

Capability Fund 2021/22 Proforma for Local Authorities

Introduction

Q1. Which local authority are you preparing this proforma submission on behalf of?

Southampton City Council

Q2. In which region is your Local Authority based?

South East

Q3. Who is the main point of contact for this proforma?

Name Iain Steane

Email address iain.steane@southampton.gov.uk

Q4. The 2021/22 Capability Fund is designed to support behaviour change activities within your local authority and the development of local cycling and walking infrastructure plans. Which of these are you proposing to deliver with your funding allocation? (Tick all that apply)

Behaviour change activities

Development of local cycling and walking infrastructure plans

Section A: Behaviour Change

Q5. (Part 1 of 2) Are you proposing to deliver any of the following activities using your 2021/22 Capability Fund allocation? NOTE: For the expected number of activities and participants section, please provide the total number across all activities (i.e. all training courses).

	Plan to deliver (Please answer Yes or No)	Expected spend (£)	Expected number of activities (e.g. training courses)	Expected number of participants	Expected date(s) for delivery (dd/mm/yy)
Child cycle training	Yes	75000	100	4000-5000	Throughout year
Adult cycle training	No	5000	125 hours	50	Throughout year
Cycle maintenance training	Yes	25000	100	500	Throughout year
Workplace travel planning	No	0	0	0	n/a
School travel planning	Yes	15000	12	540	01/09/21-31/03/22
Personalised travel planning	No	0	0	0	n/a
Workplace travel challenge	No	0	0	0	n/a
School travel challenge	Yes	5000	2	2400	07/06/21 & 01/10/21
Led walks	No	0	0	0	n/a
Led cycles	Yes	10000	40	150	Throughout year

Q6. (Part 2 of 2) Are you proposing to deliver any of the following activities using your 2021/22 Capability Fund allocation? NOTE: For the expected outputs section, please provide information on the number of intended recipients/participants where appropriate, or for any event-based activities, the number of events you plan to undertake.

	Plan to deliver (Please answer Yes or No)	Expected spend (£)	Expected outputs	Expected date(s) for delivery
Cycle loan schemes	Yes	4000	20 family/cargo bike loans	June-October
Cycle purchase/subsidy schemes	Yes	4000	40 bikes for key workers	June-October
E-cycle loan schemes	Yes	20000	70-100 loans	June-October
E-cycle purchase or subsidy schemes	No	0	-	-
Cycle security measures	Yes	2000	200 subsidised 'd' locks	June-October
Community active travel events	Yes	60000	1.6FTE coordinating volunteer recruitment/training	July-March
Business grants	-	-	-	-
Active travel marketing/comms activities	Yes	70000	Press releases, website up date, new stories, paid social media, posters. 1xFTE	June-March 22

Q7. Are you proposing to deliver any other behaviour change activities, or fund associated costs to deliver behaviour change interventions, using your 2021/22 Capability Fund allocation that were not listed above? If so, please outline the activities, together with the expected spend and expected outputs of each activity. If all your expected spend on behaviour change activities is covered in the previous questions, please answer "N/A" (300 words max)

Details of other behaviour change activities: N/A

Total spending on other behaviour change activities: 0

Q8. Which of the objectives of the Capability Fund are these activities intended to support? (Please tick all that apply)

Increasing overall walking levels

Increasing overall cycling levels

Increasing levels of walking to school

Increasing levels of cycling to school

Increasing levels of walking to work

Increasing levels of cycling to work

Q9. How will the behaviour change activities that you intend to deliver support the objectives of the fund? (300 words max)

Southampton has implemented a successful behavioural change, communications and marketing programme - My Journey since 2012. The programme supports the LCAF aims by promoting physical activity, active travel by supporting access to jobs, education and training. The programme is split across the following strands:

1. My Journey to Work and Employment;
2. Promoting a Cleaner and Greener School Run;
3. Community Cycling Events and Initiatives; and
4. Showcasing Walking and Cycling.

