

STAF Programme Continuation - Impacts and Potential Allocations, by Priority Category

Lead Partner	Project	Consequences of funding not being continued	Potential alternative funding	Scalability	2019/20 Maximum Allocation (including over-programming)	Potential Approximate 2020/21 Continuation Allocation - By Prioritisation Category			Rationale for Priority Level
						High Priority	Medium Priority	Low Priority	
BMBC	Active Travel Hub Barnsley	During the three year STAF period the Hub has expanded from a Cycle Hub into an Active Travel Hub, broadening its reach into walking and other active travel modes. This expansion has been supported by a marketing and communications campaign to raise the profile. This contributes to the wish for continuation of the Hub and it's associated services to be a priority for BMBC Transport. To support this BMBC officers have prepared a paper for their Strategic Transport Board outlining the value of the Hub and asking for their financial support to continue it. This paper is due to be considered at October's Board.			£74,621	£74,621			The hub is a high priority for BMBC and the centre for a number of their active travel services. Targets have been consistently met or exceeded.
BMBC	Active Travel Hub Bike Loan/Hire				£38,269	£38,269			The loan and hire schemes have been increasingly successful, with increasing demand for electric bikes. This is also a priority for BMBC.
BMBC	Active Travel Hub Dr Bike Barnsley	BMBC officers are also very keen to continue the Beat the Street walking campaign delivered through the expanded Hub and in conjunction with Sport England. Public Health have discussed this with their Senior Management Team who support the continuation but are not able to offer any funding.	The paper to Strategic Transport Board will propose BMBC revenue support is provided. If Board were supportive there will be a resulting opportunity cost for BMBC. Although this funding would be secondary to any targeted grant, like Access Fund.	The range of services could be reduced, Dr Bike is the lowest priority service for BMBC officers as outputs from the business events are becoming less productive. There are existing strong relationships with businesses but these may have reached saturation point and are no longer expanding. To continue to grow the programme would require a commitment to developing new business relationships, whereas concentrating on the core provision through the Hub would minimise the funding requirement.	£16,962		£16,962		The Dr Bike service has exceeded targets in the first two years however year three data suggests the service has reached saturation point and to continue growth would require committing to development of new business relationships. If the scheme could not continue the impact would be less negative than it would be for other allocations.
BMBC	Expansion of the role from cycle hub to Active Travel Hub	Recently one of the officers working in the Hub through the 3rd party contracted provider has submitted their resignation with uncertainty about the future of their employment beyond March 31st being a factor. In the short term duties will be covered through other officers from the provider.	BMBC have considered sponsorship opportunities for Beat the Street, e.g. local businesses paying for one of the project 'stations' (points where participants tap in to confirm where they have been walking) to be housed at their site but there are potential conflicts and issues around commercial equity with this approach.	The geographical scale of Beat the Street could be restricted to reduce the numbers of stations required and therefore reduce the cost of purchasing, installing and monitoring these.	£50,042	£50,042			Considerable resource and promotion has been put into the expansion of the hub to include a wider range of services and ensure that active travel in its entirety is promoted and supported. The most important element of this to BMBC is the Beat the Street programme which has seen significant growth in the last year, good local coverage and if further funding was available would be expanded.
BMBC	Cycle Training Barnsley				£12,721	£12,721			The cycle training provides an important additional safety element to the hire schemes and is an important part of attracting new cyclists. Targets have been achieved throughout the programme delivery period.
BMBC	Walking for Health Scheme - Walk Well Barnsley	Walk Leaders are volunteers so will still be able to deliver the guided walks however these will no longer be coordinated which is likely to result in a steady decline of organisation and attendance.	Whilst the project is supported in the BMBC's Strategic Transport Board paper (September 2019), funding is not guaranteed and would be secondary to any targeted grant, like Access Fund. NHS funding for project is highly unlikely.	The current allocation is only £21k and so doesn't leave scope for reduction. However, the project could be expanded to offer more walks and to a wider audience, not just GP referrals.	£21,202		£10,601	£10,601	Scheme performance has been good and the contribution this scheme makes to the shared agendas of transport and public health is important. The scheme has been allocated a split medium/low priority though as there is capacity for it continue with little or minimal investment. A combination of the medium priority allocation and a contribution from public health / NHS would enable continuation on the current scale and reinforce the joint purpose of the project.
