



**OFFICER REPORT TO LOCAL COMMITTEE  
(GUILDFORD)**

**TRAVEL SMART  
LOCAL SUSTAINABLE TRANSPORT FUND  
(LARGE BID)  
PROGRAMME 2012-13  
  
12 SEPTEMBER 2012**

**SUMMARY**

In June 2012, the County Council was successful in securing an award of £14.304 million in grant funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.93 million LSTF Key Component secured in July 2011. Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. As part of this programme, a total of £8.743 million LSTF grant together with £423,000 local contribution has been allocated for sustainable travel improvements in Guildford. This paper outlines the funding allocation and the indicative 2012/13 programme.

**OFFICER RECOMMENDATIONS**

**The Local Committee (Guildford) is asked to;**

- i. Note the successful award of £14.304 million of grant funding made to Surrey County Council for the Travel SMART bid.
- ii. Agree the 2012/13 LSTF scheme programme
- iii. Agree to delegate amendments to the LSTF Programme to the Local Committee Chairman and Chair of the LSTF Delivery Group in

consultation with the appropriate county and borough officers and members

- iv. Nominate a business champion

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 Surrey County Council has been successful in securing £18.234million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction.
- 1.2 Surrey County Council was one of only 13 successful authorities in the country to receive Large Bid funding. £3.93 million was awarded in July 2011 followed by a further £14.304 million awarded in June 2012 as part of the large bid of £16 million.
- 1.3 The DfT has requested that Surrey County Council identify additional funding of £1.696 million in order to deliver the full £16 million Travel SMART large bid programme. A number of potential funding sources are currently being explored, including any additional s106 funding. We will be discussing potential sources of funding with our partners in due course.
- 1.4 Following Cabinet approval to accept the grant and to fund the shortfall, the DfT have offered the opportunity to all the successful authorities to reprofile the spend over the three years. Following assessment of the programme on deliverability and risk, officers have developed a revised spend profile which has been approved by the DfT but is subject to HM Treasury approval (due mid September).
- 1.5 The original funding profile planned for Guildford over the three years of the LSTF Programme together with the proposed package of works covering the 2012/13 financial year was presented to this Local Committee on 21 March 2012.

- 1.6 The original large bid spend for Guildford as outlined in the bid was £9.166 million. Table 1 below shows the reprofile of this spend over the three years, but the total spend remains the same.

<b>Table 1: Guildford Reprofiled spend</b>				
<b>£'000s</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>Total</b>
<b>Park &amp; Ride</b>				
DfT Revenue	£0	£250	£250	£500
DfT capital	<b>£1,100</b>	£2,000	<b>£900</b>	£4,000
Local Contribution	£0	£0	£0	£0
Total	£1,100	£2,250	£1,150	£4,500
<b>Bus priority and corridor improvements</b>				
DfT Revenue	£40	£80	£80	£200
DfT capital	<b>£300</b>	£510	<b>£600</b>	£1,410
Local Contribution	£0	£60	£0	£60
Total	£340	£650	£680	£1,670
<b>Walking &amp; Cycling</b>				
DfT Revenue	£0	£0	£0	£0
DfT capital	<b>£45</b>	£135	<b>£393</b>	£573
Local Contribution	£120	£120	£123	£363
Total	£165	£255	£516	£936
<b>Information, travel planning &amp; marketing</b>				
DfT Revenue	<b>£501</b>	£530	<b>£654</b>	£1,685
DfT capital	<b>£50</b>	£75	<b>£250</b>	£375
Local Contribution	£0	£0	£0	£0
Total	£551	£605	£904	£2,060
<b>Total Revenue</b>				
	£541	£860	£984	£2,385
<b>Total Capital</b>				
	£1,495	£2,720	£2,143	£6,358
<b>Total Local Contribution</b>				
	£120	£180	£123	£423
<b>Overall Total</b>	<b>£2,156</b>	<b>£3,760</b>	<b>£3,250</b>	<b>£9,166</b>

**Bold figures** – altered spend from original bid

## 2 Progress in Guildford

- 2.1. Officers from both the County Council and Borough Council have been developing schemes within the draft programme submitted on 21 March 2012 to this Local Committee, and considered during the briefing to the Task Group on the 9 July 2012. This has included discussions with external stakeholders, interest groups and transport providers.

- 2.2. An updated programme is attached as **Annex A** and provides details of estimated funding for each of the schemes for Guildford. In addition there are countywide and over-arching workstreams across the three areas including a travel and traffic information package and scheme monitoring which are not shown in this annex.
- 2.3. Funding for the proposed Onslow Park & Ride car park has also been secured through this bid, with £4 million of capital grant for the design and build of the site together with £500,000 revenue funding towards the operational costs associated with the scheme allocated. This project is the subject of a separate paper being considered by the Local Committee.

