

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS, PLANNING AND ENERGY
CABINET MEMBER**

LOCAL SUSTAINABLE TRANSPORT FUND

1 OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To approve the submission of a bid for funding through the Local Sustainable Transport Fund (LSTF)
- 1.2 An urgent decision is needed to enable the submission deadline for bids of 18 April 2011 to be met

2. BACKGROUND INFORMATION

- 2.1 Through the Comprehensive Spending Review (CSR), Government simplified local authority transport funding by radically streamlining the grants available from 26 streams to just 4.
- 2.2 Two of the funding streams available are awarded through an allocation from Government and is split between Local Highways Maintenance funding and the Integrated Transport Block. The third stream is the Major Schemes Programme (of which the A160 scheme falls). The fourth available source of funding is available through a bidding process and is called the Local Sustainable Transport Fund.
- 2.3 The Local Sustainable Transport Fund was announced as part of the White Paper, *'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen.'* (published January 2011). The Fund is available to all local authorities outside of London, with £560m (£350m revenue, £210m capital) available over four years – 2011/12 to 2014/15. **However, local authorities are not automatically entitled to this Fund and must submit bids for specific projects.**
- 2.4 Proposals for the Fund must meet the following two objectives:
 - Support the local economy and facilitate economic development, for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services;

- Reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling.
- 2.5 In January 2011, the Chief Executive, Leader and Cabinet Member were informed of our intention to submit a bid entitled, '*International Gateways: Framework Travel Plan.*'
- 2.6 The content of this bid would consist of a package of measures (both capital and revenue) that will encourage sustainable modes of transport for employees accessing employment at both the South Humber Gateway and Humberside Airport from the main catchment areas within the Authority (and bordering with North East Lincolnshire). This will be captured and monitored in a Framework Travel Plan.
- 2.7 The deadline for the first round of bids is 18 April, with a decision by the end of June 2011. Expressions of interest for the second round must be submitted by mid June, with the full business case submitted by 24 February 2012. A decision on the second round would then be made in May 2012. Therefore, second round submissions would only be eligible for three years of funding.

3. **OPTIONS FOR CONSIDERATION**

- 3.1 **Option 1** – To approve the submission of the bid for the first round of funding by the deadline of 18 April 2011.
- 3.2 **Option 2** – Wait and apply for funding for Round 2 by submitting an expression of interest in June 2011.
- 3.3 **Option 3** – Do nothing.

4. **ANALYSIS OF OPTIONS**

- 4.1 **Option 1** – is suggested as the best option. This will allow the Authority to apply for additional funding from Government which will support the project over four years, as outlined above.
- 4.2 **Option 2** – This would allow the council additional time to submit the bid, however it would also weaken our chances of being successful (given that a proportion of the funding will have been committed to projects in the first round). It would also reduce our funding to three years instead of the potential four.
- 4.3 **Option 3** – By adopting this approach, the council would not receive any money from the Local Sustainable Transport Fund.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 The council will potentially receive funding of up to approximately £1.5m to support sustainable transport methods in our largest employment area, over a four-year period.

5.2 Funding for the project will come entirely from external funding sources. However, staff time will be required to complete the bid and monitor the project, if the bid is successful.

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

6.1 Environmental - This project could have a positive impact on the environment by reducing Green House Gas Emissions from transport. This is a key priority for Government and in the recently produced LTP3.

6.2 Diversity – Providing access to the largest employment site in the local authority area by sustainable modes will allow people without a private car, particularly in deprived areas, to access a range of employment opportunities.

7. OUTCOMES OF CONSULTATION

7.1 Extensive consultation was undertaken during the preparation of LTP3. Throughout this consultation, both our partners and the community raised travel planning as a key issue, together with improving the environment by increasing the use of sustainable modes of travel. Further details of the consultation process can be found in the Local Transport Plan 3 Strategy document (2011-2026).

7.2 Accepting these recommendations will assist in responding positively to these concerns.

8. RECOMMENDATIONS

8.1 That the Cabinet Member approves the submission of the '*International Gateways: Framework Travel Plan*,' bid to the first round of the LSTF.

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Background Papers used in the preparation of this report:

Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen
Local Sustainable Transport Fund – Guidance on the Application Process
North Lincolnshire's Local Transport Plan 3 2011-2026 - Strategy