



## OFFICER REPORT TO LOCAL COMMITTEE WOKING

### LOCAL SUSTAINABLE TRANSPORT FUND

26 MARCH 2012

#### 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. The County Council has already secured Local Sustainable Transport Funding (LSTF) of £3.93 million through the successful Key Component bid, which is mainly focused on Woking and Guildford with £0.2 million of that sum for Bike It work within Reigate & Banstead (2011/12 to 2014/15).

Whilst the Cabinet has accepted the £3.93 million from the DfT and approved the headline funding, the Local Committee is asked to approve a draft programme for 2012/13.

In addition, the Key Component was only the first and smaller phase of this funding with a £16 million LSTF bid being submitted to the DfT on 20 December, focused on Guildford, Woking and Redhill-Reigate. The Local Committee is asked to approve a 2012/13 draft programme in anticipation of the funding being made available by June 2012.

#### 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.

The County Council was successful in being awarded £3.93 million for the first round bid known as the Key Component and submitted initial proposals for the second round bid of £16 million. A revised business case was submitted for the £16 million on 20 December 2011 and successful bids will be announced by end of June 2012.

This report seeks approval for the successful Key Component bid draft programme 2012/13 and in anticipation of being awarded the full grant funding a draft programme for 2012/13 for the 'Large Bid'.

However, further details will be worked on by the Task Group during the spring 2012 and presented to this committee at the planned meeting in June 2012.

## **OFFICER RECOMMENDATIONS**

**The Local Committee (Woking) is asked to agree that:**

- (i) The schemes listed under the Key Component within Annex A are approved for 2012/13 financial year, with consultation undertaken (where required) during the spring of 2012. Schemes that have local support following the public consultation will be progressed and schemes which require further work following the consultation process will be presented to the Local Committee, via the Task Group, at the planned meeting on 27 June 2012.
- (ii) That the schemes within the Large Bid listed in Annex B are approved for consultation during the spring of 2012, and developed further with the Task Group with an analysis of the consultation presented to the Local Committee, via the Task group, at the planned meeting in June 2012.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 The County Council has made two separate bids, the first submitted on 15 April 2011 under the LSTF Key Component, which has been awarded £3.93 million focused on the towns of Woking and Guildford, with Bike It training focused on Reigate & Banstead and Traffic and Transport Information countywide. The Key Component has strong links with the LSTF Large Bid, submitted on the 20 December 2011 and has allowed the Council and its partners to start the delivery of works prior to the outcome of the Large Bid which is expected by June 2012.
- 1.2 Details of the Key Component schemes are provided with Annex A and the Large Bid Schemes are provided in Annex B for the 2012/13 financial year.
- 1.3 The DfT Guidance has made it clear that proposals must meet the following objectives and assessments will be made of the extent to which bids deliver against each of the criteria;
  - Support the local economy and facilitate economic development for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services;
  - Reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling.

Proposals, which in addition meet some or all of the following objectives, will be favourably considered in the assessment process;

- Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community;
  - Improve safety;
  - Bring about improvements to air quality and increased compliance.
- 1.4 The LSTF bids are designed to service the residential and business population of a designated area and are integrated with other projects, such as building upon the successful work carried out under the Cycle Woking project, the existing three park and ride sites, major improvement at 'Hospital roundabout' and utilising contributions made through development planning work. Therefore, all of the schemes planned within the LSTF project are part of a larger transportation 'picture' and the LSTF is another piece of the 'jigsaw' that will ensure that any scheme carried out under the LSTF project will not be altered by future projects.

A copy of the Executive summary is attached as Annex C (Executive summary). This provides a good overview of the project.

- 1.5 The LSTF Large bid consists of five business cases; the Strategic case, which informs the DfT about the importance of Surrey within a national picture, highlighting the reasons for the three towns, the transport problems that these areas have that will inhibit growth in the economy and could in some cases make businesses leave not only Surrey but the UK. The Strategic case also suggests the best way of tackling these transport problems within the next few years that are deliverable and can retain existing jobs, create growth and reduce carbon. A copy of the introduction to the Strategic case including the Woking package is attached as Annex D (Strategic case).
- 1.6 The second case is the Economic case. This considers the schemes indicated in the Strategic case for each town on; a) whether the schemes provide good value for money and b) whether the package will facilitate economic growth and will reduce carbon. This work is based on transportation modelling and appraisal methodology.
- 1.7 The third case is the Commercial case; this sets out how the schemes that have been developed in the Strategic case will be delivered through the procurement stage. In many cases the works will be procured through the Surrey Highway's existing term maintenance contract with May Gurney Plc
- 1.8 The fourth case is the Financial case; this sets out the estimated cost of the project broken down into scheme elements, such as walking and cycling, bus priority and corridor improvements etc. for each of the three towns and the total for the project together with the funding required for each year based on the schemes identified in the Strategic case. Local contributions have only been included where the funding has been secured. A copy of the Woking financial profile is attached as Annex E (Financial case).
- 1.9 The fifth and final case is the Management case; this considers how the schemes would be successfully delivered over the three financial years (2012/13, 2013/14 and 2014/15), within the three towns to ensure that the aims of the project are fulfilled by the end of March 2015. A copy of the Woking 'headline' programme is attached as Annex F (Management case).

