

Reaching Our Peak





Department
for Transport

Access Fund for Sustainable Travel Revenue Competition - Application Form

Bids should be no more than 30 pages long (excluding the cover page, S151 officer signature page, and any supporting documents listed as exempt in the guidance document).

Applicant Information

Local transport authority name(s):

Derbyshire County Council

If the bid is a joint proposal, please enter the names of all participating local transport authorities and specify the lead authority.

Bid Manager Name and position:

Richard Lovell
Senior Project Officer – Sustainable Transport

Name and position of the official with day to day responsibility for delivering the proposed package of measures

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When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

SECTION A - Project description and funding profile

A1. Project name: Reaching Our Peak

A2. Headline description:

Building on the success of a number of local projects the proposals detailed within this application aim to utilise the extensive network of cycling and walking trails around the market towns of Buxton, Matlock, Bakewell, Chesterfield and Ashbourne. This application has a number of scalable elements:-

Cycling & Walking Friendly Work Places
Workplace Challenge
Wheels to Work
Discounted bus taster
Market Connections
Workplace & school travel planning
Personalised Journey Planning
Information provision

Independent evaluation shows that the following initiatives can improve access to employment and support local economic growth by promoting low-carbon cycling, walking and public transport travel options.

A3. Type of bid

a) This bid is:

Revenue only, and I confirm we have made provisions for a minimum additional 10% matched contribution

Revenue & Capital, and I confirm we have sourced the capital funding locally and have made provisions for a minimum additional 10% matched contribution.

b) If your bid is reliant on capital funding, please select one of the following options:

Reliant on new bid to Local Growth Fund. This bid is reliant on capital funding from the Local Growth Fund and work cannot progress if LGF funding is not secured. (If so, please indicate the page number(s) in the Strategic Economic Plan that corresponds with the relevant capital investment(s):

Contains Local Growth Fund contribution, but not reliant on it. This bid contains a local contribution from the Local Growth Fund, but the work can still progress as planned if LGF funding is not secured.

Does not contain any Local Growth Fund contribution. The local contributions in this bid have been secured from sources other than a new bid to the Local Growth Fund, and there are therefore no relevant links to the LGF.

A4. Total package cost (£m): £1,448,300

A5. Total DfT revenue funding contribution sought (£m): £1,302,350

A6. Local contribution (£m): £145,950

Local contribution will be provided as per the following:-

	<u>Salary</u>	<u>Inc NI & Pen</u>	<u>FTE%</u>	
Grade 12 FTE x 50%	37,594.00	49,005	50%	24,503
Grade 10 FTE x 35%	29,482.00	38,189	35%	13,366
Grade 12 FTE x 22%	37,594.00	49,004	22%	10,781
				<u>48,650</u>

The above are officer' in kind' resources, applicable annually. Officers are in place and ready to be utilised should the application be successful. They will be used for project management and appropriate programme delivery.

The above equates to a total local contribution, over the duration of the project, of £145,950 i.e. £48,650 x 3

A7. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes No

Equality Analysis has been undertaken as part of the development of the following key strategies associated with this application:-

Rights Of Way Improvement Plan

Local Transport Plan

Greenway Strategy

Derbyshire Cycle Plan

A8. Partnership bodies:

1. D2N2 LEP

D2N2 LEP is the Local Enterprise Partnership for Derbyshire and Nottinghamshire and has the responsibility to prepare the Strategic Economic Plan (SEP) to be agreed by Government. It also oversees the management framework of the EU Structural Funds 2014-2019. They are a key supporting partner.

2. Peak District National Park Authority (PDNPA)

Much of the project scope falls within the National Park's boundary. Using the excellent relationship already in place with the PDNPA will be integral to the project's success. Advisory and supporting role.

3. Derbyshire Dale's District Council (DDDC)

Bakewell and Ashbourne are key market towns within the borders of the district council. Using the excellent relationship already in place with DDDC will be integral to the project's success. Advisory and supporting role

4. High Peak Borough Council (HPBC)

Buxton is one of the key market towns located within the borders of the borough council. Using the excellent relationship already in place with HPBC will be integral to the project's success. Advisory and supporting role

5. Marketing Peak District & Derbyshire (MPDD)

Promotional and marketing activities. Utilisation of MPDD expertise and PR conduits.

6. Active Derbyshire

A key partner in the development of the Derbyshire Cycle Plan and one of the main agents in the general promotion of active travel to the residents of Derbyshire. Advice, support and resources where appropriate.

7. Rural Action Derbyshire (RAD)

Delivery agent for Wheels to Work (W2W) programme.

8. University of Derby – Buxton campus

Utilising students from Year 2 (Destination Management module) to undertake surveying and analytical work pre-project start date. This will help inform key prioritisation processes within Buxton. It will then be the intention to work in partnership throughout the project lifetime to help deliver key interventions identified.

9. Buxton Town Team

Influential local forum that will assist in providing contacts with key workplaces and residential developments in and around Buxton. Will also support the work with The University of Derby.

10. Trent Barton

Trent Barton is a major operator of commercial bus services in the Ashbourne, Bakewell, Chesterfield and Matlock areas. Using the experience they gained from successful jobseeker bus pass and taster ticket projects in adjacent local authority areas they will be working with us to establish a similar scheme here.

11. AECOM

Framework consultants who will facilitate and deliver the PTP programme contained within this application.

12. Modeshift

National not for profit organisation targeted with the promotion of active travel to both schools and workplaces through local authority membership.

13. Job Centre Plus

Building on the experience from adjacent authorities they will help identify suitable candidates for the discounted job seekers bus scheme and issue them with the pass.

14. Chesterfield Cycle Campaign

Local influential cycle group involved in the promotion of cycling including delivering both Bikeability and adult cycle training.

See Appendix 9 for relevant letters of support

SECTION B – The Business Case

You may find the following DfT tools helpful in preparing your business case:

- **Transport Business Case**
- **Behavioural Insights Toolkit**
- **Logic Mapping Hints and Tips**

B1. Project Summary

Derbyshire County Council seeks funding to enable it to build on the success of a number of local projects (including the White Peak Loop and Access to Chesterfield Station Cycle Link). The proposals detailed within the application will aim to utilise the extensive network of cycling and walking trails and bus services within the area local to the major market towns of Buxton, Matlock, Bakewell, Chesterfield and Ashbourne.

Funding will enable delivery of high value-for-money local sustainable transport initiatives and support local growth, improved access to employment and education, improved air quality and increased participation in terms of residents cycling and walking for utility purposes, complementing the recreational and health benefits already experienced through existing use. This project will support the ongoing objectives of the **Derbyshire Cycle Plan** which in turn supports the Government's **Cycling and Walking Investment Strategy**. The project will also support increased usage of bus services through targeted spending on discounted fares options for jobseekers and employees.

Independent evaluation evidence of similar schemes in adjacent areas shows that the initiatives detailed below improve access to employment and support local economic growth by promoting low-carbon cycling, walking and public transport options. The programme is made up of scalable projects, a number of which have already proved to be successful and that help build on local active, sustainable travel legacies, such as:-

1. Cycling and Walking Friendly Work Places Scheme
2. Workplace Challenge cycling and walking
3. Wheels to Work (including e-bikes provision)
4. Discounted bus travel and taster tickets for jobseekers and employees of businesses in the area
5. Market Connections (Travel Concierges and cycle hubs)
6. Workplace and school travel planning (Modeshift Stars and Stars For)
7. Personalised Journey Planning
8. Information provision

Funding will enable the delivery of a series of interventions that, when combined with the promotion and utilisation of the existing network of cycling and walking trails and bus services associated with the geographical area, will help deliver the two key objectives of the **Access Fund**, namely **increasing access to employment, training and education and actively promoting increased levels of walking and cycling**. These interventions will also help improve air quality by helping reduce local levels of congestion.

The series of interventions alluded to above are as follows:-

1. **Cycling & Walking Friendly Workplaces** – Funding will cover the cost for the provision of a resource to work with up to 20 workplaces per annum within the designated geographical area. Evidence from a similar scheme, run during 2014/15 would suggest over 2,500 employees would be able to benefit from this

scheme. It is anticipated that match-funded grants (capital) will be provided to those workplaces able to commit resources of their own to provide cycle and walking facilities that result in greater numbers of employees cycling to work. This capital resource will be accommodated within the LTP programme once agreed by the Council's Cabinet.

£36k over the 3 year period

2. Workplace Challenge - To engage with and contract a designated provider to help build on the work already undertaken to make Derbyshire the most connected county in the UK for cycling, as detailed in the **Derbyshire Cycle Plan**. The programme will link into existing cycling and sustainable travel initiatives and events to boost their reach and effectiveness amongst the business and workplace community associated with the 5 market towns. Up to 20 workplaces per annum with the potential to reach up to 5000 employees

£135k over the 3 year period (based on a quotation provided by a potential supplier)

3. Wheels To Work (W2W) – Working closely with referral agencies such as Job Centre Plus, training providers and colleges and universities the scheme aims to provide sustainable transport to access employment and training opportunities throughout the target area and beyond. W2W can provide recycled bicycles, e-bikes and mopeds and is a tried and tested access to employment initiative. Access to 4 major cities (Manchester, Nottingham, Derby and Sheffield) via the rail network from Buxton, Chesterfield and Matlock will further enhance this strand within the project's scope. This intervention will aim to reach an additional 250 individuals per annum over the 3 years.

£250k over 3 year period

4. Discounted bus travel - To encourage more people to use the existing network of bus services to access employment opportunities we would look to lower the cost of travel. Measures would include introducing a jobseekers bus pass. This would be issued directly to suitable candidates by the Job Centre and would give users ½ price bus travel on services in the area for 3 months to allow them to look for work and attend interviews. As part of the workplace and personalised traveling planning strands we would also provide free taster tickets to employees to allow them to try out bus travel. Based on evidence taken from similar projects we estimate up to 600 individuals per annum will be assisted through this programme over 3 years.

£210k over 3 year period (based on similar project undertaken by local authority)

5. Market Connections – Provide mobile concierge provision/cycle hubs at key transport interchanges. The creation of new concierge jobs will provide a high quality welcome and information service at strategic transport interchanges within the 5 key market towns, adding value to the recommendation within the D2N2 'Visitor Economy Review and Investment Study'. The proposed cycle hubs, at rail

stations/key strategic points within the designated market towns, will include W2W advice provision. It is anticipated the capital resource required for the cycle hubs will be accommodated within the LTP programme.

£375k over the 3 year period

6. **Workplace & School Travel Planning** – To create 2 additional jobs to build on existing successes and relationships within both the workplace and school communities associated with the 5 key market towns. To utilise this resource to deliver sustainable travel interventions with up to 20 additional workplaces to those engaged under the Workplace Challenge (up to 5000 employees) and 20 new schools per annum. As an example of work already undertaken with schools this authority has already provided cycle and scooter storage at over 57 schools giving over 11,500 children the option of travelling to school by these means.

