

**21 April 2016****Agenda Item: 5****REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS****SUSTAINABLE TRANSPORT TRANSITION YEAR 2016-17 FUNDING BID****Purpose of the Report**

1. The purpose of this report is to note the submission of the 'D2N2 Inspire and Connect' Sustainable Transport Transition Year 2016/17 funding bid and to seek Committee approval for the joint working on the delivery of the Bid in the county should the Bid be successful.

**Information and Advice****Background**

2. In 2011 the Local Sustainable Transport Fund (LSTF) was launched by the DfT. Local authorities were able to bid for LSTF funding for programmes that:
  - Supported the local economy and facilitated economic development (e.g. by reducing congestion and improving access to employment)
  - Reduced carbon emissions (e.g. by increasing the numbers of journeys made by sustainable modes).
3. Whilst the County Council was unsuccessful in securing LSTF funding programmes in the north of the county, it was successful in securing funding for the Nottingham conurbation through joint bids with Nottingham City Council. This funding has helped deliver a number of successful programmes of work in the county, including:
  - 20mph speed limits outside schools in Broxtowe, Gedling and Rushcliffe boroughs aimed at increasing the numbers of children walking and cycling to school
  - discounted bus travel and travel advice for jobseekers in Broxtowe and Gedling to enable jobseekers to access jobs by broadening their travel horizons
  - support and advice for businesses undertaking travel planning activities to encourage people to walk, cycle or catch the bus on short journeys to work
  - provision of cycle parking hubs in Arnold, Beeston and West Bridgford near public transport stops, to better integrate cycling with buses to encourage more longer distance sustainable transport journeys
  - guided walks and cycle rides, as well as cycle training for adults and children in Broxtowe and Gedling to encourage more people to cycle
  - mass participation cycle rides as part of the 'Cycle Live' event.

4. The Chancellor's budget statement in November 2015 included an announcement that the LSTF (which expired in March 2016) would be replaced with a new Access Fund which would be available from April 2017 to March 2020. In February 2016 the DfT launched the £20m Sustainable Travel Transition Year (STTY) Revenue Competition. The STTY funding is available in 2016/17 to bridge the gap between the LSTF which expired in March 2016 and the Access Fund which will start in April 2017. Local authorities were invited to make bids for the STTY fund by 29<sup>th</sup> March 2016 which:
- have a strong focus on supporting the local economy/economic development and reducing carbon emissions
  - focus on improving access to employment and training
  - focus on walking and cycling
  - demonstrate that they are deliverable within 2016/17
  - have an approach that is scalable and expandable so the measures contained within it can be delivered up to 2020
  - single local authorities can bid for £350,000 to £500,000; whereas joint bids from a number of local authorities can apply for up to £2.5m
  - bids for the revenue STTY funding will require a minimum match funding of 10%.

#### **Development of a STTY 2016-17 funding bid**

5. Given the short deadline to make an application and the criteria against which Bids will be assessed (i.e. 'ready to go' projects with delivery mechanisms in place), the STTY funding favours the extension of existing successful LSTF bids as the mechanisms are already in place to deliver these programmes. It is therefore unlikely that a STTY Bid from Nottinghamshire County Council alone would be successful, given that the County Council would be bidding against a joint bid from the other three D2N2 local authorities to continue existing programmes of work.
6. From 2017 the capital element of the Access Fund will be allocated to Local Enterprise Partnerships and therefore it was determined that it may be beneficial to make a D2N2 wide revenue bid. This approach builds on the joint working approach already adopted on the recent successful Office of Low Emissions Go Ultra Low City bid. This approach also enables the existing Nottingham/Nottinghamshire LSTF programme to be expanded to include elements of the existing Derby City LSTF programme (and vice versa).
7. The STTY funding bid will be the basis for future year's bids and therefore a D2N2 wide bid could help secure future Access Funding for parts of Nottinghamshire e.g. Mansfield, Worksop etc. (as well as Derbyshire) that have previously been unsuccessful in securing LSTF funding.

#### **Bid programmes of work**

8. The D2N2 area Bid focuses on three main programmes of work and offers the opportunity for the majority of its elements to be extended into the county. The Bid elements that would be delivered by the County Council in the Nottingham urban area of the county, should funding be secured, include:

- **Employability support programme**
    - discounted public transport travel for jobseekers delivered through local jobcentres
    - cycle training for jobseekers & 16-19 year olds targeted through FE colleges
  
  - **Sustainable workplace programme**
    - residential personalised travel planning targeted at areas with high unemployment levels or with new sustainable transport infrastructure
    - D2N2 combined workplace challenge to encourage more people travelling to work by cycle or on foot
    - workplace travel planning support, continuing the promotion of travel planning and infrastructure grants
  
  - **Inspiration and motivation programme**
    - adult cycle training
    - expansion of the Citycard cycle hire service to the county (e.g. town centres near to Nottingham city such as Beeston and West Bridgford)
    - contributions towards the funding of major public cycling events such as Cycle Live which are available to all county residents.
9. The total cost of the D2N2 wide package is £2.38m and the STTY funding bid is for £1.875m of the cost. The remaining £0.505m is to be made up of local match funding contributions. The County Council's match funding of £45,000 will be derived from staff time taken to deliver the programme elements in the county (£20,000) and revenue funding already allocated to deliver cycle training in the county (£25,000).
10. An announcement on the success of bids is expected anytime from late April 2016 onwards. A report giving further details on the more specific measures to be delivered in the county will be brought to a future Transport & Highways Committee if the Bid is successful.

### **Other Options Considered**

11. The other option to consider is to withdraw support for the Bid and not work in partnership with Derbyshire County or Nottingham and Derby city councils on the delivery of the STTY 2016/17 Bid should it be successful. This option has, however, been rejected by officers for the reasons set out in this report and particularly paragraph 12 below.

### **Reason/s for Recommendation/s**

12. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. The County Council has a proven record of delivering successful transport programmes jointly with Nottingham City Council for the benefit of Nottinghamshire residents. Working jointly on the delivery of the STTY funding will continue this successful partnership working. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents.

## **Statutory and Policy Implications**

13. 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:

- a) note the submission of the 'D2N2 Inspire and Connect' Sustainable Transport Transition Year 2016/17 Funding Bid
- b) approve the joint working on the delivery of the Bid in the county should the Bid be successful.

**Neil Hodgson**  
**Interim Service Director, Highways**

**For any enquiries about this report please contact:**  
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## **Constitutional Comments (SJE 07/04/16)**

14. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's transport and highways powers and functions has been delegated.

## **Financial Comments (GB 12/04/16)**

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

## **Background Papers and Published Documents**

- Nottinghamshire County Council Strategic Plan 2014-2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- D2N2 Inspire and Connect: Sustainable Transport Transition Year 2016/17 Funding Bid

## **Electoral Division(s) and Member(s) Affected**

- All