The Southampton BikeLife Report 2019 shows that 27% of respondents do not currently cycle but would like to do so. However, barriers to cycling exist, particularly amongst people in lower socio-economic groups (D and E) where 47% of people cite safety as a concern and 28% said they were not confident cycling. 27% of residents in these socio-economic groups also think cycling is 'not for people like me' and 23% said that the cost of a suitable bike was a barrier. Our programme will work with businesses, schools, and communities in deprived areas in travelling actively as we recover from the Covid pandemic. The LCAF will continue the range of initiatives previously funded via LSTF and Access Fund over the last eight years to continue breaking down people's barriers to cycling & walking. This will be through the provision of cycle training, led rides & walks, community activities, and cycle confidence courses. The ongoing delivery of the My Journey marketing and communications campaigns that promote walking and cycling, and promote infrastructure being delivered via TCF and ATF.

It will enable continuation and deepening of partnerships with local Southampton businesses as well as partner organisations, such as Sustrans, Cycling UK and Living Streets. The programme will also embed the new behaviours of the people who have taken up cycling during the pandemic – SCC cycle count data for 2020 saw a 7% increase on 2019 and Southampton Strava data recorded a 68.8% increase in the number of people recording a cycle ride in 2020 compared to 2019.

Q10. How will these activities support your local strategic objectives?(300 words max)

Our proposal supports the delivery of SCC Corporate Plan (2020-25) goals of a 'Fairer, Greener and Healthier' City by promoting active travel for access to jobs, education and training. We will do this through the delivery of cycling sessions that break down the barriers to cycling, as highlighted in the Bike Life report, and give people the confidence to ride within the city.

The proposal stems from our LTP4 - Connecting Southampton 2040 - strategic goals, particularly 'A Better Way to Travel'. This aims to support people in how they move around the city, by widening and improving their travel choices, so they can get around actively and healthily and supporting travel towards becoming 'zero emission'. Focusing our behavioural change programme on travel to work, schools and communities is recognised as a key policy measure, including travel advice, incentive programmes, campaigns, events and messaging. This will help Southampton as it emerges from the Covid-19 pandemic by providing people with access to active ways to travel as a mode of choice rather than returning to private car travel.

The initiatives also support the objectives of the Southampton Cycling Strategy 2017-2027 and our emerging Local Walking Investment Plan by supporting people to walk and cycle for local journeys by feeling that there can do so. Enabling Southampton residents, businesses and visitors to move towards a city where walking and cycling are norms. Increases in cycling have been seen in Southampton following recent infrastructure works – part of the cycle network has seen a 20% increase in cycling. They support our Green City Plan tackling air quality and climate change, which aim to increase levels of cycling and active travel respectively. Also, our Health & Well Being Strategy by increasing levels of physical activity and inclusivity in Southampton tackling high levels of obesity – 60% of Southampton's residents are classed as either overweight or obese.

Q11. Does your authority have experience in delivering these activities? If yes, please provide details below. (300 words max)

Over past 8 years, SCC has been delivering an extensive programme of successful behaviour change initiatives, communications and marketing activities. These are all under the My Journey umbrella and focussed on the four strands highlighted in Question 9. Over that time we have During this time, we have collaborated with a range of local businesses and groups, including Hampshire County Council, local e-cargo bike delivery firm Zedify, Monty's Community Bike Hub, and national partners, including Sustrans, Cycling UK, Living Streets and Love to Ride. We are starting to roll out a Travel Demand Management programme funded by Highways England to support M3 Smart Motorways project.

In 2020, our programme was adapted to support key workers and to increase the take-up of walking and cycling during the pandemic. This resulted in 44 bikes being donated or loaned to keyworkers and the servicing of almost 850 bikes, at 90 Bike Doctor events, at a time when people were advised against using public transport. Our My Journey communications programme was also refocussed to encourage new behaviours and enable us to seize the moment of change by encouraging people to walk and cycle for leisure. This was alongside social distancing messages as part of our 'Keep Active' campaign, which included case studies and a video about people who discovered the benefits of cycling and walking. Through the Southampton Workplace Travel Network, we engaged 345 businesses across the city, at four virtual events that had an average attendance of 40 business contacts. During this time, we supported the delivery of four Love to Ride campaigns and funded 17 Workplace Travel Grants, including 11 that employ keyworkers. Nine new School Streets schemes were rolled out to support schools reopening and the continued need for social distancing.