£210k over 3 year period

7. **Personalised Journey Planning (PJP)** – Utilising our framework consultants (AECOM) to undertake a PJP exercise targeting 10,000 households in the first year of the project, covering the 5 market towns.

£132,300 (based on £13.23 per household)

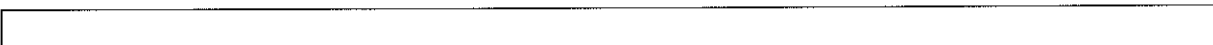
8. **Information provision** - Good quality information is an essential element of the project to make people aware of the opportunities available, allow them to plan their journeys as well as providing materials which the mobile concierge and travel planning teams can use. We would therefore produce a comprehensive range of printed information materials on the cycling, walking and public transport opportunities available across the scheme area.

Measures would include-

- Walking and cycling maps for the scheme area
- Information panels at transport interchanges,
- Bespoke travel information for key employment and education sites

In addition we would also explore the feasibility of investing in smart information to allow people to access additional services when and wherever they want. This could take the format of electronic information kiosks at the key rail stations providing up to date bus, cycling and walking information, local area information such as maps, employment and leisure opportunities etc. This information would be accessed using QR codes and a network of other QR information points would be installed at key sites across the project area. The capital infrastructure elements of this would be accommodated within the LTP programme.

£100k over the 3 year period



B2. The Strategic Case

Geographical Area (See Appendix 1 – Map of Geographical Area)

Our project will focus on the links provided by a network of key cycling and walking routes (including the White Peak Loop, Tissington Trail and the Chesterfield Station Cycle Link) into 5 major market towns in, or close to, Derbyshire's Peak District (Matlock, Buxton, Bakewell, Chesterfield and Ashbourne). It will also include the existing public transport services across the area. All 5 market towns are set to accommodate significant growth over the coming 10 years with Chesterfield and Buxton in particular expecting this within the next 2 to 3 years. Rail links from Buxton, Chesterfield and Matlock to Manchester, Sheffield, Nottingham and Derby further enhance the opportunities to access employment in large metropolitan conurbations.

In preparing this application the Council is cognisant of the proposal by the **Sheffield City Region (SCR)** for a range of interventions targeting the South Yorkshire area. It is felt the interventions contained within Derbyshire's application very much complement those of the SCR and are therefore mutually supportive..

It is also worth noting that all 5 market towns have benefitted from significant investment in sustainable travel infrastructure and are, therefore, well placed to take advantage of these complementary interventions. Chesterfield in particular has the potential to become the 'Gateway to the Peak' following the opening of the latest element of the Chesterfield Cycle Network which provides a link directly from Chesterfield Station, across two busy roads to link into the Chesterfield cycle network, thence westwards towards the Peak District. The opening of this link provides the potential to extend the network into the Peak District and link up with the trails associated with this part of Derbyshire. Funding for this link was provided through joint LSTF and LTP resources (part of D2N2 Sustainable Travel Programme within Chesterfield) and in partnership with Sustrans.

A significant addition to the potential opportunities within Chesterfield and surrounding areas has now arisen from revised proposals for High Speed 2 (HS2), with services to Sheffield now to be served by a spur through Chesterfield and calling at its rail station. This places Chesterfield on the 'HS2 map'.

The market towns and Chesterfield are characterised by higher than average levels of car use and lower than average levels of active and sustainable travel for commuting purposes. Unemployment in Chesterfield currently stands at 7%, against a national average of 5%. Overall levels of deprivation in the town are also high, with 29% of LSOA's in Chesterfield falling within the 10% most deprived areas in the country. Whilst the resident population in other market towns is often highly qualified, many commute to professional jobs in the surrounding cities. So despite the presence of some high value workplaces in this part of the Peak District, wages across the bid area are lower than the national average. As a result, significant areas of the Dales and High Peak (which include the catchment areas for Matlock, Bakewell, Ashbourne and Buxton) also fall within the 20-50% most deprived LSOA's.

To help combat these problems, the D2N2 Strategic Economic Plan (SEP) envisages a considerable growth in the number of homes and jobs across the bid area. To help deliver this, the Derbyshire Dales Local Plan proposes nearly 3000 new homes in the Ashbourne / Matlock area, whilst the High Peak growth strategy is planning more than 1200 new homes in Buxton. Chesterfield also has ambitious proposals for new homes as well as additional sites for employment land across the bid area. A number of other developments are already in the planning pipeline across the market towns. When coupled with over 6% growth in household numbers by 2024, the picture emerges of a transport infrastructure which is likely to be placed under increasing pressure to cope with the demands likely to be made upon it in the foreseeable future. Approved Local Growth Fund schemes such as the A61 growth corridor and Peak Resort will provide sustainable travel infrastructure and create further capacity for economic growth.

This project will seek to address these issues by facilitating and enabling access to jobs, employment and leisure facilities for residents and visitors by active and sustainable means. This will benefit jobs and the economy, whilst also increasing levels of physical activity and reducing congestion and pollution across the project area. The interventions detailed within this application will help contribute to achieving a key LEP target of 55,000 new jobs in D2N2 by 2023 by allowing jobseekers to actively seek employment using sustainable transport measures to improve employment opportunities.

Derbyshire County Council, and partners, have a successful track record in delivering sustainable and active travel projects and interventions throughout the County. These include a very influential school travel programme (see https://www.derbyshire.gov.uk/education/schools/your_child_at_school/travel/sustainable_travel/default.asp) workplace interventions such as Pedal Peak's Cycle Friendly Grant Scheme and Carshare Derbyshire, as well as specific cycling, and walking initiatives. These have included the ongoing development of a comprehensive network of on and off road cycle routes; production of the hugely popular Derbyshire Cycle Map; the launch of the Derbyshire Cycle Plan (see <http://www.derbyshiresport.co.uk/derbyshirecyclingplan>) and hosting a series of high profile cycling events such as the Tour de France, the Men's Tour of Britain in 2015, Eroica Britannia (2017 will be its 4th year) and the Women's Tour of Britain in 2016.

The County Council has also had considerable success implementing a number of public transport projects in the area in recent years. These have included working with bus operators on schemes such as the Transpeak and 218 route upgrades which saw the previously under-performing services become self-supporting successful commercial operations. We have also worked with East Midlands Trains to significantly improve the quality of train services and stations along the Derwent Valley Line from Matlock. This has helped to increase the number of people using the service between 2007/08 and 2015/16 by 152% from 270,543 to 681,313. Projects such as those detailed above have contributed positively to boosting economic growth in target areas not only through the visitor economy but also by raising awareness and improving the attractiveness of active and sustainable travel modes; improving accessibility to workplaces and schools and helping reduce congestion in key strategic growth areas.

Summary

This project will focus on improving sustainable and active access to key employment centres and educational establishments within the 5 market towns and surrounding areas.

Currently we experience a good deal of leisure/tourism use of our network of trails, which help support the local economy. Key to the success of this project will be converting those who use the trails for leisure to also use them for commuting purposes or for access to local services. Encouraging new users will also be fundamental adding even more to the numbers walking and cycling in order to access work, training and education and further benefitting the local economy.

A similar approach will be taken with the public transport aspects of the project where we will seek to encourage greater use of the existing network of bus services for commuting purposes to access employment and educational opportunities by lowering the cost of travel in the short term.

This bid, whilst building on existing programmes, also seeks to establish a clear foundation to help secure our long term vision to increase the numbers of journeys undertaken by more active, sustainable travel modes, in line with the ambition detailed within the **Derbyshire Cycling Plan**. Beginning with the interventions as detailed above and concentrating on this specific geographical area, we aim to develop effective, replicable and scalable interventions which, in future years, can be used to deliver travel behavioural change programmes in other growing and diverse market towns throughout Derbyshire.

So, how will the interventions be applied in a practical sense?

Workplaces

Working with key delivery partners the Council will engage with both new and established workplace contacts within the target area, offering a package of targeted support to promote more sustainable and active travel amongst their employees. The focus will be primarily on linking employees/potential employees to workplaces through the promotion of the cycle and walking trails network, and bus network, as a means of accessing their workplace. We will encourage employers to be 'cycling, walking and bus friendly' thus providing an active travel package for their staff. We will therefore aim to improve access to jobs while promoting low carbon and active travel.

We will continue to work with our existing contacts in workplaces where there is potential for further modal shift. We will also work with our partners in the 8 District/Borough Councils to target new businesses along corridors to further expand our network and build on previous successes, promoting a range of sustainable travel offers including :-

- Cycle Friendly Workplace grants
- Wheels to Work initiatives

- Free adult cycle training through our successful County Rider scheme (see www.derbyshire.gov.uk/countyriders) It is worth noting that since the beginning of July 2016 we have had 106 applications for 1-2-1 adult cycle training. On average over 50 a month. When compared with figures from 2015/16 the results to date are favourable when we had 165 applications over a 12 month period.
- Targeted personalised journey planning and
- Public transport taster tickets

Our **Derbyshire Modeshift Stars For Toolkit** see <https://starsfor.org/> will play a central role in empowering employers to implement their own travel plan improvements and act as a long term legacy for ongoing behavioural change.

This recently launched resource will be promoted to employers and local developers who will be encouraged to utilise its many features, providing a consistent and robust approach to monitoring active travel development in the workplace. Maintaining and further improving this toolkit with our partner Modeshift, and promoting its use to new employers in our target areas, will enable us to continue to build capability and confidence within employers.

We have already supported 15 organisations through our Cycle Friendly Work Places Scheme grant funding programme, to improve facilities and implement initiatives to support sustainable travel, and it will be our intention to continue to offer match funding to employers who are able to demonstrate their ongoing commitment to improving travel options. See **Appendix 2** for a successful case study with Derbyshire Community Health Services Trust

It is important we continue to develop new and existing relationships with employers in the target areas and be able to continue to deliver effective travel behaviour change projects in future years. This will help lock in the benefits of ongoing capital schemes while contributing to congestion relief and carbon reduction.

Wheels to Work

Wheels to Work already has a presence in all areas of Derbyshire, having helped 1,876 people over recent years with subsidised bicycles and moped loans, enabling rural residents to access work and training opportunities.

Wheels to Work:-

- works closely with referral agencies such as Job Centre Plus offices, training providers, recruitment agencies, colleges and universities, as well as private businesses. This means that those looking for employment or training opportunities are made aware of the project and how it can help with their transport difficulties.
- can provide electric bikes for those needing assistance getting up hills or those who are not so fit.
- can provide reconditioned bikes from a project called Bike Back Derby. This project was previously funded by the LSTF in the city of Derby, but is happy to provide good quality, reconditioned bikes for the whole of Derbyshire.

- works with bicycle shops, motorcycle trainers and dealers across the county to ensure that all clients get a local and efficient service once they are on the scheme.
- encourages all clients to save with local Credit Unions in order to buy their bicycle or moped from the scheme if they wish to, so that their transport option remains sustainable after their loan period ends.
- discourages car use and encourages 2-wheeled options in order to protect the environment and reduce congestion. Bicycles are obviously the greener option, but it must be recognised that some journeys within rural Derbyshire are very difficult to cycle, and so the moped loan is a cost-effective alternative when public transport is not an option. See **Appendix 3** for a successful case study regarding this programme.

