

**GRANT APPLICATION FORM - Neighbourhood Portion of  
Community Infrastructure Levy (CIL) for Bath**

Please return completed form to:

[CONNECTING\\_COMMUNITIES@BATHNES.GOV.UK](mailto:CONNECTING_COMMUNITIES@BATHNES.GOV.UK)

**1. Applicant Information**

1.1 Name of Applicant
1.2 Name of Organisation
Transition Bath (registered charity 1139853)
1.3 Contact Address
1.4 Contact Telephone Number
1.5 Contact Email Address
1.6 Organisations Website Address
<a href="http://www.ridetowork.bike">www.ridetowork.bike</a>
<a href="http://www.transitionbath.org">www.transitionbath.org</a>
1.7 Name of Bank
1.8 Account Holders Name
1.9 Bank Account Number

1.10 Bank Sort Code Number

## 2. About your application

2.1 Title of your project
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Ride to Work by Bike: supporting commuters and businesses to reduce traffic congestion, carbon emissions and air pollution in Bath

2.2 Project Location
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Bath City and its immediate surrounds

2.3 Are you aware of any plans that will have an effect the premises or location where your project is to be located?"
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The project operates without premises but uses Julian House Bike Workshop on Corn Street for the service and transfer of our e-bikes. We are aware that at some point in the future their site may be redeveloped which would require us to relocate, hopefully with Julian House Bike Workshop. Our space/premises requirements for the bikes are a minimal at 2 m2.

2.4 If this project has a reliance on support (including ongoing maintenance) from a B&NES Council Service this must have been agreed in advance of this application. Please provide details of the person that you have been working with and the details of what support has been agreed.
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No funding has ever been received from B&NES or WECA and there are no reliance or dependence on council services.

2.5 Have you discussed the project with your local ward councillors?
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No

2.6 How has the community been listened to and what support exists for your project?
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Transition Bath is a community-based charity entirely run by volunteers with a membership base of 1,200 and has been running for 15 years. We have been running this Ride To Work by Bike project for 5 years and we attempt to solicit formal feedback from participants and always receive positive feedback.

2.7 Is this a new project or does it link with an existing project?
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This is an existing project which has been running since 2019, described on the project's website [www.ridetowork.bike](http://www.ridetowork.bike). We collaborate with Julian House Bike Workshop and businesses and workplaces in Bath.

2.8 Has your organisation previously applied for funding from Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath?
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No
2.9 Are there any planned changes in circumstances to your organisations operation that we should be aware of?"
No

### 3. Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath Criteria

Important Note:

This section is a key test that must be met for Neighbourhood Portion of Community Infrastructure Levy (CIL) funding to be recommended for funding .

You will need provide an explanation of whether this project relates to infrastructure.  
or  
something else that is concerned with addressing the demands arising from development.

An explanation is needed to show of how in planning terms this project supports development within Bath.

3.1 How does the project address a specific impact of the new developments?
The project aims to reduce car commuting. Switching participants to cycling to work by electric bike. The optimum time to get a commuter to switch transport modes is when they are moving work or home, it's much easier to get them to permanently switch according to academic research. The new Labour government has increased local new build housing targets to 1,466 homes per year, this project should reduce traffic caused by both new and existing homes, and new and existing local employment.
3.2 Does this project support the area where development that has taken place?
The project directly targets those commuting to central Bath, most of our participants commute by car over a distance of 1 to 3 miles, although a few travel further, up to 10 miles. The aim after the 6-week loan period is for participants to purchase their own e-bikes and permanently switch to commuting to work by bike.
3.3 Please provide any further details on how the proposal funds (a) the provision, improvement, replacement, operation, or maintenance of infrastructure or (b) anything else that is concerned with addressing the demands that development places on an area.

The funding will be used to significantly expand the scheme which to date has largely been voluntary run. The project should reduce the need for parking in central Bath, and potentially in housing developments, there are indications the owners of -bikes dispense with second cars. So, the project should reduce the need for infrastructure and offers good value by comparison with the typical capital costs of providing a parking space (£20,000).

#### 4. About your project

4.1 Provide a brief summary of your project. Include the main objectives and goals. (a maximum word count 300 words)

The project seeks to encourage residents of Bath to switch from commuting to work by car to commuting by electric bike. We provide free loan electric bikes to residents who currently commute to work by car to encourage them to switch to cycling by providing participants and their employers with comprehensive support, minimising barriers. The support includes free cycle training, advice on the best commuting routes, cycle purchase via the Cycle to Work Scheme tax discount (up to 40%) etc.

e currently target groups of employees at workplaces throughout Bath, working with businesses to reduce the number of employees commuting by car. We plan to expand the project to target homeowners more specifically at new developments and companies newly setting up in Bath.

During the feasibility stages of the project, we worked with a behavioural psychologist(Dr Ian Walker) at the University of Bath to maximise the outcomes, by reducing barriers:

a minimum 6-week loan period to break the 'habituation cycle' of driving to work.  
support:

- free cycle training
- advice on best cycling routes to work
- supporting both employees and employers using the Cycle To Work scheme to purchase electric bikes at the end of the loan
- advice on purchasing electric bikes (needed for Bath's hills)
- providing locks, panniers, lights etc, with the bikes
- targeting multiple employees at a workplace provides group support and encouragement.

The project has been running for 5 years with 5 electric bikes, largely supported by volunteers.

The project aims to reduce congestion, air pollution, CO2 emissions, parking demand, improve participants health, their attentiveness at work and their productivity.