## 2 ANALYSIS

- 2.1 The package of measures for Woking as attached in Annex D (Strategic case) and describes the Woking package in summary on page 47. The Transport problems preventing economic growth and carbon reduction in Woking are described on pages 47 to 48, followed by the Objectives for the area and then in more detail the package of measures for each of the elements namely; Sheerwater corridor improvements, Bus priority and corridor improvements, Walking and cycling and Information, travel planning and marketing.
- 2.2 It is felt that the package of schemes are the right schemes for the Woking area build upon the Cycle Woking project and the first year (2011/12) of the Key Component and also provide a good balance in the type of schemes that are being promoted. However, the funding value attached to each scheme has been estimated as part of the Business case process and may not become the final expenditure figure.
- 2.3 These schemes have also been the subject of vigorous testing through the transportation modelling techniques required by the DfT.

## 3 OPTIONS

- 3.1 It is appreciated that members have not had the opportunity to develop the package of measures submitted for Woking, but it would normally take around 18 months to develop a project of similar size, however the Government only allowed a period of around 3 months from the publication of the Guidance to the date of submission.
- 3.2 With this in mind the Local Committee Task Group has worked hard to gain an understanding of the schemes included within each project and have put forward suggestions for consideration. As time is limited, and the scheme packages need to be the subject of consultation with the public and businesses, which has been planned for the spring of 2012.
- 3.3 The Task Group recommend that the Key Component project schemes be approved for consultation (where required) and initial preliminary work. Where schemes do not attract adverse comments through the consultation process they proceed to construction/implementation. Where adverse comments are received, those schemes, via the Task Group, will be presented to this committee for further consideration at the planned meeting in June 2012.
- 3.4 The Task Group will develop and shape these schemes further during the spring 2012 and these details can then be presented to the Local Committee at the planned meeting in June 2012.

- 3.5 An example of how the planned Community Funding programme is developing in Sheerwater and Maybury is attached as Annex G.
- 3.6 Following the consultation process, a more detailed report should be presented to this committee at the planned June meeting, where a final draft programme can be agreed (subject to approved funding from the DfT).

#### **4 CONSULTATIONS**

- 4.1 As the time period in submitting the bids has been very short only limited consultation has been carried out. Further consultation will be carried out during the spring of 2012, for a period of 6 weeks. Local Groups will be invited to comment.
- 4.2 Initial plans for consultation will include a manned exhibition on a weekday and weekend within the Woking town centre area, information on the Surrey TravelSMART web page with a comments form and concurrently run consultation with the Business areas and community groups in the Sheerwater and Maybury area.
- 4.3 The results from the consultation process will be presented to the Local Committee at the planned June meeting.

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

- 5.1 The proposed draft programmes of measures for the Key Component are indicated in Annex A. This programme is larger than the allocation anticipated from the DfT from the 1 April 2012. This allows flexibility with the programme where there is for example scheme slippage, but also allows for a larger implementation programme if additional funding is obtained.
- 5.2 The proposed package of measures within the Large Bid that are planned for Woking as indicated in Annex E (Financial case), together with the financial request for grant funding indicated over the three financial years.
- 5.3 The Task Group will meet during the course of the year at appropriate times to monitor expenditure, delivery to programme and develop draft 2013/14 programmes. Reports will be presented to the Local Committee where required.

#### **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 A generic Equalities Impact Assessment (EqIA) 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 LSTF 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 Surrey Strategic Partnership, making Surrey a better place to live, work and do business in.
- 8.2 The Task Group recommend that the Local Committee approve the schemes with Annex A for the Key Component and Annex B for the Large Bid to enable the officers to proceed with these schemes through consultation and commence preliminary design to enable the schemes to start as soon as possible.
- 8.3 Consultation on the projects will be undertaken during the spring of 2012 with a report being presented, via the Task Group, to the planned Local Committee meeting in June 2012.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 Funding for the Key Component as indicated in Annex A, has already been made available from the DfT following the successful bid in 2011 and this committee approved a draft programme of works at their meeting on the 12 October 2011 (minute 55/11 refers)
- 9.2 The Task Group notes that officers have worked hard to prepare the LSTF (Key Component) and LSTF Business case (Large bid) within a very short time frame and therefore the detail of some of the schemes have not been the subject of consultation with members of this committee, nor the public and there is an opportunity to consult the public and businesses during the spring of 2012.
- 9.3 So that the County Council and its partners within this bid can be placed in the most suitable position possible, it is recommended that this committee approves the schemes within Annex A and B to allow consultation with the public and businesses to take place and following on from that, a report is presented to the meeting of this committee in June providing more details on the schemes together with an analysis of the consultation.

## 10 WHAT HAPPENS NEXT

- 10.1 The schemes within the Key Component will be consulted upon (where required). As funding has already been obtained from the DfT these schemes will be implemented there is local support received through the consultation process. Where there is further work following the consultation process, these schemes will be presented to the Local Committee, via the Task Group, at the planned committee meeting on 29 June.
- 10.2 Following approval by this committee, the draft Large Bid programme would be developed further with the Task Group and for consultation purposes during the spring 2012.
- 10.3 Any preliminary work that can be carried out to enable schemes to be in a position to be 'ready to start' from July 2012, will need to be undertaken during the spring/ early summer.
- 10.4 Following the consultation period, a report will be presented to the Local Committee at the June meeting providing more details on schemes and the analysis of the consultation.
- 10.5 The DfT are due to announce funding for projects nationally during June 2012. If the Woking package of measures is approved by them, schemes will be able to commence during the summer of 2012.

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**BACKGROUND PAPERS:** Local Sustainable Transport Fund Large Bid Business case submission document – Travel SMART 20 December 2011

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