Access to employment and training in the 5 target area market towns will be enhanced by promoting the good rail and bus links available from Ashbourne, Bakewell Chesterfield, Matlock and Buxton to 4 major cities (Manchester, Nottingham, Derby and Sheffield). . Onward access to the cities by rail/bus provides a potentially huge target area for the Wheels to Work programme. The potential provision of safe cycle storage at these interchanges, through the development and provision of specialised cycle hubs (accommodated through our capital programme), provides a great opportunity to promote and encourage cycle use to these locations.

The provision of trained mobile travel concierges, similar to those used in the New Forest, will further enhance the package of measures as well as providing employment. Combined with skills associated with the cycle hub concept this approach would provide a 'one stop shop' facility which may also include Wheels to Work knowledge and expertise.

Job Centre

We will work with Job Centres and bus operators across the bid area to provide low cost bus travel for job seekers in the area. The Job Centre will identify suitable candidates who are struggling to find work due to the costs of travel with a job seeker bus pass. This will entitle them to half price bus travel for 3 months on services in the area allowing them to attend interviews, find work and keep travel costs low during the initial weeks of starting a new job. A similar scheme was introduced in Derby as part of their LSTF program with considerable success. Of the people who went through their scheme 17.5% went on to get a job within 6 weeks of receiving the pass.

Schools

As a key contributor to congestion on local roads in peak periods, the school community can play a key role in the battle against congestion and encouraging greater take up of more active and sustainable travel amongst staff, students and parents.

Building on our extremely successful school travel plan programme, we will arrange for Sustainable Travel Officers to work with schools within the target area to actively engage with students, parents and staff. This engagement would encourage initiatives such as Travel Smart Week; Scooter Smart and balanceability training helping facilitate a move to more active forms of travel with very obvious health benefits. Engagement with schools will be primarily through the **Modeshift Stars Accreditation** programme and be closely allied to our **Sustainable Modes of Travel Strategy (SMoTS)**, see following link for information on these activities and more:

https://www.derbyshire.gov.uk/education/schools/your_child_at_school/travel/sustainable_travel/default.asp

In addition, Sustainable Travel Officers will be able to:

- Provide students, parents and staff with the confidence, enthusiasm and skills to travel actively and sustainably;
- Educate them on the benefits of travelling in a more active and sustainable manner, and;
- Work closely with staff to embed a culture of active and sustainable travel,

To focus our efforts, individual schools will be identified based on their potential to achieve modal shift and contribute to a reduction in localised congestion caused by journeys to school.

In addition to engaging with specific schools, we will also support schools, through our SMoTS, to identify and implement a range of safety improvements to their sites to accommodate walking and cycling journeys. This activity will focus on schools where risks have been identified previously and will contribute to improving perceptions of safety relating to walking and cycling

Encouraging & Increasing Active Travel

We will engage with a Workplace Challenge provider to run a cycle, walking and bus challenge concentrated on the geographical area aimed at encouraging more people to take up active travel. The potential for lasting behavioural change has been demonstrated by cycle challenge campaigns such as Love to Ride and includes evidence that in some areas up to 31% of new riders reported cycling at least once per week up to three months after the challenge had finished. Riders continue to log their rides through the system long after the challenge period. It is therefore clear that the competition is a valuable resource through which we can positively influence behavioural change on an ongoing basis.

We will aim to replicate the success of the cycle challenge by developing parallel walking and bus challenges in workplaces throughout the target area. While this may include an element of walking and bus travel for leisure, we will seek to increase the number of journeys on foot, or by bus, predominantly as part of the commute.

To engage with students, staff and parents across our target areas, we will also seek to deliver travel challenges in schools to motivate the school community to travel more actively.

To ensure wide uptake of our active travel challenges, we will work closely with our network of key business and school contacts and our communications team to ensure we are able to target new and existing participants in our growth corridors.

Engagement with key internal partners such as Public Health and Active Derbyshire will be key to the success of this initiative as this will help to raise the profile of the health benefits of active travel in the 5 market towns.

This would include:-

- Encouraging healthier lifestyles through healthy schools
- Providing behavioural nudges to promote healthier lifestyles, and
- Encouraging active lifestyles including walking and cycling and the use of green space.

A targeted Personalised Journey Planning programme will be undertaken targeting 10,000 households across the 5 market towns focusing on where there is evidence of higher deprivation and childhood obesity.

In Buxton it is our intention to work with both the Buxton Town Team and the University of Derby to engage students to undertake a series of travel behaviour surveys targeting 4 key communities:-

- Workplaces including 3 specific industrial estates (Staden Lane, Harpur Hill and Tongue Lane) and other large employers such as. Buxton Water.
- Schools
- Visitors/tourists
- Local residents

This work will be undertaken pre the project start date of April 2017, enabling a pilot analytical exercise to be undertaken identifying key barriers to behavioural change in active travel terms. Identifying these barriers and assessing solutions will be a focus for continued partnership working with these two organisations and provide a platform for delivering the interventions detailed within this application. The model could also be used elsewhere within Derbyshire.

Raising awareness and promotion

Making people aware of the project is a key element of achieving success in the delivery of the project. Apart from the usual publicity materials such as leaflets,

posters etc we will also invest in bespoke materials for specific employment and educational sites and as part of our larger personalised journey planning process. We will also explore the potential for investing in smart information through the introductions of electronic information kiosks at key transport hubs.

Derbyshire's experience in hosting major cycling events such as Eroica and the Women's Tour of Britain provides a major platform to both inspire and raise awareness amongst regular and not so regular cyclists. The launch of the Derbyshire Cycle Plan in January 2016 is also a major step in helping to promote cycling (and walking) as an attractive alternative for utility travel. For more information on the Plan visit <http://www.derbyshiresport.co.uk/uploads/the-derbyshire-cycling-plan-2016---2030.pdf>

B3. The Economic Case – Value for Money

This programme of activity has been assessed in relation to its economic, social and environmental impacts. The key impacts are summarised in the table below. The activity being undertaken in this programme builds on successful schemes that are already running in Derbyshire which have a proven value for money. Risk is therefore limited. However the project will follow our normal risk management process and generate risk registers for each area of activity ensuring the value for money is maintained.

Outcomes	Reason	Change	Outputs
Increase in people cycling	Personalised journey plans, adult cycle training, workplace challenges and travel planning will lead to more people cycling	Positive	424 additional people cycling to work
Increase in people walking	As above will lead to more people walking for at least part of their journey	Positive	197 additional people walking to work
Health Benefits	Active travel as a part of everyday activities brings low/no cost health improvements and general improvements in quality of life to those who take part	Positive	The outputs from the WHO HEAT tool suggests the following:- Walking Reduced risk of mortality of 17 %, compared to individuals who do not

			<p>regularly walk.</p> <p>The number of deaths per year that are prevented by this change in walking is: 0.15</p> <p>The average annual benefit is: £58,000</p> <p>Cycling</p> <p>Reduced risk of mortality of: 17 %, compared to individuals who do not regularly cycle.</p> <p>The number of deaths per year that are prevented by this change in cycling is: 0.18</p> <p>The average annual benefit, is: £71,000</p> <p>Over 3 Years:-</p> <p>The number of deaths prevented by this change in walking and cycling is: 0.99</p> <p>The total health benefits over 3 years are: £387,000</p>
Better access to employment	<p>More employers / employees will be aware of travel options other than the car and be aware of the benefits of those options.</p> <p>Assistance for long term unemployed</p>	Positive	The project will engage with up to 120 local businesses over the 3 years to improve access by more sustainable means.
Better access to education / training	More pupils /trainees will be aware of travel options other than the car and be aware of	Positive	The project will engage with up to 60 local schools to improve access by

	the benefits of those options		more active, sustainable means
Reduction in unemployment levels in bid area	Making it easier for people to access employment through improved bus, cycling and walking opportunities	Positive	The project will engage with up to 250 individuals through the Wheels To Work programme and 600 through the job-seeker bus initiative, per annum.
Travel behaviour change	The programme of interventions aims to change travel behaviour promoting walking and cycling	Positive	Number of new customers dealt with by Concierge Service and up to 120 employers and 60 schools engaged through key interventions
Reduction in car vehicle kilometres	Reducing congestion as a means to deliver economic , health and environmental benefits	Positive	343,778
Increased journeys on Public transport	A programme of interventions to encourage greater use of bus and train helping to safeguard services	Positive	Number of new passengers on bus and train estimated to be 108 per day
Reduction in Carbon emissions	More journeys by bike or on foot will lead to a reduction in car use and thus reduce carbon emissions	Positive	DfT carbon tool has calculated a net saving of 0.69 thousand tonnes of CO ₂ .

See Appendix 4 for Scheme Impacts Pro-Forma
See Appendix 5 for Economic Appraisal Summary

B4. The Financial Case – Project Costs**Table A: Funding profile (Nominal terms)**

£000s	2017/ 18	2018/ 19	2019/ 20
DfT funding sought	400	451	451
Local Authority contribution	40	53	53
Third Party contribution including LGF			
TOTAL	440	504	504

Notes:

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bids must identify a local contribution (local authority and/or third party) towards the project costs. The local contribution should be at least 10% of the DfT revenue. The breakdown of this local contribution should be provided in section A6.

B4. Management Case - Delivery**Table C: Construction milestones**

	Estimated Date
Start of works	
Not Applicable	Not Applicable
Opening date	
Completion of works (if different)	

The Council and partners have proven track records of effective sustainable transport delivery, which inform our proposed approach. By drawing on local, and national, project monitoring and evaluation evidence we have selected the most impactful and deliverable projects. This forms an innovative and highly complementary programme of 'ready to go' measures. In-line with the key objectives and opportunities outlined in the Strategic Case, this bid focuses on extending existing successful approaches.

The Council's focused delivery approach for this programme is guided by a lean delivery framework, effective project/programme management processes (Derbyshire's Project Management Framework i.e. PPMA), comprehensive financial and risk management, and collaborative communications and monitoring arrangements. Effective delivery will rely on accurate and achievable project plan charts and action plans, to manage timescales and key milestones as well as evaluating progress against baseline targets.

This approach has been successfully adopted through existing DCC programme management, and will be underpinned by:

- A programme board, on which all key partners will be represented, and which will meet on a quarterly basis once the programme is underway.
- Dedicated programme delivery teams, each backed-up with expertise and knowledge on local transport policy development and delivery of smarter choices measures. Senior project/programme managers are already in post to oversee delivery of proposed programme initiatives.
- Governance and decision making arrangements set up and established for other projects.
- Commissioning routes with procurement teams and local delivery partners have been discussed prior to submitting this funding bid. As a result cost/time implications for delays to delivery of the programme are not anticipated, ensuring that programme milestones are achievable and deliverable within the 2016/17 funding year.
- Local knowledge of our delivery partners in their respective delivery areas coupled with experience of proven success measures and networks established lends this project to be delivered to time and within the resources available.

