



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

Local Sustainable Transport Fund (Travel SMART) Large Bid Approval and Programmes 2012-13

6 September 2012

SUMMARY

The Government's intention is that the Local Sustainable Transport Fund (LSTF) will reduce carbon and promote economic growth by encouraging alternative modes of transport to the private car. The County Council bid in December 2011 has been awarded £14.304 million in grant funding. This is the second successful bid that the County Council has been awarded from this fund and follows on from the £3.93 million Key Component provided in July 2011. Therefore, our programme needs to meet those goals set within the framework of the bid, as well as meeting the specific needs of Surrey.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) 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 to the transfer of funding from St Johns Road to A245 Parvis Road £40,000 (Key Component funding).
- (iii) Agree the draft programme funding of LSTF (Large Bid) allocation for schemes for the 2012/13 financial year.
- (iv) Agree to the £1 million contribution towards the Sheerwater Corridor Improvement scheme, to be funded out of the 2013/14 grant funding award.
- (v) Nominate a Local Committee Member to be the Local Committee Business Champion to sit on the Woking Town Centre Business Travel Forum

1 INTRODUCTION AND BACKGROUND

- 1.1 The Department for Transport's (DfT) awarded Surrey County Council £3.93 million in July 2011 for its Local Sustainable Transport Fund bid (Key Component), which is branded as Surrey Travel SMART.
- 1.2 On 27 June 2012 the Department for Transport's (DfT) offered Surrey County Council £14.304 million for its £16 million Local Sustainable Transport (LSTF) Large bid, known as Surrey Travel SMART. This Grant Funding offer can be added to the successful Key Component of £3.93 million obtained in July 2011
- 1.3 However, the DfT have requested that Surrey County Council deliver the original £16 million bid that was submitted in December 2011 and therefore taking into account the £14.304 million Grant Funding offer, an additional Local Contribution of £1.696 million is required over the three financial years 2012/13 to 2014/15.
- 1.4 The original funding bid, and the indicative funding offer has been shown in tables 1 and 2 below and is subject to further negotiations with the DfT until mid-September. The DfT have provisionally offered the opportunity to move funding from year 1 to year 3 which we have taken up. This is shown in the re-profiled expenditure in Table 3. Allocations to year 2 are fixed. Whilst Table 3 shows our proposed spending profile circumstances may arise where it is in the interests of programme delivery as a whole for the County Council to forward fund some schemes in year 2 incurring higher expenditure, which would be claimed back from the DfT in year 3. The expenditure taken over year 2 and 3 would mean no net increase across the programme.
- 1.5 It should be noted that whilst DfT have provisionally allowed us to re-profile our expenditure they have not yet agreed with the Treasury that funding can be moved from year 1 to year 3 for the LSTF National Programme as a whole. It is possible that the Treasury may not approve any or all of the movements in funding in the national programme. This would result in the County Council being asked to spend in the worst case the profile included in our original bid document set out in Table 1 below. The agreed final position on the funding profile will only be known in mid-September.

Original Bid (December 2011) – Table 1

£000	2012-13	2013-14	2014-15	Total
Revenue	2118.0	1929.0	1753.0	5800.0
Capital	3441.0	4300.0	2459.0	10200.0
Total	5559.0	6229.0	4212.0	16000.0
Local Contribution	875.0	1636.0	1923.0	4434.0
Total	6434.0	7865.0	6135.0	20434.0

Indicative funding offer (June 2012) – Table 2

£000	2012-13	2013-14	2014-15	Total
Revenue	1452.0	1725.0	2008.5	5185.5
Capital	1940.0	3844.0	3334.5	9118.5
Total	3392.0	5569.0	5343.0	14304.0
Local Contribution	875.0	1636.0	1923.0	4434.0
Total	4267.0	7205.0	7265.8	18738.0

- 1.6 Taking into account the above, Table 3 indicates the reduced grant funded expenditure for 2012/13 and 2013/14 and increased grant funded expenditure for 2014/15 following the indicative funding offer, and in which financial year the additional £1.696 million local contribution funding has been allocated to, that will enable the original £16 million project to be delivered. We will be discussing potential sources of funding with our partners in due course. Where necessary we will seek formal agreement with partners and within the county council's democratic processes to use this funding.

Original bid less indicative funding offer, re-profiled spend plus additional Local Contribution (June 2012) - Table 3

£000	2012-13	2013-14	2014-15	Total
Revenue	-666.0	-204.0	+255.5	614.5
Capital	-1501.0	-456.0	+875.5	1081.5
Total (DfT)	-2167.0	-660.0	+1131.0	1696.0
Re-profiled spend	4267.0	7865.0	8302.0	20434.0
Additional contribution	0.0	660.0	1036.0	1696.0

- 1.7 The reduction in funding reflects the fact that the DfT have decided to fund up to a maximum of 70% of any total project cost, including the project's local contribution. However, the total Grant Funding is almost 90% of the original Grant Funding request.
- 1.8 A full schedule of the DfT announcement is attached as Annex A and Surrey County Council was 1 of only 13 successful authorities in the country for the Large Bid funding available.