DMBC	Cycle Training Doncaster	Continuation of cycle training is a priority for DMBC. The Doncaster Active Travel Alliance is trying to identify alternative funding but as they have no revenue source of their own they're unable to offer any commitment. The current supplier contract expires on March 31st and DMBC will need to begin renewal by the start of November to avoid a break in service.	Doncaster Active Travel Alliance looking for opportunities.	The allocation required is not huge, a basic training programme could be delivered from £10k / year.	£15,000	£15,000			The project is a high priority for DMBC. Performance over the first two years has been strong and projections for year 3 continue to be so.
DMBC	Doncaster Cycling Package	Without replacement funding on the scale of STAF this project will cease at the end of March. Doncaster Culture & Leisure Trust (DCLT - the service provider) are producing their own exit strategy and succession plan, looking at options to continue services utilising the facilities at the new Doncaster Cycle Track. Geographically this would be a reduction though as currently there are two hub locations.	DCLT to continue delivery through the track.	To maintain two sites the volume of services could be scaled back, alternatively LA support could be given to just one site, the track, in conjunction with DCLT's facilities there.	£110,000	£110,000			The Active Travel hubs funded through this allocation provide a key focus for the provision and awareness of the services offered through DMBC's STAF allocation. Usage has been high and enabling this to continue to grow is important to the authority. The establishment of the cycle track provides an opportunity to further this which would be compromised without continued support.
DMBC	Dr Bike Doncaster	Continuation of this project would be of lesser priority for DMBC. A small allocation could be retained to fund ad-hoc services but DMBC wouldn't look to continue scheduled services.	It could be possible for the project to become self supporting by making it available for a token fee, e.g. £1/service alongside other ongoing activities such as the Hub or cycling events.	If a chargeable service wasn't pursued a small allocation of £1k per year could still be used to keep the service available.	£16,667			£16,667	The low status is because the impact of discontinuation would be less than that of other allocations and there may be an option to carry it on through a minimal chargeable service. Ad hoc Dr Bike services could also possibly be incorporated into events or business engagement allocations.
DMBC	Doncaster Borough Cycle Maps	There are no plans to continue this as there is adequate stock of printed maps and the online interactive map was recently updated. At some stage in the future the online mapping will need a refresh but this is not an imminent consideration.	N/A	As more people move to use the online map the need for printed copies reduces.	£2,333			£2,333	DMBC have adequate stock of hard copy maps and there is increasing use being made of the online interactive mapping.
RMBC	Cycle Hub Rotherham - Hire / Dr Bike / Cycle Training	Without further funding Rotherham's Hub services will be ended. The Hub vehicle and bicycle fleet could be held in storage pending identification of a future funding source to continue it. The hire scheme would have to be terminated before the end of March to ensure all hire agreements could be closed out and all cycles recovered by staff resources still available. This will reduce the outputs achieved within the year. The Hub is staffed through the 3rd party contractor who have committed to maintaining the service up to March 31st however the risk of staff moving on remains.	Officers have considered using developer contributions to deliver geographically specific interventions, e.g. at new housing sites however there are multiple calls on this so limited opportunity and this wouldn't be able to replicate the current offering.	The range of services delivered through the Hub could be reduced, as could the number of events (e.g. only provide basic training with the hires and reduce visits to employers). This would require a reduction in the number of 3rd party staff actively working on the hub from 3 to 2. For a short extension of the service delivery period (e.g. 1 year) the current fleet of cycles could be used without the need to replace any units, this would however increase the burden in future years if there was a further extension.	£195,000	£160,000	£35,000		The mobile hub is a vital part of delivering the range of active travel services in Rotherham, in particular the cycling services where the hub is used as the anchor for training, hire and Dr Bike schemes as well as providing a visible attraction for engagement activities. The projects have consistently achieved or exceeded targets. RMBC have looked at ways in which the service could be streamlined to produce the two scales of priority allocation.
RMBC	Walk 2 Rotherham	The scheme will be wound up with no plans for continuation beyond March 2020 if funding does expire. It is not expected that this would have a noticeable effect on the delivery within 19/20 as the service is delivered by a large organisation whose scale means we're a relatively minor customer and they are less sensitive to the changes in our funding.	None identified	RMBC would like to continue the service and there could be scope to renegotiate the scale of delivery in line with the funding available.	£105,000		£105,000		The walking scheme has performed well with the majority of targets met. RMBC would want to continue if funding allowed but have recognised that proportionally it is a bit more resource intensive than the Hub and that for them it is not as high a priority.