4.2 Elaborate on the project in more detail. Include information about the problem or need your project addresses, the target audience or beneficiaries, and the significance of the project. (a maximum word count 500 words; photos can also be provided)

Bath is a heavily congested city with historic roads not designed for cars. 29% of B&NES carbon emissions come from transport, 12,000 residents have asthma, 1 in 3 car journeys in Bath are made within the city equating to 50,000 car movements per day, physical inactivity is the cause of 1 in 6 deaths. The new Labour government has doubled the local house building target to 1,466 new homes per year.

This project aims to reduce congestion, transport CO2 emissions, air pollution and make commuters healthier, reducing their burden on the NHS.

It is common for purchasers of electric bikes to sell their second cars e.g.:



We feel that this project directly addresses one of the outcomes of more development in Bath – congestion and air pollution caused by cars. Housing allocations to B&NES over the period of the next Local Plan have recently been increased from 14,000 to 29,000 which will make congestion significantly worse and this needs to be addressed. We have formally responded to the NPPF making this point: National Planning Policy Framework Consultation 2024 - Transition Bath. This funding of the Transition Bath's Ride To Work project will help mitigate this in a small way but is very cost effective compared with parking space provision.

The scheme was setup to prove that road congestion and air pollution in Bath can be solved more cost effectively through investment in behavioural change than infrastructure. The scheme is largely run by volunteers and has never received funding from B&NES, relying on charitable grant funding and contributions from employers. Our long-term aim is to make the project self-funding from employer contributions and funding but feel as we are directly addressing the main cause of additional congestion caused by new developments, CIL funding is very appropriate for this project.

The project has additional benefits in supporting Julian House Bike Workshop whose profits are fed back to the Julian House charity. It will also support local bike shops through the purchase of bikes.

4.3 Outline the key milestones and timelines for the project. Specify the start and end dates, as well as any important phases or deadlines.

The grant funding is for a period of 5 years but with a significant amount of the planning and capital purchase being upfront to get the project on a sound footing. We expect to purchase 4 e-bikes and 1 e-cargo bike (to support parents taking their kids to school etc.) in the first year and a further 2 e-bikes in the second year.

4.4 Explain how the project will address the identified problem or need and the positive changes it aims to achieve.

Participants typically permanently switch to cycling to work, reducing congestion, carbon emissions, air pollution and improving their health. Offering them free loan bikes for 6 weeks offers them the opportunity to 'try before you buy', the 6-week period aims to break the 'car habituation cycle', and the support we put in place before, during and after the project aims to reduce the barriers to them going on to purchase an e-bike.

Feedback from participants is always very positive, including comments about health improvements, feeling good about reducing their impact on the environment, greater attentiveness at work, greater convenience – the ability to cycle and park anywhere in central Bath etc.

4.5 Describe how you will evaluate the success of the project.

Part of the funding will cover 'Business monitoring and development.' Success:

- Development of a largely self-funded not for profit business has been our long-term aim and we will continue to discuss this with employers
- Delivery of the service to 250 participants over 5 years with this funding
- We are aiming at a 60% 'conversion rate' of participants, equating to a project cost per conversion of £275, this compares favourably with the £20,000 cost of a typical city centre parking space or £10,000 of a new housing development parking space

4.6 Does your project require planning permission?

If yes, please include the status, dates, and reference numbers.

No. The project has no premises, we are a voluntary charity with very low overheads, but we use Julian House Bike Workshop as a location to exchange bikes between loan periods and to service the bikes, providing local employment.

## 5. Funding Information

5.1 Provide a high-level overview of the budget for your project. Include the overall cost of the project and the funding amount requested from Neighbourhood Portion of Community Infrastructure Levy (CIL) for Bath.

Over the 5-year period of the project from 2024/2025 to 2029/2030 the project budget is £68,991 of which £49,905 is being sought from the CIL fund, and the £27,438 remainder provided by M&G (£5,923), the Police Safety Fund (£2,480), Transition Bath volunteers benefit-in-kind (£18,982).

Breakdowns and Summaries have been provided.

5.2 Provide a detailed breakdown of the budget, specifying how the funds will be allocated to different aspects of the project (e.g., personnel, supplies, equipment, outreach, etc.).

A Budget has been provided.

5.3 Does this project benefit from any sources of matched funding. Include the sources, dates funds were agreed and funding which has been applied for but are awaiting a decision.

We currently have an unspent recent June 2024 grant of £6,250 gross, (£5,924 net of 5% Transition Bath admin fees (accounting , insurance)) from M&G a city centre employer of 300 who has recently participated in the project, which we were planning on spending on e-bikes to increase the size of the fleet to increase the scale of the project and its efficiency, and meet demand

We will continue to use existing funding from the Police Safety Fund to support. cycle training (up to £3,260 remaining but £2,480 currently budgeted)

5.4 Provide a breakdown of the efforts of volunteers in supporting this project. Please include number of hours , types of volunteers, geographical reach.

Over the 5 years of the project, we are expecting 1600 hours of volunteer support (£18,892 benefit in kind) mainly helping to directly support the participants, managing the loan of bikes in and out of Julian House Bike Workshop on Corn Street (£18,892 benefit in kind)

These volunteers will:

- Dealing with the day-to-day admin of dealing with the loan of bikes to participants
- A trustee of the charity will provide oversight and general management
- Some communication support from another trustee and her communications team

5.5 I confirm that I understand successful applicants will be required to participate in council publicity

Yes