### **Bus Priority and corridor improvements**

- 2.4. During the life of the LSTF £1.41 million capital funding and £200,000 revenue funds have been secured to develop the Quality Bus Corridor (QBC) works. These corridors all link the town centre with employment and residential areas and include :
- Guildford Park Road/The Chase to Royal Surrey Hospital/Research Park
  - Woodbridge Road and A322/A323
  - A320 Woking Road
  - A3100 London Road
  - A246 Epsom Road
  - A286 Millbrook
  - A3100 Portsmouth Road
- 2.5. These works will include the provision of high quality and accessible passenger facilities, improved passenger information including electronic travel information, traffic management measures to improve bus service reliability and, where appropriate, will complement the walking element of the bid to provide safe and level pedestrian access to/from bus stops.
- 2.6. The QBC works programme has and continues to be developed through ongoing dialogue with the bus companies in Guildford under the auspices of the Guildford Bus Punctuality Improvement Partnership. The project will use best practice guidance including an understanding of passenger needs identified through the National Federation of Bus Users UK, analysis of the Passenger Focus Bus Survey, along with information supplied through the national customer user surveys undertaken by the multi-national transport operators.
- 2.7. Given the programming constraints for Year 1 (2012/13) it is anticipated that a number of “quick wins” will be delivered along the QBCs. This will include a series of discrete improvements across the corridors consistent with the funded programme. Design work for future schemes will also be carried out.

- 2.8. The commercial bus shelter agreement between Guildford Borough Council and Clearchannel expires late 2013. The need to deliver new and improved passenger waiting facilities together with accessibility alterations at bus stops and the provision of electronic real time passenger information is fundamental to the QBC works. Therefore a parallel activity will be to work with colleagues in Guildford Borough Council to design and secure as necessary a replacement commercial bus shelter arrangement which will enable a consistent approach. Where there will be a need to install or relocate a bus shelter, works may be re-programmed to meet any new commercial bus shelter agreement.
- 2.9. The aim of this programme of works is to improve the commerciality of the bus services, to increase the number of passenger using the services and to support the local economy to allow businesses to grow.

### **Walking and cycling**

- 2.10. The overall LSTF Large Bid funding for cycling and walking elements of the bid is £573,000. For the 2012/13 programme the bid identified spend of £45,000 plus relevant s.106 contributions identified in the business case.
- 2.11. The schemes in the work programme have been developed following discussion with colleagues in both Guildford Borough Council and Surrey County Council, public consultation and ongoing dialogue with cycle interest groups in the Guildford area. **Annex B** illustrates the network.
- 2.12. The programme for 2012/13 includes schemes to improve routes that lie to the north of the Borough. Due to the short lead time available to implement projects this year it is proposed to concentrate primarily on the cycle routes that link Slyfield employment area to the A25 route further south, which have minimal highway works and match the available funding this year.
- 2.13. Route 4 will complement the A320 Earth Trail route in Woking and will assist in connecting Guildford with Slyfield and Woking, following the A320 corridor. Within Guildford the route follows the service road to the east of the A320 for most of its length and terminates in Jacob's Well where a short section uses the existing footway alongside the A320 near the entrance to the Slyfield employment area.
- 2.14. Route 5 connects the A320 at Slyfield with the Wooden Bridge footbridge, following residential streets in the Bellfields area. Works on both routes are mainly dropped kerbs, tactile paving and signage, although in Bellfields the remarking of the Stoughton Rd/Larch Avenue mini-roundabout to improve sight lines for cyclists is included.

- 2.15. Route 6 follows Grange Road and Manor Road, linking Salt Box Lane with the Wooden Bridge footbridge. Again this route is signage only. The exact cost of each route will be costed as part of the detailed design of each route. Scheme costs and any design issues will be discussed with the Guildford Task Group at future meetings.
- 2.16. It should be noted that some of the LSTF supported schemes would not be in a position to be implemented without the support of the LSTF funding.
- 2.17. The total value of schemes in the 2012/13 LSTF programme (as detailed in Annex A) is greater than the funding available. This will allow for flexibility within the programme to ensure the overall Travel SMART programme is delivered over the life of the LSTF project.
- 2.18. Planning work on the 2013/14 and 2014/15 programmes will be undertaken during the autumn of this year and the Task Group will be asked to assist the development of these. It is anticipated that the Local Committee will be asked to approve the 2013/14 programme at the November Local Committee meeting.

### **Information, travel planning and marketing**

- 2.19. The information, travel planning and marketing elements of the Guildford programme has been awarded £2.060million from the large bid. There are three main elements to this part of the programme: community engagement, business engagement and information provision.