SCC	Cycleboost Cycle training	Pedal Ready (current service provider) would look to deliver a chargeable service. This would reduce the scale of provision, potential customer base and would also require the resultant service to remain commercially viable.	Potential for a chargeable training service.	This would be determined by the commercial viability of the programme. If a chargeable service was developed this could be supported through a contribution from a reduced allocation.	£68,000	£34,000	£34,000		Training services are key to encouraging new cyclists, the split priority allocation has been determined on the basis that the service provider may be able to offset a reduction in STAF allocation through development of a commercial (chargeable) service. The full benefits would no longer be attributable to STAF but it is more important that the benefits are being generated for cyclists in Sheffield irrespective of source.
SCC	Cycleboost Exemplar school	Scheme has been developed to deliver School Streets as part of Clean Air Day. There is now a list of potential schools being developed following receipt of a number of requests. Without external funding the capacity to deliver this will be significantly reduced.	SCC Member support is strong and officers have been advised that funding will be sought but there is currently nothing confirmed and if this is found internally there will be an opportunity cost to SCC.	The number of locations and frequency of closures for School Streets can be reduced.	£20,000	£20,000			The Schools Exemplar allocation has not performed particularly well in the first two years and would be a low priority for continuation based on past performance however SCC have changed their plans entirely for this year, reduced the allocation, stripped back the actions and are concentrating specifically on school play streets which has strong member backing and is an activity that we want to support and encourage. These events are getting greater coverage across the country and provide a wide range of benefits in addition to developing children and parent's interest in changing their journey to school, e.g. creating a greater sense of positive space and community, getting children active just for the joy of it and through this promoting better health.
SCC	Cycleboost Events	Bespoke events to support the CycleBoost allocation will cease at the end of the funding period.	No alternative funding opportunities identified.	These events could be incorporated into the wider SCC events programme or managed within any future allocation for individual CycleBoost lines.	£7,400			£7,400	As a small allocation it is planned to absorb the activities into the wider events planning and therefore the negative impact of losing this allocation would be minimal.
SCC	Cycleboost Bike Hubs	This allocation helps deliver the partnership with British Cycling which brings in a significant financial contribution. Currently SCC contribute £80k, £40k through STAF and £40k from the Physical Activity Team. As well as losing the external funding the BC partnership provides support to the development of the satellite hubs and the Parkwood Springs development, these in turn provide the Hire schemes which will all be at risk without continued funding. The City Centre Hub is well established and will continue without requiring any further direct support.	No alternative funding is identified. SCC would look to renegotiate scale of contribution with British Cycling and are also investigating further sponsorship opportunities.	Without continued central funding will have to renegotiate with British Cycling to see if the contribution can be reduced. The Physical Activity contribution is still expected to be available. This also relates to the Hire Scheme allocation.	£40,000	£40,000			The partnership with British Cycling is highly influential to achievement of SCC's cycling ambitions and the partnership supports other projects within STAF. This also attracts a considerable financial investment from British Cycling.
SCC	Cycleboost Bike Hire	The Hire schemes are driven by the British Cycling Partnership through event referrals and delivery of the satellite hubs. The future of the hire scheme is dependent on the continuation of this partnership.	Match funding is already provided by SCC Physical Activity Team.	Scalability is linked to the hubs. If overall active travel revenue allocation reduced it would in turn reduce the number of satellite hubs that could be supported which has the knock on effect of reducing the scale of the hire scheme.	£50,000	£50,000			The hubs and hire schemes are linked and as the services are expanded around the district will enable a stronger integration with communities and outlying areas, not just the city centre. Without the full allocation the number of identified satellite hub sites would have to be reduced.
SCC	Cycleboost Loans	The loan scheme will end in November, programme targets can be achieved by this time and the winter period has traditionally seen a large drop off. Storage will need to be found for the cycle fleet and the service provider may still issue some loans to individuals from an existing waiting list, on the basis that this will all be concluded and cycles returned before the end of March.	Currently no alternative funding identified.	A more ad-hoc scheme based around individuals rather than businesses could be delivered. SCC are also looking to deploy bikes internally, e.g. Civil Enforcement officers, cargo bikes and providing an SCC pool.	£116,500	£40,000	£76,500		Targets for loans have been exceeded in both of the first two years of the programme. The split allocation has been identified as it is possible to scale the programme down and there is the potential alternative provision through deploying the cycles with SCC staff, thereby using the cycles and ensuring cycle journeys are being undertaken.
