

Nottingham City Council Delegated Decision



Nottingham
City Council

Reference Number:

4056

Author:

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Department:

Development and Growth

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Subject:

2020/21 Department for Transport Section 31 revenue grant for Travel Demand Management

Total Value:

£258,000 (Type: Revenue)

Decision Being Taken:

- 1) To accept £150,000 of additional Section 31 Travel Demand Management revenue grant funding (s31 TDM) from the Department for Transport to support socially distanced travel options for the journey to school during COVID19.
- 2) To approve the allocations set out in Appendix B to spend the s31 TDM grant funding.
- 3) To approve a variation of £108,000 to the 2020/21 Access Fund revenue grant allocations (approved under DD3831) to deliver a dedicated School Streets support package as set out in Appendix B.
- 4) To approve dispensation from Contract Procedure Rules 4.1.2 Financial Regulation 3.29 (Operational Issues) to make a direct award of up to £108,000 to Sustrans from Access Fund 2020/21 revenue grant to deliver the School Streets support package.

Reasons for the Decision(s)

The Council has been awarded an additional £150,000 of Section 31 Travel Demand Management (TDM) revenue grant funding from Department for Transport for measures to help to manage capacity on public transport during the school morning and afternoon peak during COVID19. The Section 31 TDM funding can be used for locally determined measures to support socially distanced travel options for the journey to school including reducing demand for public transport by promoting more walking and cycling where possible for journeys to school, and for wider travel behaviour change activities to manage peak travel demand. The grant offer letter and grant conditions are in Appendix A.

The additional Section 31 funding will provide a comprehensive package of travel demand management measures focused on the journey to school to complement the Schools Streets and other walking and cycling infrastructure measures. The package will comprise a citywide TransportNottingham behaviour change marcomms such as targeted social media and drive time radio adverts, neighbourhood level Travel Choices personalised travel planning project in target areas and the introduction of the national Modeshift STARS school travel plan accreditation tool and supporting school travel resources, and school travel grants to fund active travel measures on school sites such as cycle and scooter parking. The funding allocations for the Section 31 TDM package are set in Appendix B Table 1.

The 2020/21 Access Fund travel behaviour change programme provides a comprehensive package of travel demand management measures which has focussed on supporting businesses, jobseekers and communities. The Access Fund programme has been reviewed in response to COVID19 and supporting active travel for local school journeys is now a high priority. Therefore it is proposed to change the 2020/21 Access Fund programme by allocating £108,000 to provide an enhanced School Streets engagement package. The revised funding allocations for the 200/21 Access Fund programme are set out in Appendix B Table 2.

Sustrans has established national and regional expertise in providing bespoke school and community travel engagement projects and their School Streets package will use best practice to work on a site by site basis with up to 12 city schools (6 primary schools and with year 7 in the associated secondary schools) throughout the 20/21 school year to motivate and support travel behaviour change. This will help to lock in the benefits of the Emergency Active Travel Fund (EATF) school streets and low traffic neighbourhood measures.

Appendix A: Section 31 Travel Demand Management grant award letter and grant conditions letter
Appendix B: Allocations for Section 31 TDM and Access Fund 2020/21

Briefing notes documents:

201013 DD App A s31 TDM grant conditions.pdf, 200929 DD App A S31 Nottingham City Council grant award letter.docx.pdf, 201009 DD s31 TDM App B Allocations.docx, 201009 DD s31 TDM briefing for decsion makers - NOT FOR PUBLICATION.docx

Other Options Considered:

- 1) To refuse the funding award: This option has been rejected as the funding is provided to support safe travel to school during the pandemic and refusing the funding would limit the Council's capacity to proactively work with schools and families to support the take up of walking and cycling to school. This would impact on our capacity to reduce congestion, transport related air pollution outside schools and manage reduced public transport capacity during COVID19;
- 2) To deliver an alternative package of travel demand management measures: This option was rejected as the funding is provided to support safe travel to school during the pandemic. The proposed programme has been designed to address a gap in our current travel behaviour change programme with a specific school-focussed offer which was not part of the original Access Fund programme and can be mobilised quickly drawing on recognised local expertise. The main package elements are based on best practice from other similar cities in the UK. Both options would potentially adversely affect the Council's reputation as a leader in local transport delivery.

Background Papers:

Published Works:

Delegated Decision 3831: Access Fund - Continuation Programme 2020/21 - March 2020
Delegated Decision 3939: Acceptance of Funding from the DfT's COVID-19 Emergency Active Travel Fund - Tranche 1 - July 2020

Affected Wards:

Citywide

Colleague / Councillor Interests:

Dispensation from Financial Regulations:

Yes

Consultations:

Date: 12/10/2020
Other:Councillor Adele Williams
Consulted Councillor Williams regarding these proposals in her remit as Portfolio Holder for Adult Care and Local Transport.

