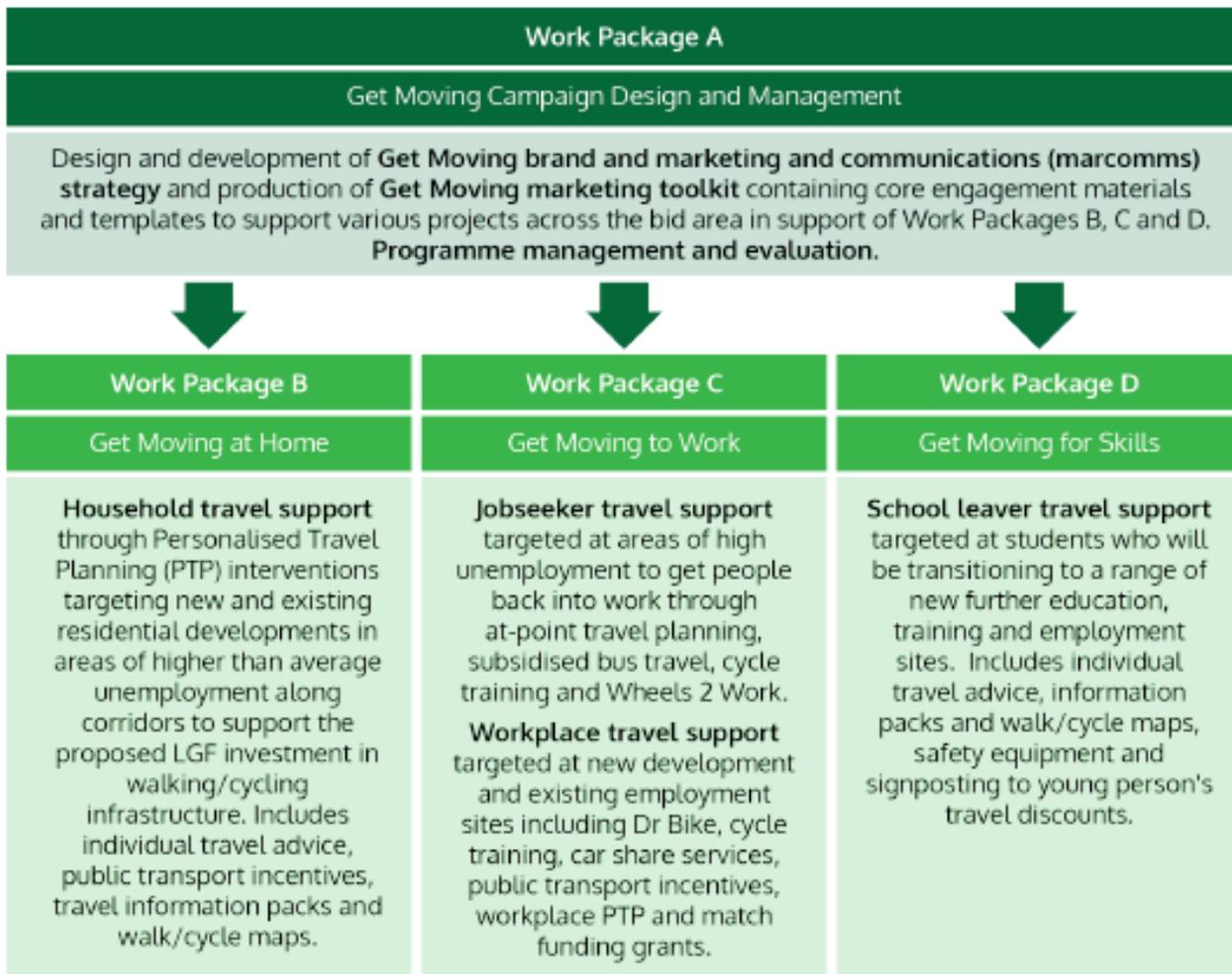
- Corridor 1 (Mansfield) – running from the west of Mansfield towards the town centre along the A6075 and A6191
- Corridor 2 (Mansfield) – running from the LGF-funded Vision University Centre towards the town centre along the A617, Oak Tree Lane (via the A6191), B6030 and B6033
- Corridor 3 (Newark) – running from the north-east of Newark along Lincoln Road, through the historic town centre to Newark College
- Corridor 4 (Newark) – running from the planned Fernwood estate to the south-east of Newark, through Balderton, and along Hawton Lane and Bowbridge Road to Newark Hospital and the Magnus Church of England Academy.