SCC	Independent Travel Training and activities for adults and children with Learning Disabilities	The scheme is delivered through SCC Children's and Young People (CYP) directorate who also provide funding for this which would continue, however the scale of delivery would be reduced by approximately 50%.	Existing match funding through CYP.	Reduced funding means the team have less capacity to provide the training. The service could continue but fewer people would benefit.	£100,000	£50,000	£50,000		The projects has continually met or exceeded targets and provides an essential service to the users but has had to be considered for reduction from STAF as the number of beneficiaries of the project is not high. Those that do receive the service do benefit significantly as individuals and it merits a level of continued support.
SCC	PROW Improvements	PROW works would continue as this programme is also funded through SCC and ITB and is currently part of a 'bundled' procurement exercise through Parks & Communities but loss of the STAF allocation would result in a reduced scale of delivery.	Already SCC and ITB funded.	As a larger programme of activity there is capacity to flex the scale of the PROW scheme to align with total funding package.	£53,333		£53,333		Annual targets have been successfully met but as this scheme has elements alternative funding the priority has been reduced. It remains important the delivery of walking ambitions though and SCC need to ensure an appropriate balance of cycling/walking within the programme.

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SCC	Walking Festival	The Walking Festival may continue but this would be dependent on Cabinet support.	No external funding identified, Cabinet support may influence the future funding.	The scale of current allocation is too small to provide any opportunities for reduction.	£5,000		£5,000		The festival is increasingly popular and doesn't require a large allocation however it is not significant enough to be considered a high priority.
SCC	Walking for Life	Walking for Life is also supported through SCC Physical Activity team and so the loss of STAF would not necessarily mean termination of the scheme, it would however reduce the scale significantly and prevent any expansion into new communities. The project has made significant progress over the STAF period and is reaching individuals and communities that previously were not benefitting from regional active travel investment and providing additional benefits such as health, well-being, social inclusion and aspiration. These benefits would be compromised by a reduced allocation.	Support already provided through SCC Physical Activity Team. Officers are looking for local sponsorship for the Walking for Life scheme. Increasing the number of community volunteers would also provide a financial benefit as it could lead to cost savings.	The scale of the project could be reduced by targeting less areas and / or reducing the number of sessions delivered in each. The capacity for continuation would depend on an increased level of volunteer support.	£130,000	£100,000	£30,000		Walking for Life has evolved over the period of the programme and has now established a strong base. It provides diversity for the programme as it targets groups and communities and provides services that stretch across multiple themes; inclusion and isolation, mental health, physical health and activity, wellbeing and employment skills. There is capacity to reduce the scale and so a pragmatic approach has been taken to the priority allocations.
SCC	Cycle Challenge and data collection	The South Yorkshire involvement in the scheme will cease without continued funding.	No alternative funding.	The allocation has been reduced in 19/20 from previous years, any further reduction would leave the scheme too small to be continued.	£15,000			£15,000	The Cycle Challenge is proving popular with users but due to the prioritisation of other activities over the last 12 months has gone from a countywide to a Sheffield only allocation. While SCC would want to continue the outcomes lead more to increasing miles for existing cyclist and not so much attracting new ones so in the context of STAF has been considered lower priority.
SCC	Cycle Safety and Supertram	The online resource being produced will remain available and wouldn't require further support.	No plans for continuation.	No plans for continuation.	£6,667			£6,667	The online resource produced by this allocation will continue to be available without the need for ongoing funding.
SYLTE	Business to Business Team (previously Busboost and ITT)	Notice will need to be given to all the staff whose fixed term contracts expire on 31/3/20. Those affected are likely to be considering alternative opportunities already and we would expect to lose staff ahead of March 31st, which'll impact on capacity to deliver services in year.			£244,629	£244,629			The Business to Business and Marketing & Communications allocations support directly employed staff whose activities support projects across the whole STAF programme. This provides essential promotion and lead generation and consistent branding for the programme.
SYLTE	Marketing and Communication	The knowledge and skillbase of experienced officers would be lost and the ability to work effectively as a single region and not independent authorities would be significantly compromised. All of the schemes within the programme benefit from the support of these teams, either through lead generation or communication, even if the activities could continue through alternative funding methods their capacity to deliver benefits would be reduced without the central support.	As things stand there is no alternative source of revenue funding although SYLTE have been and continue to look into options for this.	If continued funding is identified there is limited scope to alter the allocation however the focus of the service being delivered could be altered. For example if increasing walking was considered a higher priority team resources could be applied more heavily against this.	£162,139	£162,139			The skills, experience and knowledge base of the staff providing the services has been built up over the prolonged period of sustainable travel programmes starting with LSTF in 2011. Loss of this resource is one of the highest risks of the funding ending and so the retention of the allocation is a high priority. This status is further support as the targets have been consistently exceeded over the first two years.
SYLTE	Wheels to Work	Without continued central funding the service provider will not be able to continue delivery and the service will be wound up by March 31st. This will also impact 19/20 delivery as the outputs will reduce as the service tapers down.	No other sources identified and service will end.	The flexible costs of this service lie within the capital allocation (ITB) used to purchase replacement vehicles so there is no scope within the revenue allocation.	£212,000	£212,000			Options for scaling the programme down have been reviewed but this has already been stripped back. It provides an essential service generating employment and has been a successful part of the regional sustainable travel programmes. For the next year this is a priority for SYLTE, if longer term funding becomes availability the delivery plan and requirements could be reviewed.
SYLTE	Job Connector	Patronage figures have been lower than projected and it is no longer perceived that the service could become self supporting at this time. The service is therefore at risk of termination at the end of this funding period.		The initial plan was for the service to become self sustaining but to date this has not been achieved yet. The scheme could be considered alongside all the other SYLTE tendered services and it may continue if it was deemed to be one of the priorities from within all the services. The opportunity cost of this would need to be carefully considered however.	£188,000		£188,000		The project provides an essential connection to an employment site that would be isolated without this, however patronage figures are not as high as anticipated so the service is not yet commercially viable. A year's extension would enable more time to establish the service and to identify alternative provision options in the event that a longer term funding commitment is secured for the programme.
C/Wide	Cycling and Walking Events and Promotions BMBC	The Criterium is a high profile event attracting a substantial number of visitors however a review of the last two events has identified that there is very little resultant engagement with the Active Travel Hub. Those attending are existing cyclists/enthusiasts and so not the intended market for the Hub services. It is perceived within BMBC that although the event is not drawing in new cyclists or customers to the Hub it is a successful event for the town centre and so it is proposed that any future event is not funded through transport revenue and is instead supported through alternative directorates.	Other local authority directorates in recognition of how the Barnsley area benefits from the event, e.g. Town Centre economy.	Changing the scale of the event or LA contribution to it wouldn't impact on the type of people attending and so there still wouldn't be a flow through of new customers.	£17,500			£17,500	This has been allocated a low priority because although the targets have been met the subsequent benefits have been weighted more towards the town centre and not in increased cycle usage or engagement.
	Cycling and Walking Events and Promotions DMBC	Very keen to continue the Clean Air Events; the most recent road closure (streetplay) event delivered alongside Public Health produced very positive anecdotal feedback and strong testimonies. In the long term they would like to produce 'kits' that would enable schools to deliver these events themselves but it will require continued support from DMBC to get to that stage.	No other funding identified to date, DMBC internal discussions ongoing.	The size of allocation required is determined by the number of closure events hosted, if funding was available additional events could be planned.	£32,000	£21,000	£11,000		The allocation has been split as there have been a number of stand-alone events which have differing levels of importance to DMBC. Within the high priority allocation is the continuation of road closures for Streetplay which is gaining increasing national importance.
	Cycling and Walking Events and Promotions RMBC	Would want to continue supporting the Rotherham Show although the event would still go ahead without their involvement.	No alternative funding identified and no current action underway to source any.	Current investment level is low so limited opportunity to scale. Could limit support to just the Rotherham Show and exclude the Rother Valley event.	£20,000		£12,000	£8,000	The allocation has been split as the two key events have different levels of importance to RMBC.
	Cycling and Walking Events and Promotions SCC	The Magnificent Seven event is an essential part of the partnership with British Cycling which brings in a significant financial contribution. The other events delivered are an important part of the overall active travel offering in Sheffield but are stand alone items and termination would have a limited direct impact	Sheffield are investigating sponsorship opportunities.	The Magnificent Seven would be prioritised as part of the British Cycling Partnership calendar, the other events could be considered on a case by case basis.	£40,000	£7,500	£32,500		The events are important to SCC and have attracted significant numbers of visitors and participants. The decision to split the allocation is to commit to the most important event whilst accepting a level of compromise is required if the total programme allocation is reduced.