Those not consulted are not directly affected by the decision.

Crime and Disorder Implications:

Measures in the programme are aimed at supporting more people to walk and cycle more often for local journeys including the journey to school. Creating more space for people to walk and cycle safely and reducing the demand for public transport at peak travel times will help people to observe social distancing while making essential journeys. Engagement with parents, pupils and schools will signpost people to cycling support services in the city to support safe cycling. Increased take up of cycling for local journeys will improve tolerance of people for cyclists when they are driving

Equality:

Please login to the system to view the EIA document: 201021 DD S31TDM EqIA fv.docx

Social Value Considerations:

Sustrans is a national third sector supplier with charitable status with Nottingham based project delivery team. Using Sustrans as the supplier to provide their nationally recognised School Streets package combines the benefits of accessing national best practice with retaining local employment opportunities. Sustrans has a good knowledge of Nottingham and strong local networks with other cycle delivery partners in the city ensuring the School Streets project will work seamlessly alongside our wider active travel offer established through the Access Fund programme and provide opportunities for local suppliers for Dr Bike and cycle training services.

**Regard for NHS
Constitution:**

The measures in the Schools Travel Demand Management package are designed to support the uptake of active travel options, develop a cycling culture in our youngest citizens and help families and young people to observe social distancing for the journey to school. The programme will fund projects that will support schools and families to adopt everyday travel behaviour that increases opportunities for physical activity, which is now of increased importance for reducing the risk factors for COVID19. The measures will also help to reduce local air pollution from road transport particularly around the school gate and improve mental health and wellbeing.

Decision Type:

Portfolio Holder

Subject to Call In:

Yes

Call In Expiry date:

01/12/2020

Advice Sought:

Legal, Finance, Procurement, Equality and Diversity

Legal Advice:

This delegated decision raises no significant legal issues. As pointed out by the delegated decision author, the DfT grant funding is subject to terms and conditions, which if not complied with would place the council at risk of clawback of the funding from the DfT. It is important therefore that the grant conditions are mirrored in the contract with Sustrans and an indemnity obtained from Sustrans in the event that they bring the council into breach of the grant conditions. Advice provided by Sarah O'Bradaigh (senior solicitor) on 16/10/2020.

Finance Advice:

Decision 1 seeks to accept £150,000 Travel Demand Management (TDM) DfT s31 grant funding to promote safe travel journeys to/from education and alleviate capacity pressures on the LA's public transport network during the Covid-19 crisis. Acceptance of the TDM grant funding does not require a match funding contribution from the Nottingham City Council (NCC), therefore places no pressure on NCC's Medium Term Financial Plan.

Decision 2 requests approval of expenditure allocations against the £150,000 grant funding awarded. The s31 TDM grant funding must be spent in accordance with the purpose for which the grant has been awarded in order to reduce the risk of grant claw back and to not compromise NCC's ability to access future DfT grant funding. It is the responsibility of the Principal Transport Planner to comply with grant conditions as stipulated in the grant award letter, to ensure that expenditure is contained within the grant funding budget available, to ensure that the DfT are kept informed of potential slippage against expected project completion dates and comply with modified DfT grant conditions following such variations where applicable, to reduce the risk of unfunded TDM related costs to NCC.

Decision 3 seeks to approve variations to the 20/21 Access Fund programme approved in DD3831 by re-allocating £108,000 of 20/21 Access fund grant funding (£912,000 total received) to deliver a dedicated School Streets support package. The Access Fund Project manager has confirmed that the variation to the programme complies with 20/21 Access Fund grant conditions, reducing the risk of grant claw back and therefore unfunded costs to NCC.

Decision 4 requests to approve direct award of £108,000 to Sustrans to deliver the School Streets support package element of 20/21 Access Fund Programme. This is supported due to Sustrans being recognised by the Transport Strategy department as a trusted supplier with the necessary expertise to deliver the school streets package of the Access Fund Programme, which will also assist in capitalising benefits of the Emergency Active Travel Fund programme - school streets and low traffic neighbourhood measure workstreams.

Advice provided by Roma Patel (Commercial Business Partner) on 19/10/2020.

Procurement Advice:

Procurement supports the decision to be taken in this report. Advice provided by Paul Ritchie (Lead Procurement Officer) on 21/10/2020.

Equality and Diversity Advice:

There are no impacts on any of the protected characteristics and therefore happy to sign off. Advice provided by Rosie Donovan (Equality and Employability Consultant) on 21/10/2020.

Signatures

Adele Williams (Portfolio Holder for Adult Care & Local Transport)
SIGNED and Dated: 24/11/2020
Chris Henning (Corporate Director for Development and Growth)
SIGNED and Dated: 22/11/2020
Theresa Channell (Head of Corporate and Strategic Finance) - Dispensation from Financial Regulations
SIGNED and Dated: 20/11/2020
Chief Finance Officer's Comments: