



WOKING JOINT COMMITTEE

DATE: 25 JUNE 2014

LEAD OFFICER: PAUL FISHWICK PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND

AREA: WOKING

SUMMARY OF ISSUE:

This paper is to update members on the Annual Report for the Local Sustainable Transport Fund for Woking 2013/14 financial year and to provide an update on community funding in Sheerwater and Maybury.

RECOMMENDATIONS:

Woking Joint Committee is asked to :

- (i) Note the Annual Report for the 2013/14 financial year.
- (ii) Note the draft programme for the 2014/15 financial year.
- (iii) Note the Sheerwater and Maybury community funding update

REASONS FOR RECOMMENDATIONS:

Woking Joint Committee is asked to note the Annual Report for the Local Sustainable Transport, which is in the process of being developed for submission to the DfT by 29 June 2014.

The Joint Committee is also asked to note the draft programme for the final year of the LSTF project, and the Sheerwater and Maybury community funding update.

1. INTRODUCTION AND BACKGROUND:

Annual Report 2013/14

- 1.1 The Department for Transport (DfT) awarded Surrey County Council £3.93 million in July 2011 for the Local Sustainable Transport Fund (Key Component) and a further £14.304 million in June 2012 for the Local Sustainable Transport Fund (Large Bid). Both of these projects are branded Surrey Travel SMART and cover the financial years up to 2014/15.
- 1.2 For the purposes of ease in reporting, both the Key Component and Large Bid have been combined as one project for this report, which is for Noting.

Community Funding – Sheerwater and Maybury

- 1.3 A report was presented to this committee on 5 March 2014 (minute 12/14 refers) updating members on the revised processes that were in place to deal with Community Funding applications for Sheerwater and Maybury.

2. ANALYSIS:

Annual Report

- 2.1 This will be the third annual report to the DfT for the Surrey Travel SMART, covering the past three financial years.
- 2.2 The annual report (Annex A) is currently in the process of being submitted to the DfT, but with the current timing of the Joint Committee, it provides an opportunity to report on the project for the 2013/14 in Woking.
- 2.3 The 2014/15 draft programme of works is attached as Annex B. This is the final year of the current LSTF project.

Community Funding – Sheerwater and Maybury

- 2.4 Under the Community Funding Scheme groups are granted money for projects that meet LSTF aims. These groups are required to produce a monitoring report every six months for the duration of their project so we can track their progress against the objectives and see evidence of how funds have been spent. Groups are required to include examples of expenditure such as receipts, invoices and accounts. For the large projects, annual visits to projects are also undertaken by officers.
- 2.5 The programme is monitored by officers, and reported to the LSTF and Future Transport Planning Task Group. As an update for members, some examples of outputs from recent funding discussed by the Task Group have been produced in Annex C

3. OPTIONS:

- 3.1 There are no options relating to this report.

4. CONSULTATIONS:

TravelSMART Project

- 4.1 Local consultation on specific schemes has been and will continue to be carried out, where required, during the development of the programme. However, the LSTF project was the subject of a consultation during April and May 2012, which was reported to this Local Committee on 6 September 2012 (minute ref 64/12 refers).

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 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 of self-financing in the longer-term.

6. RISK MANAGEMENT:

- 6.1 There are no risks considered with the Annual Report 2013/14.
- 6.2 There is a Risk Log associated with the 2014/15 programme and currently there are no high level risks identified.
- 6.3 The revised process dealing with community funding applications for Sheerwater and Maybury is considered to have a low risk, as rigorous monitoring processes are underway.

7. LOCALISM:

- 7.1 The headline benefits for Woking will be reducing carbon and promoting economic growth by encouraging alternative modes of transport to the private car through;
- Tackling congestion
 - Improved journey time reliability (including buses)
 - Reduced journey times
 - Reduced vehicle operating costs
 - Increased walking and cycling
 - Reduced severance
 - Community engagement

8. EQUALITIES AND DIVERSITY IMPLICATIONS:
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8.1 Equality Impact Assessments have been developed for the Travel SMART project and individual schemes will be assessed against these during the programme

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

9.1 Sustainability and public health implications

Increased sustainable modes of transport, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the LSTF.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

10. CONCLUSION AND RECOMMENDATIONS:
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10.1 The Annual Report is the third in the series for this project and the full version for all three towns will be submitted to the DfT by 29 June. The Joint Committee is asked to note the contents for the Woking area.

10.2 The final year of the LSTF draft programme is attached as Annex B, which the Joint Committee are asked to note.

10.3 The Joint Committee is asked to note the community funding for Sheerwater and Maybury as indicated in Annex C.

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www.surreycc.gov.uk/woking

11. WHAT HAPPENS NEXT:

11.1 The Travel SMART programme will continue to be delivered during the final financial year and updates will be presented to the LSTF and Future Transport Planning Task Group and this Joint Committee.

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Consulted:

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Borough Council Portfolio Holder

Councillor John Kingsbury

County Council Cabinet Member

John Furey

Annexes:

Annex A – Annual Report 2013/14

Annex B – Draft 2014/15 LSTF (Woking) programme of works

Annex C – Community Funding update for Sheerwater and Maybury

Sources/background papers:

- Local Sustainable Transport Fund bids Key Component and Large Bid.
- Member Task Group 11 June 2014.

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