DMBC	Countywide Active Travel Officers	Two of the Active Travel Officers employed through the 3rd party service provider have already given notice. One is being replaced through to the end of the contract period, the other is unlikely to be directly replaced with the service provider offering alternative backfill support instead. The scale of this allocation at £250k/year means that it would be very difficult to replicate without a direct replacement funding source to follow STAF. If there was a will and a source to extend this for another year the procurement process would need to be started almost immediately.	A possible future alternative delivery model would be for LA's to employ an officer directly to fulfil the duties. While this would mean countywide consistency would be harder to achieve it would give LA's more influence over what activities were delivered in their areas and early rough estimates suggest this could be delivered for a much lower rate. While this could be a viable option for future provision it would require a longer-term funding commitment, e.g. 3 years as recruiting staff to a one year fixed-term contract would significantly limit the available pool. Fully developing this alternative delivery method will require commitment across the authorities and a level of time invested, so a shorter funding period may not justify this effort.	The alternative method outlined in the potential alternative funding column would provide an opportunity for cost reductions, depending on how many FTE's each authority wanted to recruit. For a single year extension to the current provision there is no scope for reduction as the existing contract has already included cost savings.	£240,000	£240,000			The Active Travel Officers provide a critical resource in delivery of a number of the interventions. Although the officers involved are employed via a 3rd party there is a considerable level of knowledge and experience which would be a loss to the region if the project was discontinued. If a longer term funding commitment was in place there would be scope to re-evaluate the delivery model but to try and force this change through for a 12 month extension would have a negative impact on the delivery profile.
SCC	Countywide Modeshift STARS Schools	The South Yorkshire involvement in the scheme will cease without continued funding.	There is no alternative funding however there may be an option to procure a license for the Modeshift Stars scheme which would enable an officer to co-ordinate the submission of activity data on behalf of schools. There would not be any capacity to support or promote any of the activities but the data could still be submitted to secure the accreditation for the schools.	Reduced style of service as outlined in the 'Potential Alternative Funding' column.	£70,000		£5,000	£65,000	This is an 'all or nothing' allocation, there is little scope to reduce the allocation and retain the same local delivery method. This is a national scheme and so schools can still take part with minimal co-ordination of data from local authority officers, this would see a reduction in the numbers of schools and the level of commitment but this reduction in project performance is less severe than it would be for other projects.
LTP (via all four LA's)	Countywide Programme evaluation	The Drakewell system being funded in 19/20 is used to collate data from various automated count devices and is the only system currently available that is able to accommodate all the different types of device currently deployed. Without this we would either lose the ability to collate the data regionally or would have to find a process and resource to collate it manually.	The Safer Roads Partnership (SRP) have also benefitted from use of this data and up until 2019/20 it was paid for by South Yorkshire Police. If no other funding was available SRP would have to include it in their considerations for 2020/21 funding. This monitoring could be considered as part of the development of the strategy implementation plans.	Considerable discounts have already been negotiated with Drakewell and there is no scope to reduce the price further.	£15,692		£15,692		The collection of data provided through Drakewell is essential but further investigations need to be conducted into alternative funding methods for this in conjunction with work to expand monitoring and data analysis capabilities regionally.
SRP (via SCC)	Countywide Cycle Safety Activity	The STAF allocation complements the SRP funded education programme. Without future STAF or equivalent funding the officer this pays for will need to be funded through SRP which will reduce the overall scale of SRP's education provision.	SRP funding for the officer supported. Sponsorship opportunities being investigated for the annual Be Bright Be Seen safety campaign which the allocation currently supports.	As this allocation is part of a larger funding mix there is opportunity to scale it up or down by using more or less of the SRP funding.	£60,000		£60,000		The Safer Roads Partnership programme has seen a sizeable reduction in funding over the last 18 months (50% cut) but as a reaction to this has re-structured and established a new delivery approach. While loss of STAF would be a further hit the opportunity for extended funding had not been known when the new structure was created.
SYLTE	Countywide Cordon Counts	The Cordon Counts have been carried out for a number of years and provide the longest continuous data set available locally. The data however does have recognised flaws and the negative impact of losing the continuity of data is reduced by this. Changing technologies also provide an opportunity to improve the method and quality of data collected. This needs to be considered as part of the development of the implementation plans for the SCR Transport Strategy.	Could be considered as part of the development of the strategy implementation plans.	To reduce the funding would require removal of some of the count categories or a reduction in the number of count sites.	£70,000		£70,000		The collection of cordon count data is considered very important amongst partners but further investigations need to be conducted into alternative funding methods for this in conjunction with work to expand monitoring and data analysis capabilities regionally.
						£1,681,921	£810,588	£149,168	