To the best of our knowledge there are no land acquisitions, complex statutory procedures or third party negotiations which would create a critical path in terms of the delivery of the programme.

See Appendix 6 re Project Plan Gant Chart

B5. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

To the best of our knowledge there are no land acquisitions, complex statutory procedures or third party negotiations upon which the programme's delivery will depend.

b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

N/a

B6. Management Case – Governance

See Appendix 7

B7. Management Case - Risk Management

See Appendix 8

B8. Management Case - Stakeholder Management

a) Can the scheme be considered as controversial in any way?

Yes No

If yes, please provide a brief summary (in no more than 100 words)

b) Have there been any external campaigns either supporting or opposing the scheme?

Yes No

If yes, please provide a brief summary (in no more than 100 words)

B9. The Commercial Case

Derbyshire County Council has a proven track record for delivery of sustainable transport schemes through effective partnership working with a range of organisations across the public, private and third sectors. Evidence of their recent successful partnership delivery includes:-

1. Delivery of Pedal Peak Project with a range of stakeholders/partners
2. Local Transport Plan programmes
3. Successful delivery of major cycle events such as the Women's Tour of Britain and Eroica Britannia with commercial partners
4. Work alongside the private sector delivering major infrastructure projects?
5. Delivery of a range of projects with external grant aid including The Chesterfield Station Cycle Link (LSTF with Sustrans) and Ilkeston Station.

This demonstrates the significant knowledge and expertise held by Derbyshire County Council in respect of delivering both large-scale infrastructure, and specialist travel behaviour change initiatives. By thoroughly evaluating the performance and impact of previous sustainable transport programmes, such as the Cycling Ambition Project, the Authority has carefully chosen interventions for this bid which:

- Offer demonstrable value for money, and tangible impacts, vis-a-vis Access Fund objectives.
- Are scalable across the proposed geographical area.
- Can be mobilised rapidly, drawing on existing partnerships and contractor relationships.

The advantages of taking forward the strongest elements of existing programmes mean that minimal set-up time is required in terms of procurement and recruitment processes. Established programme governance arrangements and working relationships with local delivery partners are already in place, and will be leveraged to facilitate swift programme delivery.

Similarly, skilled individuals are already in post within the Authority and its key partners who have the detailed insights, practical experience of 'what works', local expertise, and contacts that are needed to ensure successful delivery within the required timeframe for the programme. This would be challenging for alternative providers to replicate, and would add to programme lead times and delivery costs.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

By submitting this bid, I agree to work with the Department to provide a reasonable level of monitoring to enable the measurement of outputs and, where appropriate, evaluation of outcomes.

Yes No

Through existing programmes Derbyshire County Council has developed independent monitoring and evaluation arrangements. Their value is locally recognised, since evidence of tangible impacts enabled the identification and inclusion of most relevant, highest value for money projects for this bid.

Process learning from prior evaluation also informs the proposed programme delivery approach.

For the programme delivery, the Authority intends to adopt a programme-wide approach that accords with DfT's published Monitoring and Evaluation Strategy, and is proportionate to the 3 year delivery programme. Key tenets of the approach are:

- Regular and routine reporting of outputs, with delivery information collated quarterly across all projects.
- Targeted outcomes monitoring, adopting appropriate legacy data collection techniques & user surveys.

Taking account of the delivery timeframe, reporting of this activity will take the form of:

- Ongoing qualitative monitoring: Inform process evaluation and refine ongoing delivery.
- Quarterly and annual output report: Document key inputs (spending) and delivered outputs to-date.
- Post intervention outcomes report: Report and corroborate measured intervention outcomes.

Drawing together the most effective components of the Authority's monitoring and evaluation activities, and sharing learning across the relevant stakeholders/partners, economies of scale and efficiencies will help minimise the costs of programme monitoring and evaluation. It will also streamline the approach, allowing for greater delivery focus – considered important given the timeframe.

In terms of individual interventions the following is applicable:-

- 1. Cycling & Walking Friendly Workplaces** - Project will provide output information on the mode changes delivered. This will also provide qualitative information to inform the 3 year programme of activity.
- 2. Workplace Challenge** - Project will be measured by external provider to our specifications. We can also use existing monitoring to provide background levels of cycling, walking and bus travel. Additional before and after monitoring will be carried out to ascertain current levels of activity and monitor the change over time. This will also provide qualitative information to inform the 3 year programme of activity.
- 3. Wheels To Work** – External provider will be able to provide output monitoring of the project. This will also provide qualitative information to inform the 3 year programme of activity.
- 4. Discounted Bus Travel** - Partner bus operators will be able to provide output monitoring of the project. Feedback from operators will also provide qualitative information to inform the 3 year programme of activity.
- 5. Market Connections** - Project will provide output information on the mode changes delivered – concierges to record relevant datasets. This will also provide qualitative information to inform the 3 year programme of activity. In addition active people survey could provide background monitoring information on the levels of activity.
- 6. Workplace and School Travel Planning** - Qualitative surveys before and after.
- 7. Personalised Journey Planning** - Consultant to undertake before, during and after monitoring to assess success of project. This will be inextricably linked with Intervention (8) – Information Provision.

8. Information Provision – Potential use of SMART infrastructure to be explored to add value to any standard evaluation processes.

SECTION D - Declarations

D1. Senior Responsible Owner Declaration

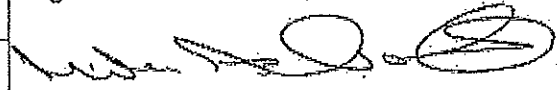
As Senior Responsible Owner for 'Reaching Our Peak I hereby submit this request for approval to DfT on behalf of Derbyshire County Council and confirm that I have the necessary authority to do so.

I confirm that Derbyshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Mike Ashworth

Signed:

Position: Strategic Director – Economy,
Transport and Communities



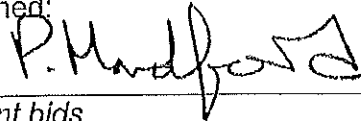
D2. Section 151 Officer Declaration

As Section 151 Officer for Derbyshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Derbyshire County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2019/20;
- Confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name:
Peter Handford

Signed:



**This is only required from the lead authority in joint bids*

Submission of Bids

The deadline for bids is:

9th September 2016

An electronic copy should be submitted to sat.programmes@dft.gsi.gov.uk

We prefer electronic copies. However, if you must send hard copies of papers, please provide 3 copies to:

Access Fund Bids
Rabina Nawaz
Zone 2/14
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR



PEAK DISTRICT NATIONAL PARK

WHITE PEAK LOOP

BUXTON
 University of Derby Buxton campus
 Buxton Station Hub
 Key interchange between all modes with direct rail/bus connections to access job/education opportunities in Stockport and Manchester.
 Cycle parking

CHESTERFIELD
 Chesterfield College
 Chesterfield to Peak

MATLOCK
 Matlock Station Hub
 Key interchange between all modes with direct bus/rail connections to access job/education opportunities in Derby and Nottingham.
 Cycle parking

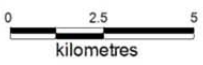
ASHBOURNE
 Ashbourne Hub
 Key interchange between all modes with direct bus connections to access job/education opportunities in Derby.
 Cycle parking

Chesterfield A61 Corridor provides a strategic growth opportunity, linking a number of major mixed-use development sites with significant regeneration and job creating potential.
 Recent cycle investment including station access and Hipper Valley Phase 3, improving access and becoming the Gateway to the Peak'.



Chesterfield Cycle Network
 Joint working with Chesterfield Borough Council, Chesterfield Cycle Campaign and Sustrans to develop a strategic cycle network for Chesterfield.

REACHING OUR PEAK



Appendix 2

EV Charge point - DCHS, Clay Cross Hospital

As part of its CO2 reduction commitment, Derbyshire Community Health Services Trust has moved to the use of electric vehicles for much of its pool car fleet. As part of this programme, the DCC grant was utilised to help install an ev charge point at Clay Cross Hospital. This is routinely used by the two vehicles based on site, and also by visiting fleet vehicles and others.

The table shows total usage from installation at end of August 2014, to May 2016. This reveals usage from DCHS vehicles, including those on site and those visiting from other sites, in addition to nine others who have used it for small amounts.

Individual Users	Kwh of charge
DCHS Vehicles	
1931	301
200198	1
200199	90
507504	2
507507	1
Other users	
200738	1
502562	4
502664	1
505059PiM	1
505067PiM	1
CYC	1
UNKNOWN	1
V000183	2
V001459	1

Total Charge (Kwh)	408
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DCHS EV pool car use is approximately 600 miles per month, with estimated savings of 150Kg CO2 per month.



Appendix 3 – Wheels To Work Case Study

Andrew loaned a 50cc Honda Vision from W2W Derbyshire in order to get to the various construction sites he worked at as a labourer. Andrew loaned the moped from us for the maximum period of 12 months and during that time was able to afford driving lessons. On passing his driving test and buying a second hand car, Andrew returned the moped in perfect condition.



Appendix 4 Access Fund Revenue Competition - Schemes Impact Pro-Forma

For cycling/walking elements of your bid, please provide the following evidence - if available

Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Appraisal Summary).
Description of infrastructure/facilities	Individuals do not have the equipment, skills, confidence or knowledge of routes to walk or cycle for their everyday journeys.	Individuals can benefit from personalised travel advice enabling them to travel by alternative modes. Bikes and confidence/skills encourage people to cycle.	The project focuses on increasing the uptake of sustainable travel modes (walking and cycling) for employment and education trips in five market towns (Chesterfield, Buxton, Bakewell, Matlock and Ashbourne) which surround the Peak District National Park. Utilising existing infrastructure, this objective will be achieved through a range of complementary revenue initiatives to encourage the anticipated modal shift. The expected outcomes include an increase in walking and cycling trips, to replace short car driven journeys, leading to a reduction in vehicle kilometres, contributing to reduced peak hour congestion, improved air quality and overall health and well-being.
Route length (km)	Matlock 17.6 Buxton 11.4 Bakewell 14.5 Ashbourne 12.7 Chesterfield 38.7 TOTAL 94.9	Matlock 17.6 Buxton 11.4 Bakewell 14.5 Ashbourne 12.7 Chesterfield 38.7 TOTAL 94.9	The route length is not expected to change as a result of the project. More information is provided in Appendix 5 - Economic Appraisal Summary Note.
Average trip length (km)	5.2 km Cycling 1.5 km Walking	5.2 km Cycling 1.5 km Walking	The National Travel Survey has been used to estimate average trip length. The project does not include any new or improved routes and so the average trip length is not expected to change. More information is provided in Appendix 5 - Economic Appraisal Summary Note.
Average cycling speed (kph)	16kph	16kph	The average speed has been modified from the Local Transport Note 2/08 given local topography of the five market towns and the inclusion of trips to schools. More information is provided in Appendix 5 - Economic Appraisal Summary Note.
Number of users (per day)	10,718	11,339	Number of walkers/cyclists has been determined using Census 2011 data and local survey information. More information is provided in Appendix 5 - Economic Appraisal Summary Note.
Percentage of additional users that would have driven a car otherwise.	N.A.	90%	The percentage has been calculated from the outputs of similar existing projects. More information is provided in Appendix 5 - Economic Appraisal Summary Note.

