



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015
LEAD OFFICER: PAUL FISHWICK PROJECT MANAGER, TRANSPORT POLICY
SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND (WOKING AREA)
AREA: WOKING

SUMMARY OF ISSUE:

This paper is in two parts, a) providing an update for members on the remaining capital programme of the LSTF (Woking) as indicated in Annex A and b) The outcome from the additional recommendation from the Joint Committee on 3 December 2014, for delegating the decision on the remaining funding from the Business Forum to the Area Highways Manager in consultation with the Project Officer and the LSTF Task Group as indicated in Annexes B to F.

At the time of writing this report, there are some uncertainties with the LSTF programme and the delivery of further schemes by the end of March 2015. However, members of the committee will be updated verbally at the meeting.

This paper is for information.

RECOMMENDATIONS:

Woking Joint Committee is asked to:

- (i) To NOTE the LSTF (Woking) capital programme for the remainder of 2014/15 (annex A).
- (ii) To NOTE the projects presented to the member LSTF Task Group and agreed under delegated authority (annexes B to F).

REASONS FOR RECOMMENDATIONS:

The remaining funding from the Business Forum that had not been approved at the 3 December 2014 Joint Committee meeting (minute 65/14 refers) was delegated to the Area Highways Manager in consultation with the Project Officer and the LSTF Task Group to ensure a full spend of the budget by end March 2015. The report sets out the decisions agreed under this delegation.

1. INTRODUCTION AND BACKGROUND:

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,

LSTF (Woking) capital programme

1.3 Annex A provides an update on the remaining schemes to be delivered by 31 March 2015.

Business Travel Forum Funding

1.4 The Forum has been allocated £50,000 each year from the Woking LSTF budget, split evenly between capital and revenue. An under spend in 2013/14 has rolled over to 2014/15 giving a total budget of £91,000.

1.5 At the Joint Committee on 3 December 2014 (minute 65/14 refers), £8,000 was approved in capital for the cycle maintenance stations and £3,000 in revenue for the Dr Bike and cycle maintenance classes.

1.6 However, members did not approve £12,000 of capital and £3,600 of revenue, and members delegated the decision on the remaining funding to the Area Highways Manager in consultation with the Project Officer and the LSTF Task Group, to ensure a full spend of the budget by end March 2015.

1.7 On the 13 January 2015, the member LSTF and Future Transport Task Group met and were presented with a schedule of suggested schemes that could be delivered by 31 March 2015. These are detailed in Annexes B to F, but summarised below, with their estimated costs.

- Active Travel Information for GP's (up to £750 revenue) – a supplier has been identified to provide this information for £250.
- Redding Way (Knaphill) footway improvement (£6,000 capital)
- Bus stop improvements West Byfleet and Albert Drive (up to £10,000 capital + £3,750 revenue)
- Cycle parking Guildford Road near Tesco (£750 capital)
- Earth Trail completion at Wych Hill junction with Claremont Road (£10,000 capital)

1.8 It should be noted that the Woking Station proposed cycle parking on the north side has been abandoned as it is highly unlikely that the scheme could be delivered by 31 March 2015 due to land agreement issues with Network Rail and it was proposed at the Task Group meeting to 'pool' this funding (£12,000 capital) to go towards the schemes scheduled above, together with any under spends from previously allocated schemes.

1.9 Under delegated authority, it was agreed to proceed with the schedule indicated in 1.7 above. However, at the time of writing these decisions have not been implemented due to uncertainties with the LSTF programme.

2. ANALYSIS:

LSTF (Woking) capital programme

2.1 The capital works programme set out in Annex A provides details of the schemes to be completed by the end of March 2015.

Business Travel Forum

2.2 At the time of writing this report, there are some uncertainties with the LSTF programme and the delivery of further schemes by the end of March 2015. However, members of the committee will be updated verbally at the meeting.

3. CONSULTATIONS:

3.1 Woking Joint Committee LSTF and Future Transport Task Group has been consulted throughout the development of the LSTF programme.

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 of self-financing in the longer-term.

Business travel forum

4.2 The total cost of the schemes scheduled in 1.7 above, falls within the agreed funding for the Business Travel Forum.

5. RISK MANAGEMENT:

5.1 There is a Risk Log associated with the 2014/15 programme and at the time of writing this report, there are some uncertainties with the LSTF programme and the delivery of further schemes by the end of March 2015. However, members of the committee will be updated verbally at the meeting.

6. LOCALISM:

6.1 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

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

7.1 Equality Impact Assessments have been developed for the Travel SMART project and individual schemes will be assessed against these during the programme

8. 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.

8.1 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.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The proposed projects align closely with the LSTF programme objective and will provide health and environmental benefits for the employees and residents of Woking.

10. WHAT HAPPENS NEXT:

10.1 The Travel SMART programme will continue to be delivered during the final financial year and a final "End of Project Report is planned to be presented to the LSTF Task Group and this Joint Committee later this year.

10.2 The approval of the schemes set out in 1.7 above under delegated authority allows officers to proceed introducing these works. However, at the time of writing this report, there are some uncertainties with the LSTF programme and the delivery of further schemes by the end of March 2015. However, members of the committee will be updated verbally at the meeting.

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Consulted:

Andrew Milne, Paul Millin, Harris Valliantos, David Ligertwood, Chris Parry, Alison Houghton, Neil McClure, Nick Meadows, Ernest Amoako and Matt Peachey (Woking Borough Council)

County Council Cabinet Member

John Furey

Annexes:

Annex A - Capital programme update

Annex B - Active Travel Information for GP's (up to £750 revenue)

Annex C - Redding Way (Knaphill) footway improvement (£6,000 capital)

Annex D - Bus stop improvements West Byfleet and Albert Drive (up to £10,000 capital and £3,750 revenue)

Annex E - Cycle parking Guildford Road near Tesco (£750 capital)

Annex F - Earth Trail completion at Wych Hill j/w Claremont Road (£10,000 capital)

Sources/background papers:

- Local Sustainable Transport Fund bids Key Component and Large Bid.
- LSTF and Future Transport Member Task Group 13 January 2015.

www.woking.gov.uk
www.surreycc.gov.uk/woking

