

20 March 2014

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

LOCAL SUSTAINABLE TRANSPORT FUND 2015/16

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the submission of a bid to the Department for Transport (DfT) for Local Sustainable Transport Fund (LSTF) revenue funding.
2. The County Council continues to invest in providing and maintaining a quality walking and cycling network for the benefit of local residents, road users and the local economy through a programme including:
 - Continued investment in the highway maintenance programmes including for footway maintenance
 - Continued investment in sustainable transport including programmes to improve passenger transport, walking and cycling infrastructure (e.g. new and improved crossing facilities, new footways, new cycleways, and passenger transport waiting facilities)
 - Further investment in highway safety improvements to encourage walking and cycling including speed management measures and 20mph speed limits outside schools.

Information and Advice

3. In 2011 a £600m LSTF was launched to support the delivery of the Government white paper 'Creating Growth, Cutting Carbon'. The LSTF runs until March 2015 and has two core objectives:
 - Support the local economy and facilitate economic development (e.g. by reducing congestion and improving access to employment)
 - Reduce carbon emissions (e.g. by increasing the numbers of journeys made sustainable modes).
4. The DfT has announced that a further £100m LSTF capital element for sustainable transport infrastructure would be available in 2015/16. The capital element will be distributed to Local Enterprise Partnerships through their Local Growth Fund allocation and would be based on their Strategic Economic Plan (SEP) submission to be made in March 2014. Consequently, the packages of measures submitted by the County Council for inclusion in the SEP contain

sustainable transport infrastructure improvements to enable people to access jobs and training and to help unlock employment and housing development sites.

5. The DfT has also announced that it is to make £78.5m LSTF revenue funding available in 2015/16. The LSTF revenue funding will not, however, form part of the Local Growth Fund and highway authorities have been invited to make bids for this funding. Highway authorities are able to bid for up to £1m of the revenue funding and the deadline for applications is 31 March 2014. DfT intend to make announcements on the successful bids in July 2014.
6. The successful bid programmes for both the capital and revenue elements of the 2015/16 LSTF must be delivered by 31 March 2016; and the availability of future LSTF funding will be determined and announced as part of the next Comprehensive Spending Review.
7. In December 2013 the DfT issued guidance on 2015/16 LSTF revenue bids which states that bids will need to give a clear explanation of economic impacts on the area in question in terms of their contribution to the local economy and their impact on transport.
8. The 2015/16 LSTF revenue bids must demonstrate alignment with the emerging SEP and the DfT's Door to Door Strategy, as reported to Committee 4th July 2013. As stated previously the SEP will include sustainable transport improvements. The Door to Door Strategy aims to make sure people are able to make the whole of their journeys sustainably.
9. The County Council made an unsuccessful bid for LSTF funding in 2012 which encompassed all four market towns. Feedback on the unsuccessful bid indicated that it was not geographically focussed enough and that the bid's many components would make it difficult to deliver. Funding had been set aside to match fund the unsuccessful LSTF bid and this funding was utilised to carry out small-scale personalised travel planning in Mansfield and Worksop during 2013. The results of the personalised travel planning show that it was very successful in reducing single occupancy car trips on both work and shopping trips. Amongst those who participated:
 - Car (as driver) journeys to work decreased from 68% to 50%
 - Car sharing journeys to work increased from 7% to 13%
 - Bus journeys to work increased from 6% to 13%
 - Walking journeys to work increased from 11% to 13%
 - Cycling journeys to work increased from 2% to 5%
 - Train journeys to work increased from 1% to 2%
10. Utilising this 2012 LSTF bid feedback and the results of personalised travel planning it is proposed that the 2015/16 bid focuses geographically on only Mansfield and Worksop town centres. Given the successful results of the personalised travel planning already undertaken in the two towns it is proposed that the bid will primarily focus on the delivery of personalised travel planning expanding the work undertaken in 2013 to more households.

11. Undertaking the personalised travel planning (PTP) in these two areas will help to increase all sustainable transport modes (walking, cycling, train and buses), reduce congestion on the highway network and deliver both the objectives of the SEP and the Door to Door Strategy. Focusing on Mansfield and Worksop will also maintain the anticipated increase in passenger transport journeys in Mansfield and will promote the planned bus station in Worksop which is due to open in April 2015. It is envisaged that the PTP will offer many beneficial economic benefits as it will help:
- reduce journey time delay to provide benefits to bus punctuality as well as general traffic (given the reductions in car journeys delivered by the 2013 travel planning)
 - support the delivery of the planned employment and housing development around Mansfield (such as Lindhurst, Penniment Farm and Summit Park) and Worksop (such as Manton Wood)
 - unemployed people back into work by broadening their job opportunities by providing them with the travel information on all forms of sustainable travel to work
 - increase footfall and therefore trade in the town centres by improving access to them by all forms of sustainable travel.
12. By increasing the levels of cycling and walking the PTP will also help deliver wider benefits such as:
- Increased levels of physical activity and the resultant health benefits
 - Improvements in air quality standards from reduced vehicle emissions
 - Wider environmental benefits such as noise reduction.
13. Many elements have been considered for inclusion in a 2015/16 LSTF bid but it is proposed that the final bid will only include those measures that do not dilute the bid's effectiveness and complement the personalised travel planning to maximise its impact , such as:
- Workplace travel planning
 - Free/discounted passenger transport tickets for jobseekers to access work and training opportunities
 - Integrated ticketing
 - Discounted season travel passes for employees
 - Marketing campaigns (including promotional literature such as bus, walking and cycling maps).
14. The LSTF revenue bid requires 20% matched funding which can be matched from capital funding allocations for complementary infrastructure. It is therefore proposed that the 20% match funding will be found from the relevant 2015/16 integrated transport sub-block depending on the types of infrastructure schemes delivered (e.g. access to local facilities; bus improvements; cycling, leisure and health sub-blocks).
15. Discussions are ongoing between the County Council and Nottingham City Council on the potential to undertake a joint bid for the Nottingham conurbation. Nottingham City Council are intending to submit a bid focussing on community travel hubs located in specific communities (delivering personal travel advice) and bespoke travel planning for businesses delivered through the Big Wheel Business

Club. These discussions revolve around how the City's proposals could be feasibly extended into the county and offer value to a Nottingham conurbation bid. It should also be noted that the maximum amount of funding payable to any highway authority is £1m, meaning that any joint bid with the City Council will reduce the money available for the Mansfield and Worksop bid.

Other Options Considered

16. Other options considered are set out within this report. Whilst the LSTF programme is detailed within this report, the programme development is ongoing and therefore may vary slightly.

Reason/s for Recommendation/s

17. The LSTF programme detailed within this report has been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The packages of measures have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's priorities and transport objectives.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that Committee:

approve the submission of the proposed LSTF revenue bid as detailed in this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (SHB 25/02/14)

19. Committee have power to decide the Recommendation.

Financial Comments (TMR 25/02/14)

20. The financial implications are set out in the report.

Background Papers and Published Documents

- Local Sustainable Transport Fund – Guidance on applications for revenue funding in 2015/16

Electoral Division(s) and Member(s) Affected

- Mansfield East – Councillors Bell and Harwood
- Mansfield North – Councillors Bosnjak and Tsimbirdis
- Mansfield South – Councillors Sissons and Garner
- Mansfield West – Councillors Langton and Meale
- Worksop East – Councillor Gilfoyle
- Worksop North – Councillor Fielding
- Worksop North West and Carlton – Councillor Rhodes
- Worksop West – Councillor Greaves