### **Bid programmes of work**

14. The 'Get Moving Nottinghamshire' Bid includes a package of proven behavioural change measures which, due to funding constraints, have been successfully implemented at limited locations across Nottinghamshire. The Bid, if successful, will see these measures delivered as one simultaneous co-ordinated package in order to maximise outputs and mirror the outcomes of the Sustainable Travel Towns programme. The Bid focuses on four main programmes of work (which are shown in the diagram below):

- Work package A: includes the development of targeted communications and marketing support to deliver the Get Moving brand and the production of a communications toolkit, as well as web and social media resources

- Work package B: ‘Get Moving at home’ which includes the delivery of personalised travel planning and incentives to travel more sustainably
- Work package C: ‘Get moving to work’ which includes travel planning advice to jobseekers at JobCentres and employees through workplace travel planning clinics, as well as bike loans, training and incentives
- Work package D: Get moving for skills which includes travel advice for 16 year old school leavers who will be transitioning to a range of new further education, training, or employment sites



15. The Bids, if successful, will help deliver a number of Strategic Plan aims and objectives relating to economic growth, health, the environment and transport in the bid areas. To this end the ‘Get Moving Nottinghamshire’ Bid includes letters of support from those who will benefit from the measures contained within the Bid including the district councils, employment representatives (e.g. D2N2 LEP, Chamber of Commerce and Mansfield BID), education establishments, the Nottinghamshire Health & Wellbeing Board and delivery partners.

16. An announcement on the success of bids is expected in December 2016.

## **Other Options Considered**

17. The primary other option considered was to not submit a bid, this option has, however, been rejected by officers for the reasons set out in this report and particularly paragraph 18 below. The locations of the bids were selected based on their ability to fulfil the bid criteria (as detailed above in paragraphs 10 and 12) and therefore are more likely to be successful in accessing the funding.

## **Reason/s for Recommendation/s**

18. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport; of which these two bids will support. Failing to apply for the Access Fund at this time would also rule out the chance of accessing any of this funding before April 2020. The 'Get Moving Nottinghamshire' Bid is fully supported by business, health, and education organisations as demonstrated by letters of support. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents. The County Council has a proven record of delivering successful transport programmes in partnership with other interested parties and working jointly on the delivery of the Access Fund bids will continue this successful partnership working for the benefit of Nottinghamshire residents.

## **Statutory and Policy Implications**

19. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION/S**

It is recommended that Committee:

- a) note the submission of the 'Nottingham Derby Access Fund Bid'
- b) note the submission of the 'Get Moving Nottinghamshire' Access Fund Bid
- c) approve the delivery of the Bids in the manner set out in this report should they be successful.

**Tim Gregory - Corporate Director Place Department**

**For any enquiries about this report please contact:**

Sean Parks – Local Transport Plan manager

### **Constitutional Comments (SJE 05/10/2016)**

20. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the development of integrated transport systems has been delegated.

### **Financial Comments (GB 07/10/2016)**

21. The financial implications are set out within the report.

### **Background Papers and Published Documents**

- Nottinghamshire County Council Strategic Plan 2014-2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Nottingham Derby Access Fund Bid 2017/18-2019/20
- 'Get Moving Nottinghamshire' Access Fund Bid 2017/18-2019/20

### **Electoral Division(s) and Member(s) Affected**

- All