If you are expecting your project to reduce car travel, please provide the following information

Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Appraisal Summary).
Traffic levels (Vehicle km) in the affected area	6,875,545	6,531,767	Data relating to traffic levels has been calculated from our network of ATCs. The figures are expressed as AADT.
Traffic levels (Vehicle hours) in the affected area	N/A	N/A	The average speed has been calculated using the 2013/14 TrafficMaster database.
Average Speed in the Morning Peak	25.1mph	25.1mph	The mode share data uses 2011 Census data. Modal splits for the school journey will be calculated and monitored separately via our SMoTS database.
Mode share (in person trips)			
Car Driver	52,111	51,193	Percentage change: Car Driver -2%
Car Passenger	4,740	4,929	Car Passenger +4%
Bus passenger	4,198	4,282	Bus Passenger +2%
Rail Passenger	1,221	1,245	Rail Passenger +2%
Cyclist	848	1,272	Cyclist +50%
Walking	9,870	10,067	Walking +2%
			More information is provided in Appendix 5 - Economic Appraisal Summary Note.

For Bus elements of your bid please fill in the following table

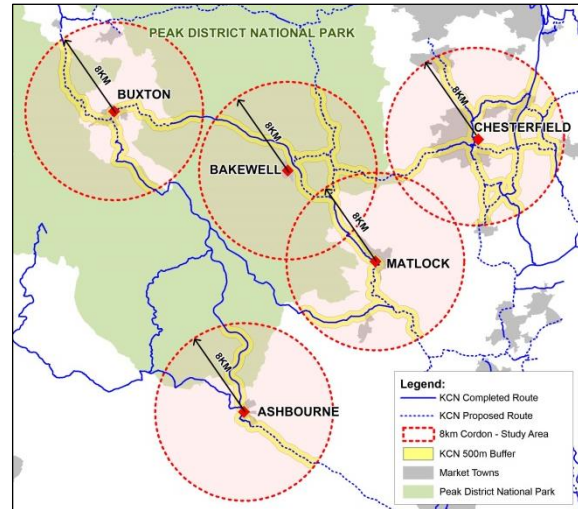
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Appraisal Summary).
Annual number of passenger trips	1,049,500	1,070,490	The existing bus passenger levels in the area has been determined using the 2011 Census employment travel data which has been factored accordingly based on the annual number of working days. Data on trip length and in vehicle time has been taken from the National Travel Survey.
Average trip distance (km)	8.7	8.7	
Total bus kilometres travelled (km), only change if 'with' scheme includes new bus services	N/A	N/A	
Average wait time (mins)	N/A	N/A	The average fare per trip will decrease for eligible individuals.
Average fare per trip (£)			
Average in-vehicle time (mins)	37	37	More information is provided in Appendix 5 - Economic Appraisal Summary Note.
Description of your intervention	<p>The project initiatives will provide personalised travel planning for residents and employees of the five market towns which if appropriate will encourage people to use the bus for all or part of their journey. Allied to this, the availability of discounted bus tickets and interest free loans for the purchase of season tickets will reduce the cost of, and encourage the use of bus as a preferred mode of travel.</p> <p>The above initiatives are also expected to have the same impact of encouraging a modal shift to rail.</p>		

Appendix 5: Economic Appraisal Summary Note

This Summary Note provides additional detail to support the data and assumptions used in the Scheme Impacts Pro-Forma section (Appendix 4) of the bid document.

Cycling / Walking Elements

The 'Reaching Our Peak' project (promoted by Derbyshire County Council for funding through the Access Fund) focuses on increasing the uptake of sustainable travel modes (walking and cycling) for employment and education trips in five market towns (Chesterfield, Buxton, Bakewell, Matlock and Ashbourne) which surround the Peak District National Park. Utilising existing infrastructure, this objective will be achieved through a range of complementary revenue initiatives that aim to encourage the anticipated modal shift. The expected outcomes include an increase in walking and cycling trips, to replace short car driven journeys, leading to a reduction in vehicle kilometres, contributing to reduced peak hour congestion, improved air quality and overall health and well-being.



Route length (km)

Derbyshire has an extensive walking and cycling network which has benefitted from significant capital funding over recent years. Key projects include the 'White Peak Loop' – a long distance multi-user route which provides the hub connecting the five market towns surrounding the Peak District National Park. The re-opening of the Monsall Trail tunnels and subsequent funding through 'Pedal Peak' has delivered significant elements of this infrastructure. The recent completion of the Chesterfield station access project jointly funded by Derbyshire County Council and Sustrans completes a key connection of the Chesterfield town cycle network which provides the basis for a continuous route from Chesterfield station into the Peak District National Park.

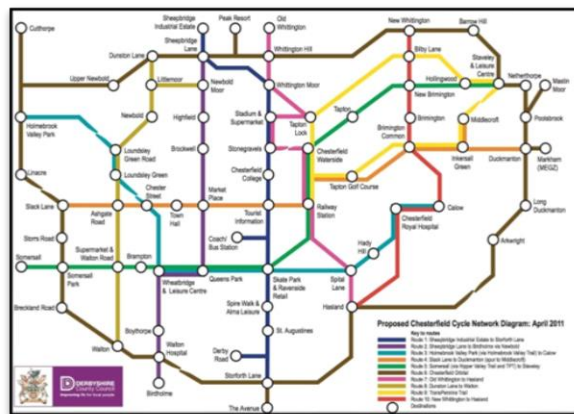
Derbyshire County Council is committed to deliver additional elements of the Key Cycle Network (KCN) and through working in partnership with Developers and local groups other sections of local town networks including the Chesterfield A61 corridor which has received funding through the D2N2 LEP Growth Deal for additional infrastructure to mitigate the impact of trips generated by new development. This programme of new and improved infrastructure will further support the success of our initiatives.

The total length of the KCN within the study area (8km from the five town centres) is 95km, with a further 107km proposed.

	Key Cycle Network km	
	Complete	Proposed
Matlock	17.6	7.2
Buxton	11.4	38.8
Bakewell	14.5	14.5
Ashbourne	12.7	25.6
Chesterfield	38.7	20.9
TOTAL	94.9	107

In addition to the 'strategic' corridor connections into the Peak, extensive walking and cycle connections exist particularly in Chesterfield which has an established local walking and cycling network which will prove equally important in delivering our initiatives.

The project initiatives do not include capital works which are utilised to extend or complete new infrastructure. Therefore the reported route lengths are the same for both the 'with' and 'without' scheme scenarios.



Average trip length

The average trip length has been taken from the National Travel Survey (2014). The survey calculates the average trip lengths to be 1.5km for walking and 5.2km for cycling.

The project does not include any new or improved routes and so the average trip length is not expected to change.

Average cycling speed

Local Transport Note 2/08 'Designing for Cycle Infrastructure' suggest the average cycling speed to be 12mph (19kph) for an urban commute. This is affected by a number of variables, including gradient, hazards, congestion, weather and scenery.

There is limited data for local cycle speed in Derbyshire, therefore the national average commute speed can be assumed, however this is likely to be much higher than the speeds experienced on the school commute, and on steep gradients which are characteristic of all the five market towns. An average cycle speed of 10mph (16kph) has therefore been assumed.

The initiatives of this project are not expected to change cycling speeds.

Number of users (per day)

Without scheme

The 2011 Census 'Method of Travel to Work' dataset has been interrogated to determine the existing number of cycle commuting trips conducted each day within each of the market towns within 8km of the town centre 500m of the existing KCN. The 2011 Census data has been factored to account for local recorded changes in cycle and walking and seasonal variation.

With scheme

The anticipated change in cyclists has been calculated based on the measures and associated outputs identified in the Derbyshire Cycle Plan – Participation Strand (Strategic action 7). <http://www.derbyshiresport.co.uk/uploads/the-derbyshire-cycling-plan-2016---2030.pdf>

In the absence of local data relating to the walking mode, with reference to evidence provided from similar schemes, increases of 2% are achievable.

From the above sources, we have estimated the project will contribute towards an increase in cyclists of 50% (which equates to half the Derbyshire Cycle Plan target to double the number of people cycling by 2030) across each of the market towns, with walking set to increase by 2%. The table below shows the base and predicted user numbers.

Person Trips	Without Scheme			With Scheme		
	Cycle	Walk	Total	Cycle	Walk	Total
Matlock	101	1,169	1,270	152	1,192	1,344
Buxton	152	2,236	2,388	228	2,281	2,509
Bakewell	69	842	911	104	859	962
Ashbourne	82	882	964	123	900	1,023
Chesterfield	444	4,741	5,185	666	4,836	5,502
TOTAL	848	9,870	10,718	1,272	10,067	11,339

The above figures are based exclusively on commuting journeys, despite elements of the project contributing towards an increase in walking and cycling proportions for journeys to schools. Whilst we have access to modal share data for individual schools through our SMoTS database, to ensure consistency within the Appraisal Summary we have reported exclusively on the commuting journey. We will however continue to monitor and report the success of our initiatives in relation to the school journey.

Percentage of additional users that would have driven a car otherwise

Through our existing projects we have monitored travel behaviour change and built up an understanding of how the initiatives have impacted the mode of travel to work and school.

In terms of calculating the reduction in car trips we would expect to replicate previous work, and so it can be assumed that 90% of those that shift to travel on foot or by cycle would have previously travelled by car.

Car Travel

Overview

The increase in walking and cycling as a result of the proposed initiatives are expected to result in a decrease in the use of the car for the purpose of journey to work or education.

Traffic levels (vehicle km) in the affected area

Without scheme

The Derbyshire network of permanent and temporary ATCs has been interrogated for the study area of each of the five towns to determine the vehicle kilometres travelled. Figures are expressed as AADT.

With scheme

Distance and hours are expected to decline as a result of the initiatives proposed. In the absence of local data we have evidenced similar schemes that suggest an average reduction in vehicle km of 0.5% is achievable.

The table below includes a summary of the numbers used in the assessment.

	Vehicle KMs	
	Without Scheme	With Scheme
Matlock	885,978	841,679
Buxton	763,790	725,601
Bakewell	643,589	611,409
Ashbourne	676,318	642,502
Chesterfield	3,905,870	3,710,576
TOTAL	6,875,545	6,531,767

Average speed in the morning peak

The average speed in the AM peak hour (0800-0900) has been calculated using data extracted from the 2013/14 TrafficMaster database. Speeds in the five market town study area cordons have been limited to A, B and C roads.

