



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

LOCAL SUSTAINABLE TRANSPORT FUND (KEY COMPONENT)

12 OCTOBER 2011

KEY ISSUE

The Government's intention is that the Local Sustainable Transport Fund will reduce carbon and promote economic growth by encouraging alternative modes of transport to the private car. In order to secure additional funding over and above the £3.93 million, our programme needs to meet those goals, as well as meeting the specific needs of Surrey.

Whilst the Cabinet has been asked to accept the £3.93 million of Grant Funding from the Department for Transport (DfT) and approve the headline figures, the local committee is being asked to approve the 2011/12 draft programme.

SUMMARY

The Local Sustainable Transport Fund (LSTF) is a new fund created by the Coalition Government released alongside the new Transport White Paper aimed at promoting packages of transport schemes with two overriding objectives:

- To support economic recovery and growth
- To reduce carbon emissions

The timescale for making bids was very short. Bids could only be made for either under £5M or for up to £50M in two bidding tranches, by 18 April 2011 and by 6 June 2011 respectively.

OFFICER RECOMMENDATIONS

The local committee (Woking) is asked to agree that:

- (i) The draft plan and programme for 2011/12 attached as Annex A (Woking section only) is approved.
- (ii) That officers will update members of the local committee in relation to the progress of the Local Sustainable Transport Fund (Key Component) Project, at appropriate times during the year.
- (iii) The local committee will establish an LSTF Task Group with the role and governance structure indicated in Annexes C and D and the Terms of Reference set out in Annex F.
- (iv) To appoint four members from the local committee to the Task Group.
- (v) A report on the 2012/13 programme will be submitted to this committee in February/March 2012 for approval including both LSTF Grant Funding and Section 106 monies that are proposed to be used. This will be repeated annually until the end of the programme in 2014/15.

1 INTRODUCTION AND BACKGROUND

- 1.1 The County Council has made two separate bids, the first submitted on the 15 April under the Key Component which has been awarded £3.93M focused on the towns of Woking and Guildford, with Bike It Training focused on Reigate & Banstead and Traffic and Transport Information countywide. This bid has strong links with the Large Bid and allows the Council and its partners to start the delivery of works prior to the outcome of the Large Bid.
- 1.2 The second bid, submitted on the 3 June, as a Large Bid (Initial Proposals) was for £16M based on six Sustainable Travel Towns and builds upon the Key Component bid.
- 1.3 The Department for Transport have asked the County Council to submit a revised bid indicating the need to reduce the Sustainable Towns from six to two or three and include a more comprehensive package of behaviour change measures.
- 1.4 However, this report focuses on the Key Component, where Grant Funding has been awarded to the County Council covering the period 2011/12 to 2014/15. The Large Bid revised business case will be developed over the autumn and reported to the planned Cabinet meeting on 10 December.

2 ANALYSIS

- 2.1 The Key Component bid was for £5M and focused on Woking and Guildford with a smaller element of funding targeted in Reigate & Banstead and countywide measures.
- 2.2 The bid was submitted in project elements based on work or topic areas. The element that was not approved by the DfT was Electric Vehicles and infrastructure valued at £1.07M. The DfT felt that this element was not good enough value for money.
- 2.3 However, the following elements were approved as follows. These are set out in Annex A.

- **Element 1** – Bus priority and corridor improvements funded as £0.40M.

Woking	£0.15M
Guildford	£0.25M

Bus priority and corridor improvements focus on key bus route corridors through Woking and Guildford and include upgrades to the Real Time Passenger Information system.

- **Element 2** - Walking and cycling improvements funded as £1.25M

Woking	£0.20M
Guildford	£0.90M

Other £0.15M (extending routes outside of Woking)

The walking and cycling programme will build on the success of Cycle Woking with additional work planned within the town as well as extending routes beyond the Woking boundary and 'rolling out' this type of work into Guildford.

- **Element 3 - Car Club**

This was all 'match' funding and includes the expansion of the existing and proven Car Club network.