### **Community Engagement**

- 2.20. The community engagement element of Travel SMART has focused to date on the Westborough / Park Barn area of Guildford and comprises two main elements: the community fund and community hub.
- 2.21. The community fund will distribute funding to local community groups in the area to develop and deliver projects that will support the aims of the Travel SMART programme. The majority of the funding will be distributed through a participatory budgeting approach, with local people voting on the projects they wish to see funded. An additional small grants programme is being determined by a local community panel. The first tranche of £12,500 has been allocated to 7 successful projects, including provision of new bike racks and support for a locally based job club.
- 2.22. The community hub will establish a physical presence in the Westborough area which will provide information and support to the local community including travel choices information and other local

services. Discussions are underway with the borough and local stakeholders to develop the plan for the hub.

- 2.23. Under the large bid funding, the community fund model will be rolled out to the Stoke area of Guildford, with an allocation of £75,000 in 2012/13.

### **Business Engagement**

- 2.24. The Travel SMART programme will deliver a package of measures to businesses in the Guildford Area. This will include delivery of professional journey planner training to large employers as well as services including Eco Driver training in order to assist business in reducing the costs associated with commuting, business travel and parking. Funding will also be available to expand the existing Brompton Dock at Guildford station to sites in the main business districts in Guildford.
- 2.25. In addition, Travel SMART Business Forums will be established in two of the main business districts in Guildford: Guildford Town Centre and Surrey Research Park. The aim of the Forums will be to identify local travel issues, identify plans and subsequent proposals for the allocation of a £100,000 fund. It is intended that, where feasible, the Forums will form part of existing business organisations, such as the proposed Guildford Business Improvement District.
- 2.26. In order to ensure a strong link between the Forums and the local committee, it is proposed that a Business Travel Champion(s) from the Local Committee be selected to sit on each of the Forums. The Business Travel Champion would provide insight to the Forum into possible improvements and develop a cohesive approach to ideas and measures generated from the Forum. The Business Champion would also take ideas from the group to the local committee for approval.

### **Information provision**

- 2.27. The information provision element includes improvements to mapping and signage in the town centre as well as online travel and journey planning information.
- 2.28. As new infrastructure is put in place, targeted mapping, for example to properties adjacent to new cycle routes, will be carried out to encourage use. Initiatives such as the Guildford Cycle Festival in August 2012 are an example of the sorts of initiatives that Travel SMART will fund to promote sustainable travel.



### **3 CONSULTATIONS**

- 3.1. Local consultation on specific schemes has been and will continue to be carried out, where required, during the development of the programme. However an overall consultation was carried out during April and May 2012, and the analysis is included in **Annex C**

### **4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1. The business case for the Surrey Travel SMART included a financial section that does not form part of this report and was approved by the DfT.

### **5 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 Equalities and Diversity will be taken into account during the design of schemes, but does not form part of this report. Where appropriate, full Equalities Impact Assessment will be carried out for individual elements of the programme.

### **6 CRIME AND DISORDER IMPLICATIONS**

- 6.1 There are no direct crime and disorder implications arising from this report. However, the planned improvements may well reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

### **7 CONCLUSION AND RECOMMENDATIONS**

- 7.1. The LSTF (Large Bid) offer has been accepted by the Cabinet and the indicative programme indicates a positive start for Surrey County Council and its partners, the local businesses and the local community.
- 7.2. The 2012/13 programme provides some 'quick wins' to enable this large project to make a good start within its first financial year of the three year project and deliver the objectives of the bid as well as meeting the specific needs of Surrey.
- 7.3. The 2012/13 programme will make use of available local contribution funding, generally through s106 agreements, which coupled with the LSTF funding enable schemes to be implemented.
- 7.4. The Local Committee is asked to approve the LSTF funding for the 2012/13 programme, as set out in **Annex A**.
- 7.5. The Local Committee is asked to delegate any amendments to the LSTF Programme to the Local Committee Chairman and Chair of the LSTF Delivery Group in consultation with the appropriate county and borough officers and members to enable the programme to be

maintained. These amendments will be reported to the next available Local Committee.

## 8 WHAT HAPPENS NEXT

- 8.1 The programme of works approved by this Local Committee will be developed further to enable implementation during 2012/13 where possible, and in future years as appropriate.
- 8.2 Guildford Local Committee and the Task Group set up specifically for the LSTF have been involved in developing programmes for the 2012/13 financial year. Both will have an ongoing involvement in shaping the programmes and monitoring progress during the project.
- 8.3 It should be noted that unspent LSTF funding cannot be carried forward into the following financial years and any programme under spend in each financial year within the fund has to be returned to the DfT.

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**BACKGROUND PAPERS:** Local Sustainable Transport Fund bid – Surrey Travel SMART (December 2011).

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