The average speeds for each market town have been calculated as follows;

	Average Speed (mph)
Matlock	24.9
Buxton	26.3
Bakewell	25.0
Ashbourne	26.6
Chesterfield	23.5
Average	25.1

It is not expected that the average speed will change as a result of the scheme, and therefore the same speed has been assumed in both the 'with' and 'without' scheme scenarios.

Mode share (in person trips)

Without scheme

The base for the mode share has been taken from the 2011 Census data, specifically the journey to work data.

With scheme

We anticipate modal share to change as a result of the scheme in line with previous initiatives. Data outputs from these projects has been reviewed to understand the overall expected change in terms of travel behaviour.

The above has been used to calculate the anticipated change in each mode, with the values shown in the tables below.

Mode share (in person trips)	Without Scheme					
	Matlock	Buxton	Bakewell	Ashbourne	Chesterfield	TOTAL
Car Driver	6,698	7,057	4,163	3,430	30,763	52,111
Car Passenger	528	644	321	256	2,991	4,740
Bus Passenger	279	279	173	69	3,398	4,198
Rail Passenger	137	259	80	33	712	1,221
Cyclist	101	152	69	82	444	848
Walking	1,169	2,236	842	882	4,741	9,870

Mode share (in person trips)	With Scheme					
	Matlock	Buxton	Bakewell	Ashbourne	Chesterfield	TOTAL
Car Driver	6,595	6,901	4,094	3,359	30,244	51,193
Car Passenger	549	669	334	266	3,111	4,929
Bus Passenger	285	285	176	70	3,466	4,282
Rail Passenger	140	264	82	34	726	1,245
Cyclist	152	228	104	123	666	1,272
Walking	1,192	2,281	859	900	4,836	10,067

Bus elements

The importance of public transport as part of a multi-modal journey and anticipate that the initiatives will increase the number of people using public transport for travel to work and school.

Annual number of passenger trips

Without scheme

The existing bus passenger levels in the area has been determined using the 2011 Census employment travel data which has been factored accordingly based on the annual number of working days.

With scheme

We anticipate an increase in patronage on local bus services following the implementation of the initiatives. A percentage increase in patronage of 2% has been calculated based on the outcome of similar ticketing schemes implemented at large employer locations throughout Derbyshire i.e. through the availability of interest free loans and other discounted ticket incentives.

Anticipated passenger numbers (employment journey purpose), with and without the scheme are shown below.

	Without Scheme	With Scheme
Matlock	69,750	71,145
Buxton	69,750	71,145
Bakewell	43,250	44,115
Ashbourne	17,250	17,595
Chesterfield	849,500	866,490
TOTAL	1,049,500	1,070,490

Average trip distance

No local data is available for the average trip distance by bus. Therefore information has been taken from the National Travel Survey (2014), with an average trip of 8.7km. The trip distance is not expected to change as a result of the scheme.

Total bus kilometres travelled

No new bus services are to be introduced (or existing services extended) through this project and so bus kilometres would remain the same.

Average wait time (mins)

The frequency of services will not be affected by the initiatives of this project; therefore no change is expected as a result.

Average fare per trip (£)

The project will contribute to some reduction in the average fares per trip through discounted fares for jobseekers and employees during the initial incentive period. Longer term discounts will be realised through employer ticketing schemes such as interest free loans for the purchase of season tickets. Notable savings are possible when using a season ticket.

Average in-vehicle time (mins)

The average journey reported in the National Travel Survey (2014) is 37 minutes. This is expected to remain unchanged as no bus priority will be provided as part of the project.

Other

Within the bid we have used the above figures to calculate:

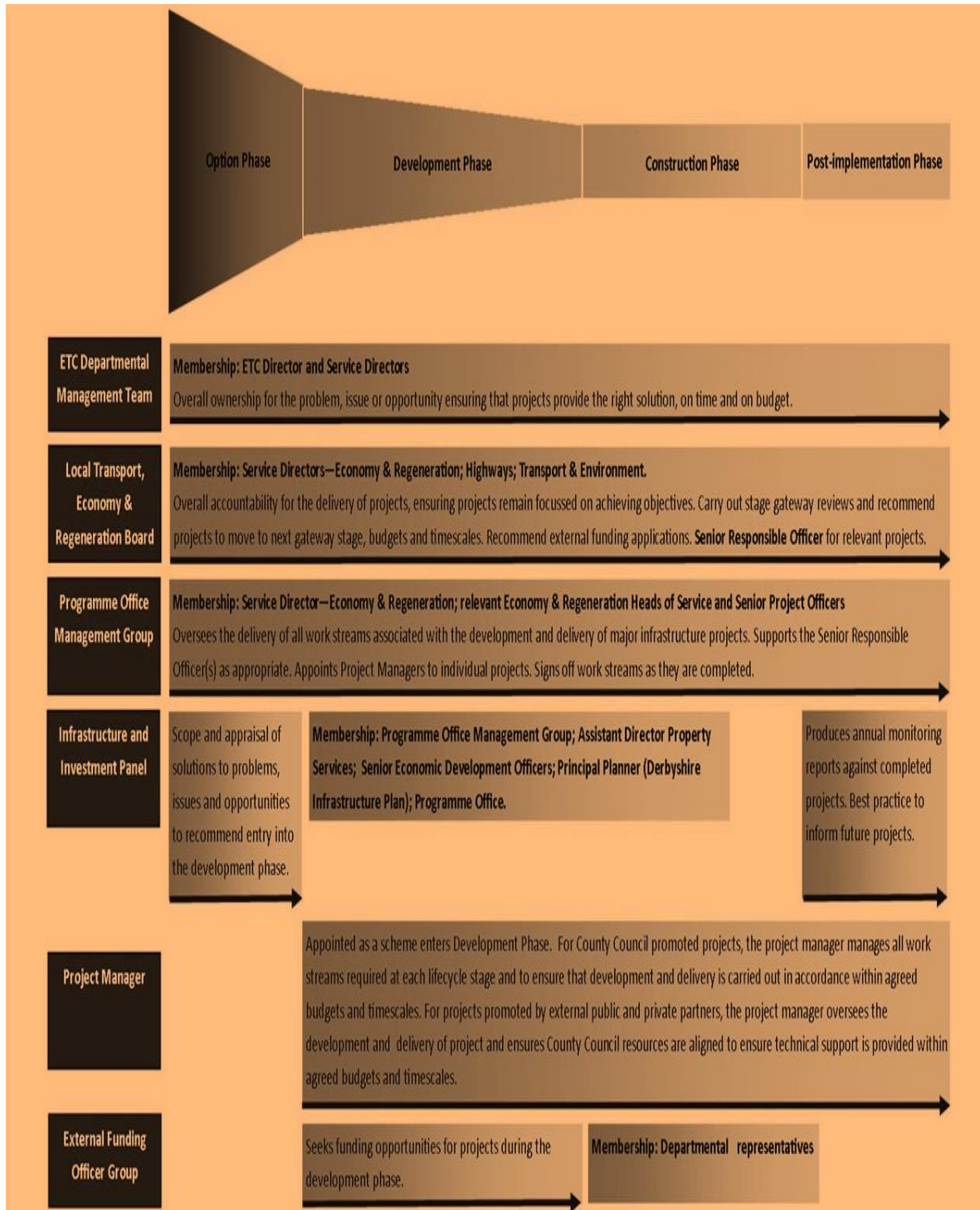
- The expected carbon saving as a result of the modal share using the DfT Carbon Tool spreadsheet model.
- The health benefits of increased levels of walking and cycling using the World Health Organisation's HEAT tool.

The data used in these models has been taken from the methodology adopted above with the key parameters as follows:

- Vehicle kilometres
- Walking numbers, before and after scheme
- Cycling numbers, before and after scheme.

Year:	2017												2018													
Activity	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov			
Project set up	█																									
Cycle & Walking Friendly Work Places																										
Identify Business				█																						
Engagement					█																					
Record / Assess outputs													█	█												
Workplace Challenge																										
Procure delivery Agent	█																									
Launch Challenge				█																						
Run Challenge					█																					
Record / Assess outputs													█	█												
Wheels to Work - 2 Wheels																										
Identify target recipients			█	█																						
Procure delivery Agent			█																							
Deliver					█																					
Record / Assess outputs													█	█												
Wheels to Work - Public Transport																										
Identify target recipients			█	█																						
Procure delivery Agent			█																							
Negotiate Public Transport Offer			█																							
Deliver					█																					
Record / Assess outputs													█	█												
Market Connections																										
Recruit staff			█	█																						
Procure equipment			█																							
Source information / leaflets / etc				█																						
Engage with customers					█																					
Record / Assess outputs													█	█												
Workplace & School Travel Planning																										
Recruit staff			█	█																						
Identify businesses & schools			█																							
Engagement					█																					
Record / Assess outputs													█	█												
Information Provision																										
Identify information to be provided				█																						
Identify delivery method				█																						
Identify locations				█																						
Deliver					█																					
Record / Assess outputs													█	█												
Final data collection & Assessment																										
Project Evaluation & Exit Strategy																										

Appendix 7 – Governance Structure



Risk Register

Risk	Risk Description	Risk Analysis		Action	Mitigated Risk	
		Likelihood	Severity		Likelihood	Severity
Project Programme	Unable to begin due to procurement regulations	Low	High	Early engagement with relevant internal teams.	Low	Low
Project Programme	Unable to begin due to staffing issues	Low	High	Key staff already in post and ready to be assigned where appropriate.. Early recruitment processes to be initiated.	Low	Low
Project Programme	Delivery partners do nto engage with the programme	Low	High	The project will build on the current successful relationship providing outcomes for all partners.	Low	Medium
Workplace Engagement	Employers unwilling to enagage with the project	Medium	High	Utilise existing contacts as ambassadors. Initiate early engagement with potential new clients.	Medium	Medium
School Engagement	Schools unwilling to enagage with the project	Medium	High	As above	Medium	Medium
Individual Engagement	Individuals unwilling to engage with the project	Medium	High	As above	Medium	Medium
Challenge Initiatives	Inability to find a suitable delivery agent	Medium	High	Harness existing D2N2 framework contracts where appropriate and relevant	Low	Low
Capital Funds	Unavailability of funding to undertake capital works to complement revenue interventions	Medium	Medium	Seek alternative sources of funding and arrange to adapt effected interventions where appropriate	Medium	Low

Appendix 9 – Letters of Support

1. D2N2 LEP
2. Derbyshire Dales District Council
3. Derbyshire Community Health Services Trust
4. Peak District National Park Authority
5. Marketing Peak & The Peak District
6. High Peak Borough Council
7. Modeshift
8. AECOM
9. Rural Action Derbyshire (Wheels To Work)
10. Trent Barton
11. University of Derby
12. Active Derbyshire

2nd September 2016

FAO Richard Lovell
Senior Project Officer
Derbyshire County Council
County Hall
Matlock
DE4 3AG

Dear Richard,

RE: DfT Access Fund Sustainable Transport Revenue – Reaching Our Peak

I write on behalf of the D2N2 LEP with reference to your bid for Access Fund Sustainable Transport Revenue funding.