- 1.9 The three Local Committees in the areas covered by the successful bid and their relevant Task Groups set up specifically for the LSTF have been involved in developing draft programmes for the 2012/13 financial year. The Local Committees and Task Groups will have a significant ongoing involvement in shaping the programmes locally and monitoring progress during the project.
- 1.10 A draft programme of works covering the 2012/13 financial year was presented to this Local Committee on 26 March 2012 (minute 11/12 refers). Since then further work has been undertaken in developing schemes and carrying out consultation locally on specific schemes as well as project wide consultation. The results of this will be presented to the Local Committee in a separate paper today.

2 Progress in Woking

- 2.1. Staff within both the County Council and Borough Council have been developing schemes within the draft programme submitted on 26 March 2012 to this Local Committee, and briefing the Task Group on the 9 July
- 2.2. An updated draft programme is attached as Annex B and provides details of funding for each of the schemes. This Annex includes schemes that are fully funded by the LSTF, schemes that are supported by LSTF funding where local contribution has been used as well as complementary schemes.
- 2.3. 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.

Key Component

- 2.4. The Key Component programme provides members with an update following the draft programme submitted at the Local Committee meeting on 26 March 2012 (minute 11/12 refers).
- 2.5. Within this programme, funding had been allocated to St Johns Road for cycling improvements, however due to technicalities obtained during initial survey work; it is recommended that the funding (£40,000) is transferred to the A245 Parvis Road shared use pedestrian/cycle scheme, which is deliverable this financial year.
- 2.6. Also contained within this programme are countywide measures namely; Traffic and transport information package, LSTF monitoring and LSTF staff recharge. These are not shown in the spreadsheet as they are not Woking specific.

Large Bid

- 2.7. The schedule of planned works is an updated version to the schedule that was approved by this Local Committee on 26 March 2012 (minute

- 11/12), taking into account any changes that have occurred over that period.
- 2.8. The total value of LSTF funded projects within the 2012/13 financial year is greater than the funding available. This will allow for flexibility within the programme, if unforeseen circumstances arise and a scheme is subject to delay.
 - 2.9. This approach was used in the LSTF (Key Component) and allowed schemes to progress quickly without the need to refer back to the Local Committee when further progress could be made on schemes and the DfT were able to forward fund the programme.
 - 2.10. Details of certain schemes included within Annex B are the subject of a further paper today, where further approvals are required, such as legal notices etc.
 - 2.11. The Large Bid also includes a scheme within the Information, travel planning and marketing element, titled Business travel forum. Further details relating to this are included as Annex C.
 - 2.12. 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. The Local Committee will be asked to approve the 2013/14 programme at their planned meeting in December, with a tentative 2014/15 programme also made available at that time.

Sheerwater Corridor

- 2.13. The Sheerwater Corridor Improvement scheme is the largest single scheme within the LSTF bid for the Woking area. This scheme was estimated at £4 million at the time of submitting the bid in December 2011. Since that date, the scheme has been granted planning permission and detailed design is underway. The LSTF (Large Bid) allocated £1 million of LSTF funding to this scheme, with the remainder being obtained through Local Contribution.
- 2.14. Although the scheme is currently being developed using Local Contribution funding, the £1 million LSTF funding is not required until 2013/14 financial year. However, to ensure that this sum of funding is secure, the Local Committee are asked to approve the £1 million LSTF funding for this scheme in the 2013/14 financial year.

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, which is the subject of a separate report today.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1. The need to ensure value for money was central to developing the Local Sustainable Transport Fund submission, which included a Financial Case as part of the overall Business Case 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 savings or self-financing in the longer-term.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 An Equalities Impact Assessment will be carried out as part of the development of each of the transport schemes that underpin the successful project.

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 Key Component programme approved by this Local Committee on 26 March (minute 11/12) has been updated and requires approval to transfer funding between St Johns Road to Parvis Road (£40,000) due to technical delivery issues for 2012/13.
- 7.2. The LSTF (Large Bid) offer has been accepted by the Cabinet and the schemes for each indicates a positive start for Surrey County Council and its partner Borough Councils' together with local businesses and the local community.
- 7.3. The Local Committee in Woking which covers one of the three successful Travel SMART towns within the successful bid and their relevant Task Group set up specifically for the LSTF have been involved in developing draft programmes for the 2012/13 financial year. The Local Committee and Task Groups will have a significant on-going involvement in shaping the programmes locally and monitoring progress during the project.
- 7.4. The 2012/13 programme provides some 'quick wins' to enable this large project to make a good start within its first financial year of three and deliver the objectives of the bid as well as meeting the specific needs of Surrey.

- 7.5. The programme makes use of available local contribution funding, generally through s106 agreements, which coupled with the LSTF funding enable schemes to be implemented.
- 7.6. The Local Committee is asked to approve the adjustment in the Key Component funding (St Johns Road transferred to Parvis Road £40,000) and the LSTF Large Bid funding for the 2012/13 programme, as set out in Annex B, as well as approving the funding contribution of £1 million for the Sheerwater Corridor Improvement scheme.

8 WHAT HAPPENS NEXT

- 8.1 The programme of works approved by this Local Committee will be developed further to enable implementation as soon as possible.
- 8.2 It should be noted that no funding can be carried forward into the 2013/14 financial year and any under spends within the fund will be lost to the authority.

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BACKGROUND PAPERS: Local Sustainable Transport Fund bid – Surrey Travel SMART (December 2010).