The Community Cycling Events and Initiatives programme, included 185 led ride and 75 cycle confidence /learn to ride participants. 45 people received maintenance or safety check training and over 330 people attended the CUK Community Club.

More information on our My Journey programme is available here:
<https://myjourneysouthampton.com/workplaces/workplace-case-studies/>.

Section B: LCWIP Development

Q12. Are you proposing to deliver any of the following activities using your 2021/22 Capability Fund allocation?NOTE: For the details of expected spend section, please provide narrative on how you anticipate using this funding in each of the cases below.

	Plan to deliver (Please answer Yes or No)	Expected spend (£)	Details of expected spend	Expected date(s) for delivery (dd/mm/yy)
Network planning	Yes	10000	Network audit	01/06/21- 31/12/21
Scheme planning	Yes	5000	Prioritisation of schemes	01/06/21- 31/12/21
Network design	Yes	10000	Walking network design and programme	01/01/22- 31/03/22
Scheme design	Yes	5000	Design on first priority scheme	01/01/22- 31/03/22
Public engagement/consultation	Yes	4000	-	Autumn 2021
Data & evidence collection/modelling/research	No	0	-	-

Q13. Are you proposing to deliver any other LCWIP-related activities using your 2021/22 Capability Fund allocation that were not above? If so, please outline the activities, together with the expected spend and expected outputs of each activity.(300 words max)

No.

Q14. How will these LCWIP development activities support the objectives of the fund? (300 words max)

To support our LTP and Cycling Strategy we are looking to develop a Local Walking Investment Plan (LWIP) for Southampton. This will complement the Cycling Strategy and together will form our LCWIP. The LWIP will look to identify a coherent walking network for Southampton with improvements that better connect people to places, particularly the City Centre (Core Walking Zone), transport facilities (bus, rail & ferry), key employment areas, leisure, universities and schools.

Through this process we can identify further Core Walking Zones to better connect people to our District Centres and Active Travel Zones (ATZs) as part of drive for '20-minute neighbourhoods'. This is helping to shape a people-focused city and addressing barriers to walking. As emerge from the pandemic the walking network will need to be fit for purpose to encourage and maintain those non-car trips and to evolve into an inclusive network for everyone. The LWIP development will look to support this.

The LWIP will build on existing walking and public space investment through TCF and ATF, which are being delivered in accordance with the new LTN 1/20. We have already started to assess and critique current and future schemes against LTN1/20. This is with the view that to achieve meaningful and sustained modal shift the infrastructure needs to support people who want, and can, cycle and walk more.

TCF and ATF is already starting the transformation of walking routes. In 2020, we installed 11km of new pop-up cycle lanes on our core Cycle Network and the majority are being made permanent through TCF. We also have done temporary road closures in Bedford Place to support outdoor dining and social distancing. Through ATF we are now planning to build on the initial temporary scheme by creating an Active Travel Zone (ATZ) for the wider area. An ATZ is also planned to support the creation of Southampton's first 'all-through' school catering for children aged 4-16 years and providing 900 new secondary school places. The LWIP will take these further providing further policy context for delivery.

Q15. How will these LCWIP development activities support your local strategic objectives? (300 words max)

The LCWIP development will support our main transport strategy - Connected Southampton 2040 Transport Strategy (LTP4). This sets out our long-term vision to move away from maximising vehicle movements to focus on improving the efficiency of transport corridors and placemaking, so people can get around easier by a wide spectrum of transport choices, particularly active travel. The strategy includes three strategic goals, which collectively set out our aspirations to create a Liveable City Centre, the Southampton Cycle Network, and a network of ATZs and Local Mobility Hubs.

The development of an LWIP will enable us to identify walking routes and wayfinding that connect to the City Centre (Core Walking Zone) and prioritise and integrate the proposals within future funding applications and developments.