D2N2 LEP is the Local Enterprise Partnership for Derbyshire and Nottinghamshire and has the responsibility to prepare the Strategic Economic Plan (SEP) to be agreed by Government. It also oversees the management framework of the EU Structural Funds 2014-2019. I have been Chair of the LEP since December 2012.

I am pleased on behalf of the LEP to support the Reaching Our Peak Access Fund Bid.

The bid will support the LEP vision for D2N2 to become a more prosperous, better connected and increasingly resilient and competitive economy and contribute to the achievement of our overarching target to create an additional 55,000 jobs by 2023. All elements of the programme will contribute significantly to this target and in particular the employability support package will steer D2N2 in the direction of achieving its employment aspirations.

D2N2 has shown a strong commitment to Sustainable Transport Improvements across its area through its Local Growth Fund. We are very keen to see sustainable transport improvements in the area and believe that revenue funding will allow our capital investments to achieve their maximum potential.

Whilst the D2N2 Infrastructure Strategy will provide the opportunities for people to travel more sustainably the Access Fund Sustainable Transport revenue programme will be an essential ingredient for achieving the maximum value for money of ongoing capital investment. The Reaching Our Peak bid will support the LEPs strategic objectives by:

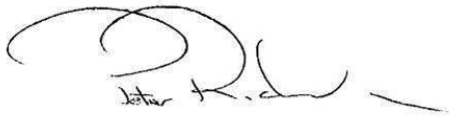
- Allowing jobseekers to actively seek employment using sustainable transport measures to improve employment opportunities and achieve a key LEP target of 55,000 new jobs in D2N2 by 2023

Chairman: Peter Richardson
The Local Enterprise Partnership for Derby, Derbyshire, Nottingham and
Nottinghamshire
8 Experian Way ng2 Business Park Nottingham NG2 1EP

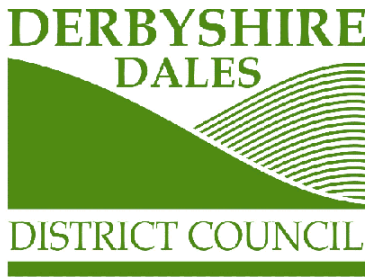
- Promote significant modal shift and maximise the capacity of the D2N2 transport network.
- Support learners to access essential education and skills provisions in the Nottinghamshire area, increasing their potential employability.

I am therefore delighted to commend this project and to wish you every success with the bid. If you wish to contact me at all about this, I can be reached on this email: peter.richardson@d2n2lep.org.

Best wishes,
Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Richardson', with a long horizontal flourish extending to the right.

Peter Richardson
Chairman, D2N2 LEP



Mr Richard Lovell
Senior Project Officer
Sustainable Travel Team
Derbyshire County Council
County Hall
MATLOCK DE4 3AG

Please ask for: Dr Steve Capes
Telephone: 01629 761371
E-mail: steve.capes@derbyshiredales.gov.uk
Date: 1 September 2016
My ref:

Dear Richard

ACCESS FUND FOR SUSTAINABLE TRAVEL

Thank you for your email detailing your proposed bid to the Department for Transport's Access Fund for Sustainable Travel.

I am very pleased to support your bid, which fits well with the District Council's ambitions for a thriving Derbyshire Dales.

Supporting the local economy is our highest priority, as set out in our Corporate Plan and recent Economic Plan. The District Council's Health and Wellbeing Strategy aims to improve the health of our population, and I am acutely aware of the economic and health challenges imposed by rurality – which improved access can help address. Cycling also forms a key element in the District Council's Visitor Economy Plan: cycle tourism is already boosting employment in the Derbyshire Dales (as well as cycling participation) and we wish to build on this trend.

The 'cycle friendly' grants scheme, which forms part of your bid, will be particularly welcome in the Derbyshire Dales in assisting workplaces to facilitate cycle travel for their employees and customers. It would fit well with the excellent 'wheels to work' scheme.

I look forward to your success in this bid process, and to working with you to help this exciting project in the Derbyshire Dales.

Yours sincerely,

A handwritten signature in black ink that reads "S. A. Capes". The signature is written in a cursive style and is positioned above a horizontal line.

STEVE CAPES
Head of Regeneration and Policy

Cycling access fund SAC letter 1sep2016.doc

CHIEF EXECUTIVE : Dorcas Bunton BSc, CPFA
Town Hall, MATLOCK, Derbyshire DE4 3NN



Headquarters
Newholme Hospital
Baslow Road
Bakewell
Derbyshire
DE45 1AD

Tel: 01629 812 525

Sustainable Travel Team
Derbyshire County Council
County Hall
Matlock
Derbyshire
DE4 3AG

06/09/2016

Dear Sirs,

DfT ACCESS FUND BID – REACHING OUR PEAK

I am writing on behalf of Derbyshire Community Health Services NHS Foundation Trust (DCHS) with reference to your bid for DfT Access Funding. DCHS is a community trust employing over 4,500 people and responsible for the treatment and care of around 1 million people across Derbyshire and Derby city.

DCHS is extremely happy to support this bid for Access Funding as it is fully in line with, and supports, our organisational strategy – a key element of this being health promotion, including the need to keep active. DCHS takes a holistic approach to the care of both our staff and patients. For those in the area covered by this bid we see numerous benefits including the potential to increase the amount of exercise taken and improve the general wellbeing of the local people

DCHS has its own Green Travel Strategy and is keen to promote any initiative that will increase the uptake of greener forms of travel and reduce carbon emissions. Therefore we are also pleased to support this initiative from an environmental viewpoint. A number of our own sites are in the area covered by this bid and we see opportunities and benefits for our staff and patients from the investment provided by this funding.





I wish you every success in this application and if I can be of further assistance please do not hesitate to contact me.

Yours faithfully,

M S Armstrong - Read

M S Armstrong-Read
Senior Project Manager



Peak District National Park Authority

Tel: 01629 816200

E-mail: customer.service@peakdistrict.gov.uk

Web: www.peakdistrict.gov.uk

Minicom: 01629 816319

Aldern House . Baslow Road . Bakewell . Derbyshire . DE45 1AE



**PEAK
DISTRICT
NATIONAL
PARK**

Mr Richard Lovell
Senior Project Officer
Sustainable Travel Team
Derbyshire County Council
County Hall
MATLOCK DE4 3AG

Your ref:

Our ref: SF/BW

Date: 8 September 2016

Dear Richard

ACCESS FUND SUSTAINABLE TRAVEL

Thank you for sending through the details of your proposed bid for the Department for Transport's Access fund for Sustainable Travel.

I am very pleased to have the opportunity to support the bid, which is closely aligned with the Wider Peak District Cycle Strategy. In particular, your bid supports the aims of the Strategy under Theme 2 – Support cyclist infrastructure to provide a welcome and stimulate the cycling economy of the Wider Peak District.

The existing multi-user Trails in and around the Peak District, particularly the White Peak Loop, already boost the economy through their use by visitors to the area. Similarly, the Cycle Friendly Places Grant undertaken as part of Pedal Peak 2 has been instrumental in encouraging new and returning cyclists to participate in cycling with the associated health, social and economic benefits that it brings. Widening this approach to encompass workplaces is a very positive move that will help to encourage modal shift for commuting, whilst also enabling those without access to a private car or public transport to access employment.

I look forward to hearing of your success in this bidding process and also working with you to deliver this project within the Peak District National Park.

Yours sincerely,

Sarah Fowler
Chief Executive

Tel. 01629 816323

Email: sarah.fowler@peakdistrict.gov.uk

Twitter: @peakchief

Blog: www.peakchief.wordpress.com

Member of National Parks UK

Holder of Council of Europe Diploma



Chief Executive: Sarah Fowler

Chair: Lesley Roberts Deputy Chair: David Chapman

Working together for the Peak District National Park:

- Where beauty, vitality and discovery meet at the heart of the nation -

Any information given to the Authority may be disclosed under the Freedom of Information Act 2000

MARKETING PEAK DISTRICT & DERBYSHIRE

Richard Lovell
Sustainable Travel Team
Derbyshire County Council
County Hall
Matlock
Derbyshire
DE4 3AG

Marketing Peak District & Derbyshire
Commerce Centre
Canal Wharf
Chesterfield
Derbyshire S41 7NA
Tel: 01246 212924

8 September 2016

Dear Richard,

Re: Department for Transport's Access Fund

Please accept this letter as confirmation of our support for your bid to the Department for Transport's Access Fund.

This initiative blends well with the strategic aims and objectives of Marketing Peak District and Derbyshire, which is to boost the profile and understanding of destination's special qualities, increase overnight visitor numbers and ultimately economic impact is the focus of our work.

A project that will help us pull the cycling product together, create new business clusters of cycling friendly routes across market towns in the White Peak area such as Buxton, Matlock, Bakewell and Ashbourne is very much aligned with our aspirations of creating compelling bookable visitor experiences, and complements our recently secured ERDF project 'Growing and Developing the Visitor Economy Sector within Derbyshire'.

Marketing Peak District and Derbyshire would support distribution of any appropriate campaign collateral through its promotional channels. Similarly access to our expertise and specialist knowledge could also enhance the final offer.

I trust this gives a clear steer as to our view of the project and we look forward to working with you to ensure its successful conclusion.

Yours sincerely



Jo Dilley
Managing Director



visitpeakdistrict.com
experiencederbyshire.com
marketingpeakdistrictandderbyshire.com

Funded and supported by: Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derby City Council, Derbyshire County Council, Derbyshire Dales District Council, East Midlands Chamber of Commerce (Derbyshire, Nottinghamshire, Leicestershire), Erewash Borough Council, North East Derbyshire District Council, Peak District National Park Authority, South Derbyshire District Council, Sheffield Hallam University, Staffordshire Moorlands District Council and University of Derby.

Company Registration No.1785710



High Peak Borough Council
working for our community

Dealt with by: Anthony Wheat

Our Ref. TW

Direct Dial : 01538 395730

Yr. Ref:

e-mail: anthony.wheat@staffsmoorlands.gov.uk

Date: 6th September 2016

Mr Richard Lovell, Senior Project Officer
Sustainable Travel Team
Economy, Transport and Communities
Derbyshire County Council
County Hall
Matlock
DE4 3AG

Dear Richard

Access Fund for Sustainable Travel

Thank you for your email detailing your proposed bid to the Department for Transport's Access Fund for Sustainable Travel.

Please accept this letter as confirmation of our support for your bid and we would like to extend our full support for this excellent project.

As one of the two District or Borough Council's associated with the geographical area concerned we fully support not only the project outline, but also the primary interventions highlighted as being the key drivers to achieving the outcomes of supporting the local economy through greater accessibility to work, education and training and increased numbers of people regularly cycling and walking.

Derbyshire County Council and High Peak Borough Council already have an excellent partnership and record of helping rural residents and businesses with their transport needs. We therefore look forward very much to working together on this exciting project in the White Peak area of the county should your bid to the Access Fund be successful.