- **Element 4 - Electric Vehicles & infrastructure**

This element was not approved by the DfT, but 'match' funding is available to implement some of these measures, including supporting low carbon vehicle growth in partnership with the private sector. Increasing the charging network with an emphasis on private partnerships for home and workplace charging, promotion, supportive policies and leadership and demonstration.

- **Element 5 - Traffic and Transport Information funded as £0.5M Countywide £0.5M**

The traffic and transport element includes improvements to the real-time monitoring of the transport network, building a more complete picture of the network in terms of road works, events and incidents, and congestion and performance and making this available to the travelling public. Procedures will be developed to allow Surrey and its partners to work together to manage the network proactively.

- **Element 6 - Travel Planning and Promotion funded as £1.78M**

Woking £0.55M (includes Go-Ride)

Guildford £1.02M (includes Go-Ride)

Reigate &

Banstead £0.21M (Bike It)

The travel plan and promotional element of the bid focuses on Woking and Guildford and is targeted at behavioural change at schools and businesses. The community will also be encouraged to get involved through participation in the Community sustainable transport schemes programme. Also included within this element of the bid is the continuation of the successful Go-Ride programme in Woking and rolling this out into Guildford and Bike It in Reigate & Banstead.

Summary of Project

2.4 The project focuses the majority of the expenditure during 2011/12 to 2013/14 financial years with revenue spending being considerably higher in the final year (2014/15) as the network of new infrastructure is supported by promotional and marketing measures.

2.5 The 2011/12 draft programme focuses on 'quick wins' to enable the project to get started, as delays could mean losing the funding. As a result the bulk of the £410,000 Grant Funding in the 2011/12 programme is actually related to projects off the highway network apart

from bus corridor improvements and the Oyster Lane scheme, that was started under the Cycle Woking project.

- 2.6 Engagement with the community will also be required, as part of the community bid programme and staff resources for this would be funded through the LSTF project fund.
- 2.7 Good marketing and promotion of the sustainable travel programme is paramount to the success of the project as was seen with Cycle Woking and key focused staff, are required to do more travel planning and to organise the follow up engagement by way of electing local champions.
- 2.8 The development of the traffic and transport information element of the bid will require resources to set up and develop the package and continue this over the period of the project, funded through the project grant funding. Thereafter it will be self- financing.
- 2.9 The details of each scheme are now being worked on to enable implementation as soon as possible, subject to funding availability.
- 2.10 An internal Governance Structure has been agreed by the Environment and Infrastructure Directory Management Team on 5 September and this is reproduced as Annex B.

Governance

- 2.11 A Governance Structure including roles and responsibilities has been set out in Annexes C and D. This includes the local committee for Woking and the planned LSTF Task Group. This Task Group would require the representation of four local committee members to sit on this Board, (two from the County Council and two from the Borough Council).
- 2.12 The Borough Council's Executive have recently established a Cycle Woking Working Group who will be a consultative Group to this Task Group. They have agreed to include four Borough Council members and one County Council member on the Cycle Woking Working Group. Members of this committee may consider using as an option, some of those members (once elected), so that there can be common interests between these two groups
- 2.13 In addition, to the four members elected from this local committee, the committee may wish to elect the Chairman and Vice-Chairman of this committee and ask Woking Borough Council's Lead Member for Environment & Sustainability to join the Task Group.
- 2.14 Although this Task Group will have no decision making powers, it will play a lead role in advising the local committee through monitoring and reviewing the 2011/12 programme and drafting a programme for 2012/13 that will be submitted to this committee for agreement during February/March 2012.

3 OPTIONS

- 3.1 The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change. The need to tackle climate change and carbon emissions is central to the Local Sustainable Transport Fund submission. One of the high level objectives of the bid is to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.
- 3.2 Through this project, people living and working in Woking and Guildford urban area will be targeted to encourage modal shift through travel planning initiatives and infrastructure improvements such as bus corridor improvements, pedestrian and cycle facilities and also measures to improve business park / railway station accessibility. These areas in many cases already benefit from high frequency buses.
- 3.3 The Enterprise M3 Local Enterprise Partnership (LEP) proposal document identified transport infrastructure was an area of weakness that if not given immediate, focussed attention, could act as a constraint on a business-led economic recovery. Supporting economic growth is one of the two key objectives of this project.
- 3.4 The transport challenges section of that document, that was approved by Government on 10 February 2011, highlights the need to *“where appropriate, provide sufficient transport infrastructure to enable modal shift and make non-car use a practical, easy and cost effective means of travel”*. This project will make a significant contribution towards meeting this challenge that the LEP has identified.
- 3.5 Through these measures and changing peoples' travel behaviour will result in lower carbon emissions.