The LWIP will build on existing key strategies, including City Streets 2, Heritage Asset Management Strategy, Streets and Spaces Framework, and the Green City Plan. These set out our aspirations to create high-quality and attractive public spaces that showcase the city's assets, such as the historic walls in Bargate, and to establish a 'green grid' providing green and healthy routes for people and wildlife.

As well as the LTP, the LWIP will build on existing Council strategies, including the Green City Plan, Health & Well-Being Strategy, City of Culture 2025, and emerging Local Plan. The integration of ambitious walking plans for all will ensure that we can support active and healthy lives through approach of better and safe places and streets for people. This will not just be limited to streets but to a network of greenways that promote biodiversity and clean air. The LWIP will be integrated into the emerging Local Plan to ensure that future developments are well connected by high-quality walking, cycling and public transport routes. Over time, this will support our ambition to become a zero-emission city and tackle climate change.

The development of the LWIP will also support the objectives of the Corporate Plan 2020-2025 to create a 'Fairer', 'Greener' and 'Healthier' city.

Section C: Other

Q16. Are there any other activities not covered in the previous sections of this proforma that you intend to carry out with this funding? If so, please outline the activities, the expected spend, and the expected outputs of those activities. If there are no further activities, please answer "n/a".(300 words max)

N/A

Section D: Value for Money

Q17. Please provide the name and e-mail address of the Section 151 officer within your authority:

Name John Harrison

Email address john.harrison@southampton.gov.uk

Q18. Are you able to confirm that our Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes.

Yes

Q19. Which of the following sources of evidence have been considered in making this value for money judgement? (Tick all that apply)

Cost benchmarking comparisons

Appraisals for past spending

Q20. Please set out the evidence collected which demonstrates why this spending would be expected to deliver value for money: (300 words max)

As set out in the Local Capability Fund guidance the development of LCWIPs are typically expected to achieve good value for money. SCC is proposing to spend £50k on the development of the plan, which is at the lower range of the £50k-70k anticipated costs for a city, and it can therefore be assumed that the plan for Southampton will achieve good value for money.

For our Access Fund submission in 2016 we carried out an economic appraisal was undertaken for the Access Fund bid using the DfT's Active Travel Appraisal Toolkit which resulted in a BCR of 11.44 offering Very High Value for Money. It is considered that the Access Fund and proposed Local Authority Capability Fund include similar initiatives and that the previous BCR is a reflection of the proposed programme.

The success of the activities in Southampton continue to show very good value for money and this is evidenced through the annual Sustrans Bikelt report and assessment of our Access Fund by the University of Southampton. Delivery of 228 Bikelt activities across 33 schools in Southampton & Hampshire and over 11,000 pupil attendees in 2019/20 academic year (up to Covid Lockdown in March 2020). This included additional permanent school street closure at St Mary's CE School in the City Centre. The project has raised awareness of the benefits of active travel and reducing travel to school by car to under 25% of trips.

Assessment by University of Southampton of Access Fund has demonstrated that there has been an increase in active travel in Southampton (14% on one corridor) and confirmed that Access Fund activities were a contributing factor. Evidence from SCC counters over 3 years on the targeted corridors suggest that Access Fund, coupled with infrastructure, has influenced people in cycling to work or school.

Section E: Public Sector Equality Duty

Q21. How will you consider the needs of people with a protected characteristic when developing and delivering activities using the Capability Fund? (300 words max)

As part of the development of LWIP and activities through the LACF we will consider the needs of people with protected characteristics. We have a comprehensive communications and engagement plan for ATF projects and this is being adapted for LACF. It places importance on being inclusive and engaging with organisations and groups that represent protected characteristics. We are building relationships with organisations across the city, such as Southampton Sight, Guide Dogs and Spectrum, who represent people with needs. As part of the development of the LWIP we will undertake an EQIA and include them as part of the working groups.

The Community Engagement element of this programme, such as WAVes, will enable SCC to develop and strength relationships with a wide range of groups and characteristics across Southampton for active travel. The initiatives are being made available to all residents of Southampton regardless of any protected characteristics that they may have. If needed, we will adapt programmes to cater for specific needs when given advanced notice of any requirements.