Yours sincerely

Keith Parker
Head of Operational Services

Ross Butcher
National Chair
Modeshift,
Business Central Darlington,
2 Union Square,
Central Park,
Darlington, DL1 1GL

Richard Lovell
Senior Project Officer – Sustainable Transport
Derbyshire County Council
County Hall, Smedley Street,
Matlock, Derbyshire,
DE4 3AG

Tuesday 6th September 2016

Dear

Subject: Support for Derbyshire County Council's Access Fund bid

I confirm that Modeshift is delighted to support the above bid submission to the Department for Transport's Access Fund. We welcome the opportunity to work in partnership with Derbyshire County Council in the delivery of your bid. Modeshift will continue to provide support through our travel accreditation schemes Modeshift STARS and Modeshift STARSfor.

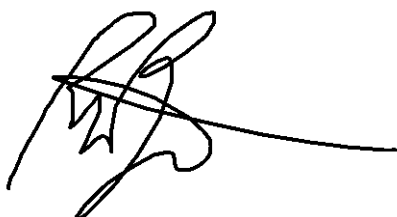
Derbyshire County Council is a member of Modeshift, the national sustainable travel organisation. Membership of Modeshift provides a range of benefits including regional support, access to best practice and entitlement to use STARS and STARSfor. STARS has helped to reward and recognise schools for the work they do whilst enabling them to leave a lasting legacy that successfully embeds sustainable travel as the norm. STARSfor builds on the travel planning experience of 23 local authorities for settings other than schools.

We have set out below how the STARS and STARSfor initiatives will help meet the Access Fund criteria:

- Supporting the local economy and facilitating economic development by creating strong communities that deliver and support sustainable travel initiatives
- Reducing carbon emissions, bringing about improvements to air quality and increased compliance with air quality standards and wider environmental benefits such as noise reduction
- Helping to deliver wider social and economic benefits through delivering better access to employment, education and services
- Actively promoting increased levels of physical activity through increases in walking and cycling

If you wish to discuss the above further please do not hesitate to get in touch. I can be contacted via email at chair@modeshift.org.uk or on 07809 655624.

Sincerely



Ross Butcher,
National Chair of Modeshift

31st August 2016

Jim Seymour
Transport Strategy Manager
Derbyshire County Council
County Hall
Matlock
DE4 3AG

Dear Jim,

Access Fund for Sustainable Travel

We would like to confirm that AECOM fully supports Derbyshire County Council's bid to the Access Fund for Sustainable Travel.

We have a history of successful partnership working with Derbyshire County Council under the award winning Midlands Highways Alliance (MHA). This has included supporting Derbyshire in its work to re-open Ilkeston Station and develop the White Peak Loop, which will connect Matlock and Bakewell.

We have also delivered Personal Travel Planning (PTP) to a number of other MHA members, and have used the framework to spread best practice in this field. Indeed, Derbyshire County Council's membership of the MHA means that contractual agreements are in place such that delivery can occur at times when travel planning services are most effective (and without protracted procurement processes). We also have contractual arrangements in place with Integrated Transport Planning (ITP) to provide 'critical friend' and independent evaluation of the PTP service.

We are committed to driving efficiencies in the delivery programme and sharing experience and results.

Yours faithfully
for **AECOM Infrastructure & Environment UK Limited**



Jason Clarke
MHA Framework Manager



Wheels to Work
Derbyshire

The Access Fund and Wheels to Work Derbyshire

What Wheels to Work Derbyshire (W2W) can provide in order to enhance Derbyshire County Council's offer within the target area of the proposed project:

- Wheels to Work already has a presence in all areas of Derbyshire, having helped 1,876 people with subsidised bicycles and moped loans, enabling rural residents to access work and training opportunities.
- Wheels to Work works closely with referral agencies such as Jobcentre Plus offices, training providers, recruitment agencies, colleges and universities, as well as private businesses. This means that those looking for employment or training opportunities are made aware of the project and how it can help with their transport difficulties.
- Wheels to Work can provide electric bikes for those needing assistance getting up hills or those who are not so fit.
- Wheels to Work can provide reconditioned bikes from a project called Bike Back Derby. This project was previously funded by the LSTF in the city of Derby, but is happy to provide good quality, reconditioned bikes for the whole of Derbyshire.
- Wheels to Work Derbyshire works with bicycle shops, motorcycle trainers and dealers across the county to ensure that all clients get a local and efficient service once they are on the scheme.
- Wheels to Work encourages all clients to save with local Credit Unions in order to buy their bicycle or moped from the scheme if they wish to, so that their transport option remains sustainable after their loan period ends.
- Wheels to Work discourages car use and encourages 2-wheeled options in order to protect the environment and reduce congestion. Bicycles are obviously the greener option, but it must be recognised that some journeys within rural Derbyshire are very difficult to cycle, and so the moped loan is a cost-effective alternative when public transport is not an option.

 VISIT OUR WEBSITE: www.wheelstowork.org 

Chris Hegarty
Senior Project Officer
Public Transport Unit
Derbyshire County Council
County Hall
Matlock
Derbyshire
DE4 3AG

01773 536309

jeff@trentbarton.co.uk

2nd September 2016

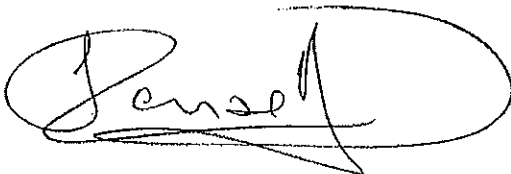
Dear Chris

Jobseekers Bus Pass Scheme

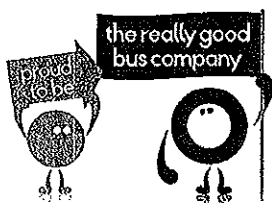
Further to our recent exchange of emails I write to confirm our support for a new scheme between ourselves and the county council which will provide support for jobseekers in defined areas to assist with their cost of travel for a fixed period in accessing potential employment opportunities.

Under this scheme we, the operator, will provide a financial incentive to those jobseekers identified, to travel by bus in return for an agreed contribution from funds sourced by the county per traveller.

Yours sincerely

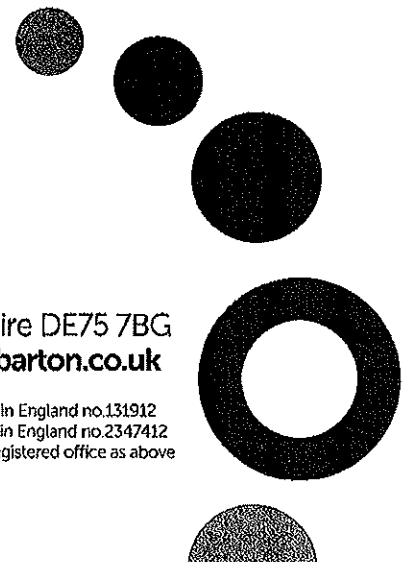


Jeff Counsell
Managing Director



Mansfield Road, Heanor, Derbyshire DE75 7BG
www.trentbarton.co.uk

Trent Motor Traction Company Ltd registered in England no.131912
Barton Buses Ltd registered in England no.2347412
registered office as above



Buxton Campus, 1 Devonshire Road
Buxton, Derbyshire, SK17 6RY

T: +44 (0)1332 590500
E: business@derby.ac.uk

Richard Lovell
Senior Project Officer
Sustainable Travel Team
Economy, Transport and Communities
Derbyshire County Council

01 September 2016

Dear Richard

Please accept this letter as confirmation of our support for your bid to the Department for Transport's Access Fund.

As one of the two District or Borough Council's associated with the geographical area concerned we fully support not only the project outline, but also the primary interventions highlighted as being the key drivers to achieving the outcomes of supporting the local economy through greater accessibility to work, education and training and increased numbers of people regularly cycling and walking.

Derbyshire County Council and Derbyshire Dales District Council already have an excellent partnership and record of helping rural residents and businesses with their transport needs. We therefore look forward very much to working together on this exciting project in the White Peak area of the county should your bid to the Access Fund be successful.

Yours sincerely



Peter Wiltshier
Senior Lecturer
Programme Leader BA (Hons) International Tourism Management
Email: P.Wiltshier@derby.ac.uk
Telephone: 01332 594580
Mobile: 07771923011

Vice-Chancellor Professor Kathryn Mitchell
Incorporated in England as a charitable limited company
Registration no 3079282

College of Business

Richard Lovell
Senior Project Officer
Sustainable Travel Team
Derbyshire County Council
County Hall
Matlock
Derbyshire
DE4 3AG

Our Ref: PC026
Tel No: 01773 571237
Fax No: 01773 571239
E:mail: hayley.lever@derbyshire.gov.uk

Date: 6th September 2016

Dear Richard

Re: Department for Transport Application – Access fund for Sustainable Travel

I am writing to confirm that Derbyshire Sport, the County Sports Partnership in Derbyshire, is fully supportive of the proposals outlined in Derbyshire County Council's bid to the Access fund.

The proposals in the bid will help deliver the strategic aims as outlined in the two new strategies launched this year.

The Derbyshire Cycling Plan, 2016-2030 has been developed by senior leaders from Derby, Derbyshire, the Peak District and The National Forest plus experts in the field of cycling and sport development. It's four strategic aims are as follows:

1. Infrastructure connectivity – Connected routes creating and supporting economic growth
2. Increased participation – Targeted participation programmes
3. Effective communication and marketing – High quality, well connected marketing and communications
4. Advocacy – Cross sector advocacy for policy change and implementation

The plan clearly demonstrates the commitment to cycling development shared by all partner organisations and aims to develop a 'connected' cycling county, leading to more connected routes, places, information, people and opportunities.

Towards an Active Derbyshire - Derbyshire Physical Activity and Sport Strategy, 2016 – 2021 seeks to achieve the vision of more people in Derbyshire engaged in physical activity and sport, with the ambition of engaging an additional 50,000 people in active lives by 2021. This will lead to the people in Derbyshire being happier and healthier, communities being stronger and safer and Derbyshire to be more prosperous.

More investment into well researched, high quality projects in Derbyshire will help us all to achieve our strategic aims.

We wish you all the very best with your bid, and look forward to hearing a positive outcome.

Yours sincerely

A handwritten signature in black ink that reads "Hayley Lever". The signature is written in a cursive, flowing style.

Hayley Lever
Director

2 Godkin House, Park Road, Ripley, Derbyshire DE5 3EF
Tel: 01773 748907 Fax: 01773 571239 www.derbyshiresport.co.uk

Making Derbyshire one of the most active and successful sporting counties by 2020

Partners: Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derby City Council, Derbyshire County Council, Derbyshire Dales District Council, Erewash Borough Council, High Peak Borough Council, North East Derbyshire District Council, South Derbyshire District Council, Sport England, Sport Governing Bodies, Further and Higher Education, School Sport Partnerships, Local Sports Networks, NHS Derbyshire County, Derbyshire Schools' Sports Association, Health Partners.