4 CONSULTATIONS

- 4.1 Consultation had been carried out with a wide range of stakeholders in developing the bid, including the Department for Transport, Surrey Districts, and transport operators, Surrey Economic Partnership, Surrey Planning Officers Association (SPOA), SE7 and Surrey Police. A Surrey Expression of Interest form was sent out to all the key stakeholders and their responses were then collated and circulated to all those who made submissions. The Transport for Surrey Board agreed the approach at a special Board meeting held on 4 March 2011.
- 4.2 Work with three Surrey Borough Councils namely, Woking, Guildford and Reigate & Banstead helped shape the final successful submission document.

- 4.3 However, engagement with other stakeholders will need to take place during the early autumn elements of the project for the forthcoming years (2012/13 to 2014/15) and informing the revised business case submission for the Large Bid (to be submitted by 20 December 2011).

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The need to ensure value for money was central to developing the Local Sustainable Transport Fund (Key Component) submission, which is a requirement of the guidance. The LSTF programme is being developed so that future funding is sustainable within existing and projected budgets allowing for future savings or is self-financing in the longer-term. The result will be no net increase in financial liabilities for the Council.
- 5.2 The Local Sustainable Transport Fund (Key Component) will provide capital and revenue funds to the value of £3.93M. However, the DfT have indicated that funding availability during 2012/13 is not sufficient to fund the anticipated programme of works nationally and have requested successful authorities to 'bring forward' schemes into 2011/12. Officers are working on possible schemes that could be delivered earlier than originally planned.

£M	Revenue	Capital	Total
2011/12	0.210	0.200	0.410
2012/13	0.660	0.830	1.490
2013/14	0.800	0.500	1.300
2014/15	0.680	0.050	0.730
Total	2.350	1.580	3.930

- 5.3 It should be noted that there would be no opportunity to carry forward unspent funds into subsequent financial years.

Risk management implications

- 5.4 Risk management implications were included as part of the bid submission, and have been reproduced in Annex E. However, these will be reviewed during the life of the project.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 A generic Equalities Impact Assessments (EqIA's) has been drafted to cover the LSTF. However, this will be reviewed during the course of the project and there may be the need to establish specific EqIA's for particular schemes.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are none arising from this report.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The Local Sustainable Transport Fund will help to deliver the objectives, Effective, Reliable, Safe and Sustainable transport as indicated in the Surrey Transport Plan and wider corporate objectives of the County Council and the Surrey Strategic Partnership, making Surrey a better place to live, work and do business in.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The County Council has been awarded £3.93 million of Grant Funding from the DfT, covering the next 4 financial years. However, funding has already been allocated to this financial year and therefore schemes that are easy to implement should be considered within this years programme.
- 9.2 Draft annual programmes, developed by the LSTF Task Group, for the financial years 2012/13, 2013/14 and 2014/15 will be submitted to this local committee around February/March before the start of the new financial year for agreement to enable schemes to be implemented as soon as possible during the new financial year.
- 9.3 The LSTF Task Group will agree details of the draft programme before submission to the local committee, monitor and review the programme on a regular basis, with meetings probably set quarterly prior to the submission of the quarterly finance claim to DfT and the local committee.

10 WHAT HAPPENS NEXT

- 10.1 Subject to approval of the local committee the draft Programme as attached in Annex A will be implemented over the remainder of this financial year.

LEAD OFFICER: Jan Haunton, Strategy Group Manager

TELEPHONE NUMBER: 03456 009 009

E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: As above

TELEPHONE NUMBER: As above

E-MAIL: As above

BACKGROUND PAPERS: Local Sustainable Transport Fund bid 15 April 2011

Version No.5 Date: 30.09.11 Time: 1600 No of annexes: 6