Q22. Which of the following groups will benefit from the interventions you propose to deliver using the Capability Fund: (Please tick all that apply)

Black and Ethnic Minority people

Disabled people

Women

School children (under 16)

Elderly /older aged people

Unemployed

Section F: Monitoring and Evaluation

Q23. The guidance documentation for the Capability Fund sets out the DfT's monitoring requirements for each local authority to undertake. Are you confident that your authority will be able to meet these requirements?

Yes

Q24. The guidance documentation also sets out evaluation requirements for each local authority. Are you confident that your authority will be able to meet these requirements?

Yes

Q25. What, if any, challenges do you foresee in being able to meet these requirements? (300 words max)

At this stage we do not foresee any challenges with meeting the requirements of the monitoring and evaluation requirements. Should be noted that the ongoing impact of the pandemic is impacting on travel patterns, ability to carry out face-to-face workplace and schools engagement, and our ability to undertake meaningful surveys.

We have adapted our methodologies for carrying out surveys with a greater emphasis on online but are aware that not everybody has access to online. As restrictions ease through 2021 we can adapt our engagement and monitoring approach so that it is inclusive and provides a representative output for monitoring.

Q26. Are you intending to undertake any monitoring and evaluation activities beyond the requirements set out in the guidance documentation?

Yes

Q27. Please provide details of the additional monitoring and evaluation activities you plan to undertake. If you are not planning to undertake any additional activities, please enter N/A.

Southampton City Council takes part in the Sustrans Bike Life report project. This provides further perception surveys around active travel and is being expanded to include walking for 2022. The next survey of residents is scheduled to take place later in 2021 with reporting in 2022. We will also continue to report on the outputs of Bikelt, the whole programme in partnership with the University of Southampton, and on the wider impacts and outcomes of the Southampton TCF, TDM and Active Travel Fund programmes.

Q28. The Department would welcome your views on how it can best support authorities to deliver successful monitoring and evaluation activities. On which monitoring and evaluation topics would you most welcome further support, training and guidance? (Please tick all that apply)

Research design

Analysis and reporting

Section G: Other activities

Q29. Are you intending to use your Capability Fund allocation in tandem with any of the following sources of funding/programmes? (Please tick all that apply)

Big Bike Revival

Walk to School

Active Travel Fund

Access Fund

Transforming City Fund

Other (please specify):

Highways England Travel Demand Management - working with businesses on new travel patterns and behaviours along M3 corridor, E-Cargo Bikes, Solent Future Transport Zone, Covid TDM, LTP, S106

Q30. Please describe how you intend to use your Capability Fund allocation alongside these other funding sources/programmes: (300 words max)

The LACF will enable us to build on and continue our successful Access Fund programme under the My Journey umbrella. It will also help to support the range of infrastructure activities being delivered via Transforming Cities and Active Travel Funds.

The marketing & communications element will enable dedicated 'marcoms' officer and materials for the ATF programme. This will provide resource for press releases, website management, events, social media, advertising and posters in workplaces and schools. These will promote distinct campaigns (e.g. Love to Ride, Go Jauntly, Bike to School etc) as well as infrastructure such as new cycle facilities. This will link to a TDM programme being implemented for the City Centre during the TCF works.

The school and workplace activities delivered through Access Fund were focused on 3 corridors, which are now TCF corridors and benefiting from intensive active travel infrastructure. TCF has added an additional corridor and works in the City Centre, the LACF funding will enable further engagement with businesses and schools along the additional TCF corridor in Portswood. Schools engagement is being expanded to include St Mark's School Expansion project in the Shirley area of Southampton – this is funded via SCC and S106.

New initiatives will be added to the programme to complement the delivery of our RIDES programme, which included £60k of DfT investment for the purchase of ten e-cargo bikes that will be available for businesses and communities to use from Summer 2021. The LRCF will fund an expansion of this programme of e-cycle loans.

The funding will also be used to develop a LWIP that will build on our programme by identifying future walking routes, wayfinding, mapping and Active Travel Zones and where investment is needed, enabling us to bid for future funding to deliver schemes identified in the prioritised list of measures.

